



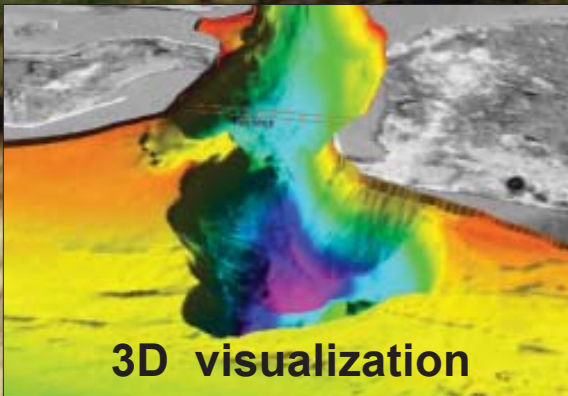
US Army Corps  
of Engineers®  
New Orleans District

# Riverside

[www.mvn.usace.army.mil](http://www.mvn.usace.army.mil)

May - June 2004

## *New threat:* Burrwood Bayou scour hole



3D visualization

# Carrollton Gage

**I**t's been a while since I've written my column for Riverside. As a result, there are many things I haven't touched on in a while, so this may seem rather random in its ramblings. I would call it diversity of ideas. I'll talk about several topics – then let you draw the conclusion of whether or not they are related.

**Hurricane Season and Safety:** We just embarked on the next storm season. Dr. Gray's forecast is for an above average number of Atlantic basin tropical cyclones and an above-average probability of U.S. hurricane landfall. This includes 14 named storms, eight hurricanes and three intense hurricanes. But it only takes one, if it's the right one. Take the time now to review your own preparations and plans for your safety and the safety of your family. We have also just entered the hundred days of summer. Driving, exposure to water and boating activities, all those higher risk actions increase during the summer months. Please be alert, and be careful.

**P2 Fielding:** It's finally here. After all this time and all the lead-up, I'm glad we're moving forward at last. Will everything go perfectly? Probably not. Take the time. Learn the system. Like CEFMS, it's here to stay. We have always needed the tools to help us manage, at a project level, at a program level, and at the corporate level. And we have always had a hard time fully meshing resources, requirements over multiple programs, over multiple years. P2 will enable us to anticipate the bottlenecks and program our needs and opportunities more effectively. I fully expect some growing pains, but once we get used to it, its got to be an improvement.

**IM/IT Competitive Sourcing:** This is another activity that has been talked about and rumored for quite some time. The Corps has been working within the administration and Depart-



**Col. Peter J. Rowan**

ment of Defense on how it would meet the mandates of the President's Management Agenda. On June 2<sup>nd</sup>, a formal public announcement was made that the Corps would compete the Information Management/Information Technology functions. Right now that represents about 1300 positions in the Corps. Over the next five years the Corps will begin the competition of functions that represent about 7500 positions. Future competitions will be announced in the same deliberate manner. Conceivably, we could have three or four functional areas undergoing some phase of the competitive process at the same time. As these long-term strategic decisions are being made, the key for the district is to keep our eye on the near-term execution of our missions while we work towards a more efficient and effective future end state.

**Workload and Related Budget Issues:** As a nation, we are in the midst of a period of intense competition for limited resources. This isn't just the Civil Works program of the Corps of Engineers. There are lots of national priorities that are not being met within current resource constraints. We have a team of managers at the district trying to examine our practices and opportunities to utilize existing programs and funding more efficiently. New Orleans District has a robust current program and an even stronger future program, with projects such as LCA, Morganza to the Gulf, Port of Iberia and Bayou Sorrel ready for authorization in the near term. With the existing O&M, MR&T and CG programs, this district is on solid ground. The short-term problem is adjusting the contracts and workflow to meet the reality of current fiscal constraints, while ensuring we're positioned to execute our growing program. Needs and capabilities have to coincide with resources and commitments. With a little innovation, a little foresight and a lot of patience, we'll be just fine.

Have a great summer. Essayons.

## Riverside

May - June 2004

Vol. 15 No. 3

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**Building a rock dike at Burrwood Bayou in May. Insert: multibeam sonar offers an underwater view of the scour hole.**

# Blessing of the Fleet

The district hosted its first "Blessing of the Fleet" ceremony on May 12. Eighteen vessels took part in the time-honored maritime tradition, observed annually around the globe to counter the dangers of the oceans and waterways. Corps of Engineers Chaplain (Col.) Mark E. Fentress gave the benediction, and blessed 12 Corps vessels including the Wheeler, plus the Cajun Queen paddleboat, commercial towboats and a Port of New Orleans fireboat.



# Dredge Wheeler open house

The dredge Wheeler opened its doors to the public for the third year in a row at Woldenberg Park on May 14 and 15. The event drew almost 3,000 visitors from 48 states and several foreign countries. After passing through a security check, visitors went on a self-guided tour of the vessel, assisted by dredge and district personnel.



# "Dump nests" found in duck boxes

By Eric Lincoln

**A**s part of Earth Day on April 22, four wood duck nesting boxes along the district riverfront were inspected and three new boxes installed.

The four original boxes, installed three years ago, all had nests. About 70 eggs were recorded, with some evidence of "dump-nesting."

Wood ducks are highly secretive in selecting nest sites due to nest predators and competition from other wood ducks. Dump nesting results when a hen follows another hen to a hidden nest and lays eggs in the same nest. In the wild, this impulse is kept in check because wood ducks normally nest in isolated locations. But artificial nesting structures erected close together (less than 600 feet) or in highly visible locations can lead to dump nesting.

A hen whose nest has too many eggs—30 instead of the usual 10 to 15, for example—may abandon it, result-

*Below: Mike Stout, Operations, and Chris Brantley, Environmental, inspect one of the duck boxes along the district riverfront.*



ing in a very low success rate. Dump nests may hatch 10 to 15 percent of the eggs rather than the 80 to 90 percent hatching rate of good nests.

"Our nest boxes are either too close together or too obvious," says Mike Stout, Operations. "We're working to provide more boxes for the local population. Another option may be to paint the boxes different colors so that hens can distinguish their selected nest box."

"Watch for young wood ducks hatching within the next couple of weeks, and please let one of the crew members know if you see any ducklings in the river."

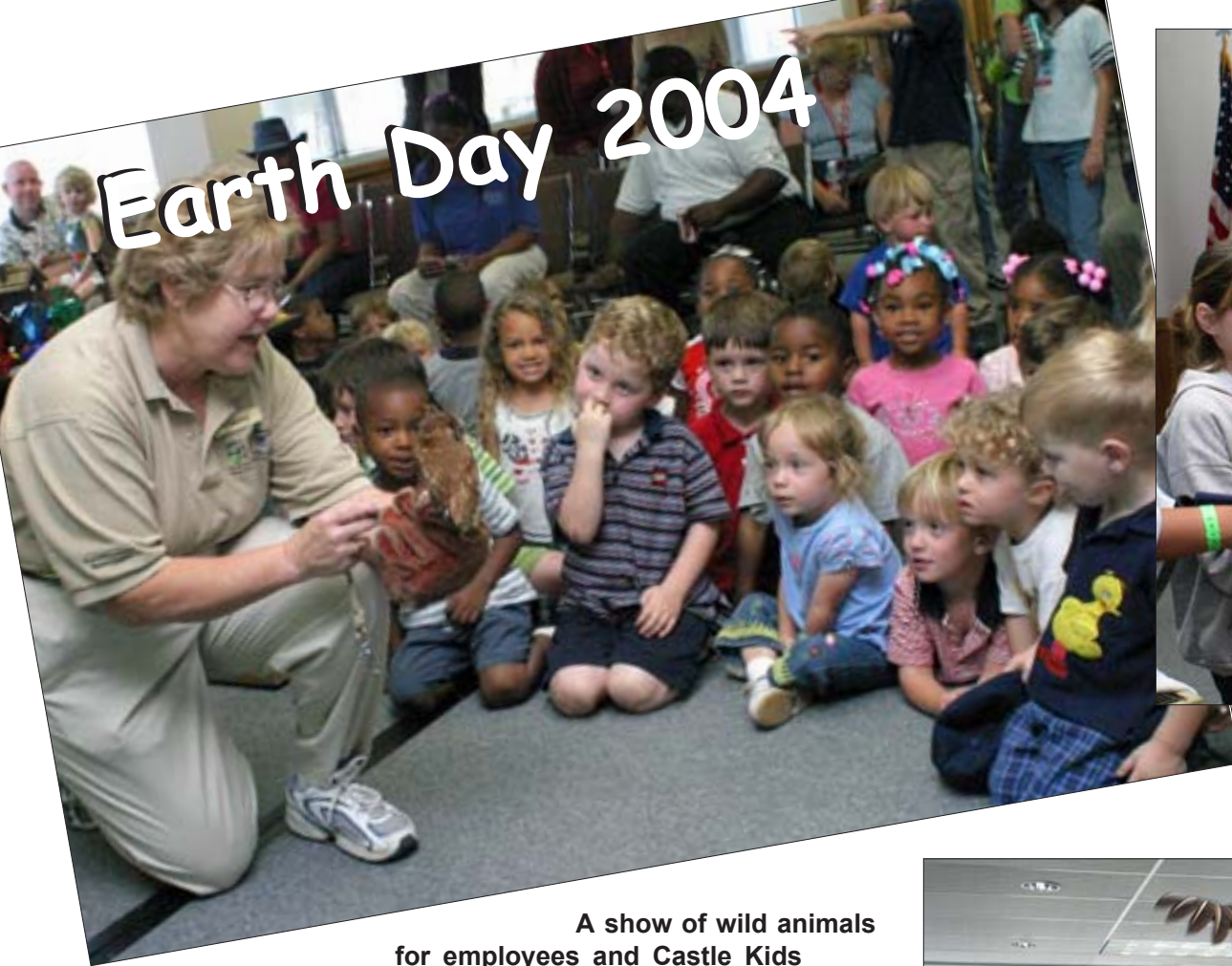
The maintenance crew includes members of Operations Technical Support Branch: Mike Stout, Michael Saucier, Kirk Dietrich, Ronald Olsen and Emily Mullet; and Chris Brantley of Project Management Environmental Restoration Branch.

*Left: A "dump nest" found in one of the boxes. Below: "Most of the birds would fly as soon as we opened the top of the box," said Stout. "I thought this one was empty, then found this hen staring back at me. I just held the camera over the box and shot a few pictures. She didn't budge."*



*Photos by Lane Lefort and Mike Stout*

# Earth Day 2004



A show of wild animals for employees and Castle Kids highlighted the second annual Earth Day celebration in the DARM on April 22. Gib Owen and Sean Mickal, Environmental, arranged the day's events, which included displays on butterflies, coastal projects, presentations from the Audubon Nature Institute and a show-and-tell from wildlife handlers Debbie Pearson and Roy Firmin. Participants planted an Earth Day tree and went early-morning bird watching on the district. Also, prizes were awarded for the best hand-built birdhouse.





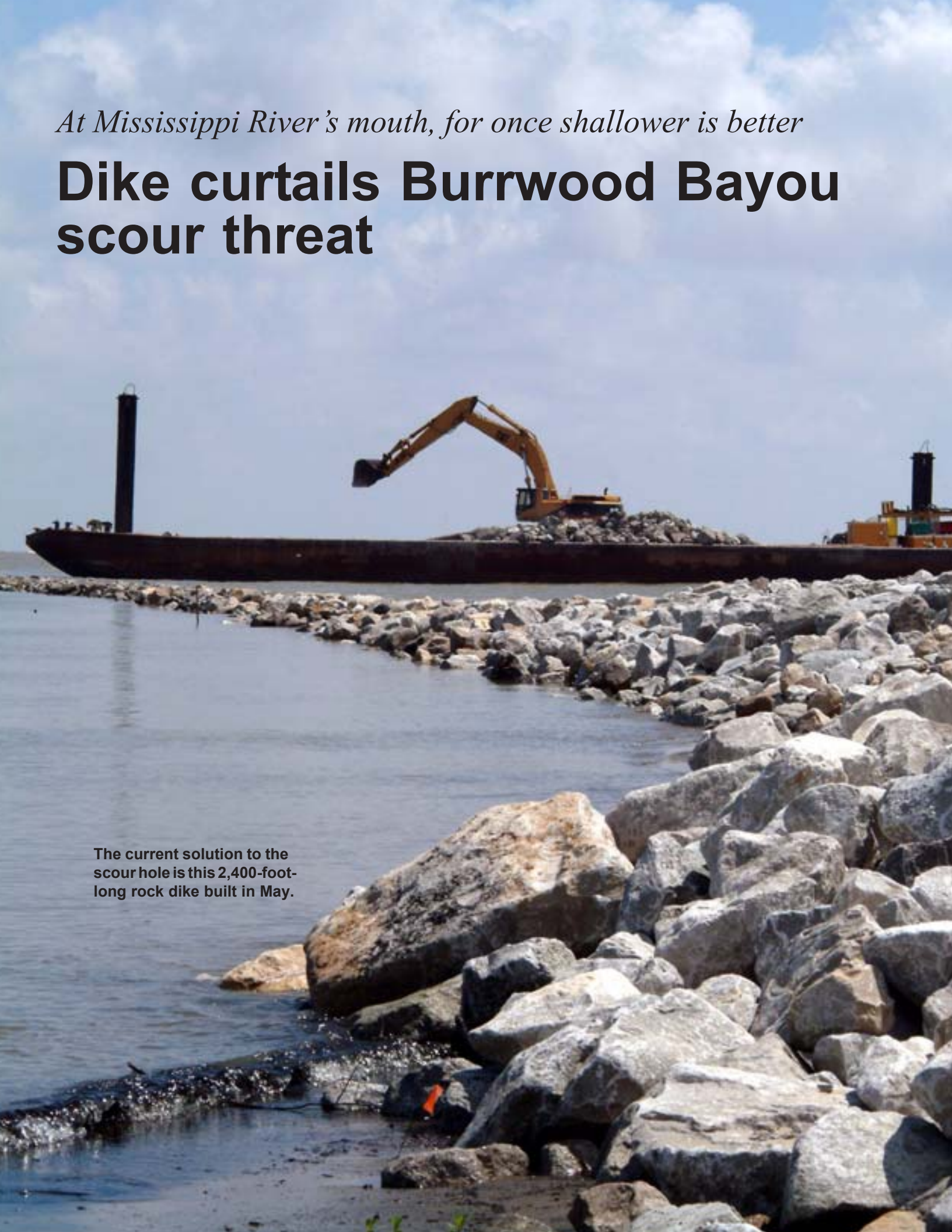
Photos by Lane Lefort and Amanda Jones



*At Mississippi River's mouth, for once shallower is better*

# Dike curtails Burrwood Bayou scour threat

The current solution to the scour hole is this 2,400-foot-long rock dike built in May.





By John Hall

Ships have been confronting a novel hazard at the front door of the world's largest port complex, the mouth of the Mississippi River.

Coastal erosion is a prime suspect.

The trouble is a deep scour hole at Burrwood Bayou, a

little-known outlet on the 20-mile-long Southwest Pass, the river's main entrance for the big, oceangoing ships.

"The scour hole could pose a long-term threat to navigation, and the Army Corps of Engineers is working to solve it," said Col. Peter J. Rowan, district commander.

One of the Corps' top jobs nationwide is to keep open the five ocean ports on the Mississippi from Baton Rouge to the Gulf of Mexico. They include four of the 10 largest U.S. ports.

"Usually, the task is to keep the river from getting

too shallow, and to maintain the 45-foot authorized depth up to Baton Rouge," Rowan said. "For the first time, shallower is better. This hole has been as much as 130 feet deep."

Ship pilots who guide big vessels at the Mississippi's

mouth think the flow diversion is so dangerous they have limited the traffic to one way.

Michael Lorino Jr., president of the Associated Branch Pilots, said

"Burrwood Bayou is the river equivalent of a black hole, trying to suck everything out of the river," says Channing Hayden, president of the Steamship Association of Louisiana.

the suction created is so strong that it tries to pull ships toward Burrwood Bayou.

Why did the scour hole, first identified as a potential threat in the late 1990s, develop?

"It was likely a combination of coastal erosion and the force of water escaping from Southwest Pass," said Del Britsch, district geologist. "We would still like to know more about the timing. There's no obvious answer to, 'Why now?'"

Coastal erosion has eaten away half of the distance

*See Burrwood, next page*

## Scarabin is "dredge central" in Venice

James Scarabin, who has 30 years of service in the Corps, is project inspector for the Venice Sub Office. He's a great resource for the district in dealing with the scour hole, particularly because of his knowledge of Corps work in the Venice area.

Scarabin was born and raised in Hollywood, La., a community below Burrwood that was a compound for the Navy and the Corps. A gun tower still stands that protected the mouth of the river in case of German U-Boats. Hurricanes later wiped out the area, and Scarabin's family moved to Venice where his dad worked as a commercial fisherman.

Scarabin contracted polio when he was five years old, and



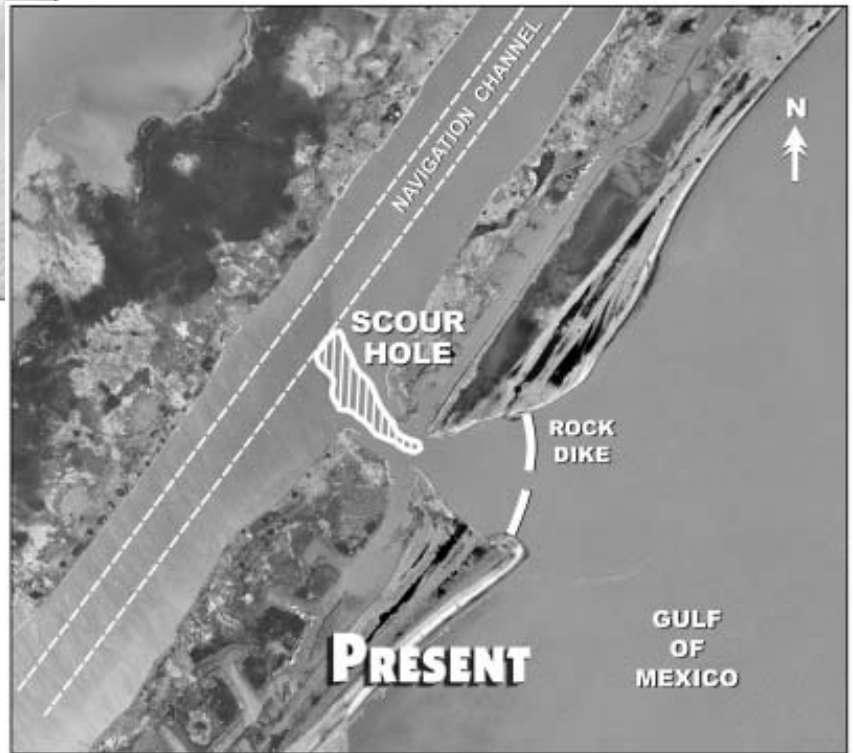
he still wears a special shoe with a brace. It doesn't keep him from getting around on the barges and performing tasks, though, says Jerry Hutson, project engineer in the Venice Sub Office.

"He knows every inch of the areas surrounding Venice, every individual that owns land from here to the end of the jetties, and every landowner knows him ... and most contractors know him personally. He knows more about dredging than any individual that works for the district ... his office is called 'dredge central' during the dredging season.

"His knowledge and friendship has helped us partner with landowners during the last 20 years of projects ... to me, he is the epitome of the Corps of Engineers professional."



Coastal erosion has eaten away at Burrwood Bayou since the 1930s. Last year, the district acted to stop further damage by dumping 3.5 million cubic yards of dredged material into the scour hole. A 2,400-foot-long rock dike was completed in May this year, as well, to alleviate the pull felt by passing ships and to slow the water flow into the Gulf.



Burrwood, from page 9

from the river to the Gulf at Burrwood Bayou since the 1930s. Meanwhile, the outlet's mouth has become twice as wide.

Burrwood Bayou at the river is now about 400 feet wide, compared with 200 feet in the 1930s. Meanwhile, the land separating the river and the Gulf of Mexico has eroded from about one mile to one-half mile wide.

When the bayou reached depths averaging 130 feet in March 2003, the Corps acted quickly, said Joaquin Mujica, the Operations manager for navigation, Baton Rouge to the Gulf.

"We responded by placing 3.5 million cubic yards of dredged material in the hole," Mujica said.

Hauling this much material would require enough big dump trucks to stretch bumper-to-bumper from New Orleans to Kansas City – and back.

That reduced the scour hole's depth to about 60 feet, but did not solve the problem. Even so, Burrwood Bayou was capturing 37 percent of the flow of Southwest Pass during the spring 2004 high water.

"The hole is much shallower, but it's become a moving target. This year for the first time the scour cut its way right up to the edge of the navigation channel," Mujica said.

As the Corps was preparing plans for a long-term solution, a tragic ship collision underlined the impor-

tance of safe passage in Southwest Pass.

On Feb. 23, the 178-foot offshore-oil boat Lee III sank with the loss of all five crewmembers after colliding with a 534-foot container ship, the ZIM Mexico III.

The Coast Guard was forced to close Southwest Pass to navigation for four days during the recovery work, and considerable disruption followed. Cargo

movements stopped and cruise ships' passengers were stranded.

On March 5 the Corps committed to a long-term solution, awarding a \$2.7 million

contract to Creole Chief Inc. of Belle Chasse to build a 2,400-foot-long rock dike.

The dike is an arc of limestone chunks astride Burrwood's outflow, about 4,000 feet from the navi-

"3-D visualization ... capability made it easier to define the problem and convey the need for immediate action," said Col. Rowan, commander.

gation channel. It's anchored to land at either end and has a 200-foot navigation gap for oilfield and fishing boats. More than 140,000 tons of rocks were placed.

The dike, completed in May, has achieved its goal: a significant reduction of the percentage of flow captured by Burrwood Bayou, said Harley Winer, chief of Coastal Engineering.

"This should alleviate the pull felt by passing ships," Winer said. "And the dike will stop further scouring."

Col. Rowan said, "It's unclear why Burrwood Bayou became a much bigger problem – nothing is clear at the bottom of the Mississippi – but we have a new way to see underwater."

"Our new eyes are multi-beam surveys using a kind of sonar. Through the work of our modelers, the enormous data thus created give us a 3-D visualization. This capability made it easier to define the prob-

lem and convey the need for immediate action. This technology provides another tool that helps to make decisions," Rowan said.

Channing Hayden, president of the Steamship Association of Louisiana, said taming Burrwood Bayou is crucial to passage of the roughly 6,000 ocean ships that enter the river each year and their economic contribution to the region.

"Burrwood Bayou is the river equivalent of a black hole, trying to suck everything out of the river. If two big ships collided in that area it would be very ugly."

One-way traffic was an essential safety device but with its attendant delays, dampens the financial vitality of the steamship trade, he said, making the long-term solution crucial. "The Corps has done a bang-up job," Hayden said.

## You have entered the P2 world

By JoAnn Rosenfeld and Rodney Greenup

**P**2 deployed at the district on May 17. Two hundred and twenty projects have been entered, and 160 people have been trained.

Mike Bowen was the instructor who tied it all together by explaining when our recon and feasibility studies occur. He helped us see the big picture of how P2 and PMBP come together for our new national approach to scheduling and resource management.

Our P2 deployment group was visited by Dan Hitchings and Mike Rogers, two Senior Executive Service members from MVD, on May 21.

"P2 is a tremendous effort, but we are delighted to see it implemented, because it will be a powerful tool," Hitchings said. "People have to stop thinking just about their area and recognize that they are now a national resource ... this is a vehicle for doing our work, regionally and beyond."

### ❑ *What's the objective of P2?*

To manage resources, whether it is money or people.

### ❑ *When do we start using it?*

P2 consists of three major software packages: Primavera Project Manager, Oracle Projects and Primavision. The district received those licenses on May 7 and project data is now being entered into the system. PDT members will begin working in the new system as soon as data is loaded and verified.

### ❑ *How and where was it developed?*

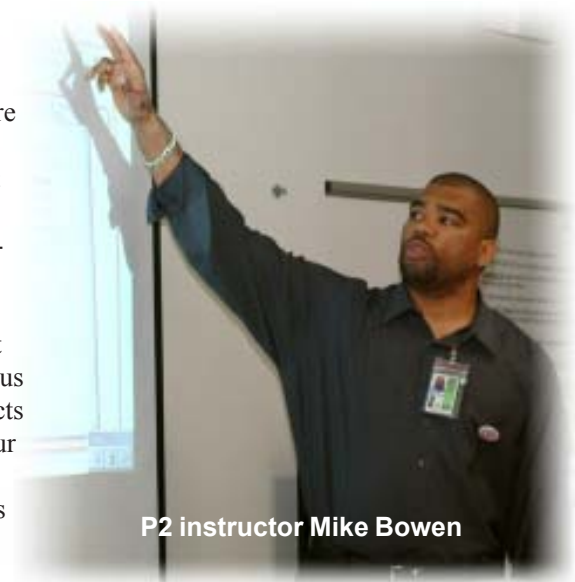
P2 is actually comprised of several software packages that were linked by a Corps team from Huntsville, Ala. Primavera

Project Manager and Primavision are the software programs that will replace other scheduling tools such as Open Plan and Microsoft Project. Various Oracle products will replace our budget programs such as ABS, PRISM, PROMIS and the GI data-

base. The new systems are connected to CEFMS to provide more control over funding and schedules at the district.

### ❑ *How will it make us more efficient?*

For one thing, it should make us better at evaluating impacts to several projects at one time because every project will be linked by one system. So when there's an emergency, delay or funding increase/decrease, the impacts can be evaluated across multiple projects using P2. That capability is not readily available today.



P2 instructor Mike Bowen



## In Kabul, Barr reflects on “good ‘ole USA”

*James Barr, deputy of Contracting Division, sent us his impressions from Kabul, Afghanistan, where he has been deployed since mid-April.*

**A**fter being in-country for two weeks, I concede that I am no expert on this area, but I would like to share some observations as a western “tourist.”

Upon arriving here I was stricken by the standard of living—it is below poverty level compared to the west.

Most homes do not have indoor plumbing, electricity, or other modern conveniences but rather are simple dwellings constructed from local materials. Those that do have electricity find it available for only two hours per day. Given this situation one can only imagine the potential for all sorts of physical illness.

Kabul, the capital city, is much like any large city. Although we go out only of necessity, a large part of the city is revealed as we go to and fro. Government seems to be actively engaged. Police and militia are present, though not in large number. Automobiles and bicycles clog the streets, along with the regular smattering of horse/donkey drawn carts. There are several large traffic circles at major intersections—traffic organization is bad and these really test your nerves. Apparently, the traffic law here is whoever gets there first or has the biggest vehicle has the right-of-way.

There are a variety of local markets that offer fresh fruit, vegetables, meats and grains. The commodities are all placed in open display. The storekeepers have what I call “pompons” on sticks to swat the flies away. I’m not sure how they manage to keep the dust off—Kabul can be a dusty place.

As you travel out to the countryside you are taken back centuries, literally. Nomads still tend their flocks, live in tents and move across the land seeking food for their flock. Mud and stone homes and fortresses scatter the landscape, their local materials blending with the native background. Towering mountains, some snowcapped, surround the area as the highways move from one valley to another. Occasionally, there is a well along the route. What few



Courtesy photos

**Above:** a roadside meat market. “There are a variety of local markets that offer fresh fruit, vegetables, meats and grains. The commodities are all placed in open display. The storekeepers ... I’m not sure how they manage to keep the dust off—Kabul can be a dusty place.” **Top:** Barr stands in front of the remains of “Tapa-i Tajabke” (The Tajbak Hill), built in the early 1920s as a royal residence and subsequently used as ministry office buildings. **Right:** Following the fall of the Taliban, civil war nearly destroyed The Tajbak Hill.

streams exist are mostly dry. Vistas are magnificent, and for a moment serenity abounds as one is drawn into another dimension of peace and beauty, but reality returns when a breath is drawn and the pressure of body armor is felt resting upon the chest.

Afghanistan, in ancient times, was the crossroads of trade routes from the west to the east. With the advent of new transportation technology, it seems that this country is still caught

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**“It seems that this country is still caught in a time rift ... and can’t find a way out.”**

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in a time rift of those days and can’t find a way out. Situated between the east and west, it has also been the target seemingly of every conqueror that has ever had aspirations of imperialism.

I have described what would seem as intolerable conditions, but the indigenous population is well able to

survive and even flourish. A smile and a cordial greeting is typical of the meeting of Afghans; to shake hands, a hand to the heart or head, hug or even a kiss is as natural to them as a mere nod is to us. Appreciative of the American and coalition actions, we are greeted while driving by with “thumbs-up” and other expressions of gratitude and affirmation.

As I look into the faces of the Afghans and hear some of their stories of life experiences, I am encouraged by their tenacity and aspirations. The entrepreneurial spirit is just now breaking through after years of suppression.

And as I notice them counting their blessings, I, too, reflect on mine. Too often, we Americans are complacent and unaware of the richness with which we are so blessed. But most of all, I thank God that I was blessed to be born and raised in a modern civilization, especially in the “good ‘ole USA.”

## Air monitor installed at Calcasieu

by Eric Lincoln

An innovative ambient air analyzer, the first of its kind in use in the Corps, has been installed to monitor air quality at Calcasieu Lock in Lake Charles.

Workers raised concerns about the air quality during safety training last year. A wide variety of materials from different industries constantly pass through the lock. While workers have noticed no health problems, effects from cumulative exposure could take much longer to appear.

“We have a unique work population at the locks,” says Ed Bernard, certified industrial hygienist. “They raised a valid concern about the types of materials they’re exposed to. Management made a very gutsy decision to buy into this technology and make sure health concerns are addressed.”

Steve Schinestky, Operations, and Lockmaster Kevin Gally were instrumental in having the device installed. “They were behind this 100 percent,” says Bernard.

Lock personnel installed the \$179,000 machine and built a storage shed to hold the equipment last year.

The Fourier Transform Infra-Red Ambient Air Monitor works unattended around the clock. If a potentially hazardous chemical is detected in the air, an alarm is sounded and messages are sent to lock personnel computers. In addition, data can be viewed and the instrument can be remotely controlled and updated from remote locations over the Internet.

No acute air quality problems have been discovered since the device began operating in March 2003.

The data analysis portion of the project has been funded for this year, after which the Safety Office will determine whether to continue to use the monitor at Calcasieu or move it to another lock.



# Around the District

## Congratulations

to **Tim Totorico** (ED) and his wife Tina, on the birth of their daughter, Nicolina, on April 22.

to **Geri Robinson** (PM), who received her juris doctorate degree in May from Loyola University.

on the birth of their 3<sup>rd</sup> child, Meredith Elise, on April 8. Meredith is also the great-niece of **Judy Richard** (RE).

to **Emile Jacobs** (OD), who received a Superior Civilian Service Award in January for his service in Iraq from September 2003 to January 2004.

## Kudos

to **Pat Broussard** (ED), whose daughter, Bria, received straight "A" scores on her 3<sup>rd</sup> quarter report card.

to **Audrey Tilden** (CT), whose collie, Tia—one of 11 dogs Tilden owns—won her last three championship points, a gold medalion from American Kennel Club and an invitation to compete in the prestigious Eucanuba Classic in Orlando, Fl., in 2005. Tilden has competed since 1981. There were several hundred dogs in the April competition in Alabama.

to Kevin Rosier, son of **Sharon Richarme** (PM) and brother of **Michelle Dalmado** (CT), who graduated *cum laude* from Georgetown University on May 22. Kevin graduated from the School of Foreign Service with a bachelor's in international economics, and earned certificates in both international business diplomacy and European studies. After a summer internship at the State Department, Kevin will attend graduate school at Tufts University's Fletcher School of Law and Diplomacy as a Pickering Foreign Affairs Fellow and then pursue a career as a foreign service officer with the U.S. State Department.

to Jonathan Stout, son of **Michael Stout** (OD), who graduated May 28 from St. Martin's Episcopal School in the top



Lane Lefort

**Kids at Work -- Guest speaker Jill Hezeau discusses her job as a traffic reporter for WWL-TV news with participants of Take Our Daughters/Sons to Work Day on April 22. The Federal Women's Program Committee, along with other Corps volunteers, sponsors the event to show employees' children what their parents do during a day at work.**

to **James Little** (OD) and his wife Julie, on the birth of their first child, daughter Jenny Elizabeth on May 21.

to **Mike Brown** (OD) and his wife Gretchen, who were married on April 24.

to **Darrell Barbara** (OD) and his wife Stacy, on the birth of their first child, son Luke Austin on May 21.

to **Joseph Kustra** (WCSC), who received the first quarter 2004 Peer Recognition Award.

to **Jeff Heap** (IM), who received certifications in Microsoft Professional, Microsoft Systems Administrator and Microsoft Systems Engineer.

to **Michael Dupuy** (ED) on his promotion to assistant chief of Design Services Branch.

to **Bobby J. Landry** (OD) and **Marsha Holley** (RM), who married on Feb 14. The bride is currently working for IMA-KORO in Seoul, Korea.

to **Tim Black** (CT) and his wife Kim,

to **Anthony Bertucci** (ED), who received an Achievement Medal for Civilian Service in September for service in Iraq from June to October 2003.

## Dredge Wheeler Crewmember of the Year McKinley Goins Jr.

**"As a cook aboard the Wheeler, Goins has excelled in his duties aboard, and has performed throughout the year consistently above his job requirements," said Captain Ed Morehouse. "He has improved upon the quality of his work, cooking varied menus and trying new ideas [and] has been determined, dedicated and upbeat throughout the year, reflecting all the qualities that go into the selection for this annual award."**



Eric Lincoln



**FEB Awards --** The Federal Executive Board presented three Corps employees with Distinguished Service awards on May 4 as part of Public Service Recognition Week. **Thomas Waguespack (ED), Outstanding Technical Support Employee; Richard Pinner (ED), Outstanding Professional Employee; and Charlie Rome (ED), Outstanding Community Volunteer.**

## Condolences

to the family of Stephen Johnson (30-year CD-LAO member), who died of lung cancer on May 25.

to **Tom Tobin (ED)**, whose mother, Jacqueline Tobin, passed away on May 27.

to **Charmaine Allen Small (IM)**, whose husband, William Small Jr., died on Apr. 13

to **Lane Lefort (IM)**, whose father, Julien Lefort, passed away on May 30. Julien was also grandfather to **Jennifer Lefort (PM)** and **Kelley Lefort (ED)**.

to **Jeffrey Richie (ED)**, whose father, Dr. Michael M. Richie, died on May 31.

to **Gerald Collins (LMO)**, whose father, Carlton Collins, passed away on May 31.

10 percent of his class, with honors, for membership in the National Honor Society and Cum Laude Society, as a recipient of the Alton Ochsner Future Physician Award, and the Michael John Moseley Memorial Award for outstanding achievement in athletics, academics and service. After interning this summer at the Audubon Nature Institute, Jonathan will begin biology studies at Austin College in Sherman, Texas, where he received a state fellowship. Jonathan was also selected to the football All-State Academic Team for Class 2A and as a Nokia Sugar Bowl Scholar-Athlete.

## Farewell

to **Roland Hargrave (CD-LAO)**, who retired in May after 46 years of service. A surprise crawfish boil was held April 29 in his honor.

to **Jerry Hudson (CD)**, who retired in May after 40 years of service.

to **Diane Pecoul (CT)**, who retired on July 2.

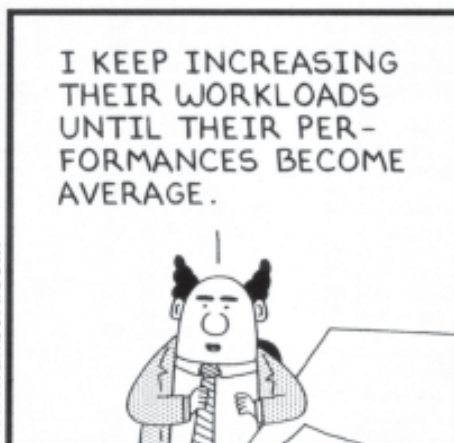
to **Howie Gonzales (PM)**, who was promoted to GS-13 and transferred to Albuquerque District on May 21.



**Build it, they will come --** Freshwater Bayou Lock personnel finished building their own conference room in January. Starting out with only the shell of a building, they completed the rest voluntarily, using a professional only to install air conditioning. "This team saved taxpayer dollars while proving that personnel can come

together to build a better work environment," said Jerry Stoute, lock mechanic and one of the builders. "Freshwater Bayou Lock can now offer a state-of-the-art classroom." Employees contributing: *Casey Choate, Jerry Stoute, Craig Morgan, Richard Bagwell, Robert Harrington, Toby Touns, Terry Langlinais, Daniel Faulk, Karl Nunez and Ralph Marchese.*

## DILBERT® by Scott Adams



# MVN at Work

## Information Management

**OUTSOURCE COMPETITION**—The Department of Defense began a standard competition for Corps Information Management/Information Technology functions on June 2. This nationwide competition will include more than 1,300 positions throughout the Corps, including 60 positions in New Orleans District. The IMO staff currently performing the work will be allowed to compete against the private sector and other public reimbursable service providers for the referenced work. The competition is scheduled to end on Nov. 29, 2005.

## Operations

**ATCHAFALAYA "STEP OUTSIDE" DAY**—An outdoor program by the National Shooting Sports Foundation to increase participation in traditional outdoor sports, with specific emphasis on individuals with special needs, was held on May 22 at the Sherburne Wildlife Management Complex near Krotz Springs. Events included fishing, archery, pontoon boat rides and decoy painting, with hands-on exhibits and water safety information. Sponsors included the Corps, Paralyzed



Courtesy photo

## D-Day Volunteers

– Ralph Schied, Engineering, and Capt. Dan Hibner, Construction, work a table at the National D-Day Museum on May 12 in honor of Armed Forces Day. Also volunteering were John Hall, Public Affairs, and Col. Peter Rowan, commander, who was a speaker at the event.



Lane Lefort

Veterans of America, Louisiana Department of Wildlife and Fisheries and U.S. Fish and Wildlife Service.

**HURRICANE INSPECTIONS**—A joint inspection of the hurricane system by the Orleans Levee District and the Corps was held on May 28. The Louisiana Department of Transportation and Development and City of New Orleans participated with district personnel in viewing flood gates, levees and control structures for the Lake Pontchartrain and Vicinity and West Bank and Vicinity hurricane projects.

**Myette Point Signing** – The Myette Point Boat Launch Project Cooperation Agreement (PCA) is signed on May 18 in Morgan City. The project will provide a public access area into the Atchafalaya Basin Floodway. "It's a monumental date in advancing the program and cooperation between agencies," said Curtis Delaune, project manager. The district will seek model status for the PCA to aid in future design agreements in the basin. *Pictured:* Curtis Delaune, project manager; Col. Peter Rowan, commander; Bill Cefalu, president of St. Mary Parish; and Sandra Thompson, Department of Natural Resources.

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# Hurricane Emergency

## *contact reference*

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### *Our responsibilities*

The Corps has critical jobs to do during an emergency, including repairing levees and working for FEMA. These two pages describe what we do and lists contacts during an emergency.

#### **What We Do:**

Assist levee boards and emergency officials before, during, and after a storm. Examples include supplying technical assistance, pumps, rock and sandbags. The Corps would help shore up or repair levees, and so on.

Restore construction projects to pre-construction levels of protection before a storm arrives. We will tell contractors when to carry out the hurricane plans written into their contracts, specifying how to restore protection to the pre-construction level. Contractors pre-position materials, such as sheet-steel piling, to close any gaps. Hurricane plans limit these gaps to those that may be closed within 24 to 36 hours.

Act to maximize safety of Corps personnel and protection of federal facilities, including locks, floodgates, vessels, and headquarters and other offices.

Support the Federal Emergency Management Agency after a storm. If the president declares a national disaster area, FEMA assigns the Corps various missions, including clearing and removing debris from streets and highways (public rights of way), and providing ice and fresh water.

#### **What We Do NOT Do:**

Provide individuals or private interests with sandbags.

Close hurricane floodgates on land. Levee districts have the responsibility of deciding when to close gates that block roadways and railroads - and for carrying out the closures and placing sandbags if necessary.

### *Our teams*

Responsibility for district operations during an emergency is delegated to different teams. These teams will manage our operations from remote locations and help us get back in business in New Orleans.

#### **Emergency Operations Center (EOC)**

This is the dedicated focal point of emergency operations at the district. Located in Room 292 and initially staffed 24-hours, this team collects data, analyzes situations, allocates resources, disseminates operational directives, furnishes reports and provides overall management of all district activities in response to and throughout an emergency.

#### **Crisis Management Team (CMT)**

This team consists of senior leaders and relocates to Vicksburg prior to the disaster. It provides strategic planning for the district, advises the commander in response to crisis situations, assesses situations and determines the district's capability to execute missions. The team also initiates re-establishment of district headquarters and personnel.

#### **Crisis Action Team (CAT)**

This is the support and execution team for emergency operations. Led by the deputy district engineer, the team relocates to Vicksburg before the emergency, and provides requested technical expertise to FEMA, oversees the DRT and DRST, provides technical expertise to the EOC and re-establishes the district's Civil Works functions after the event.

#### **District Reconstitution Team (DRT)**

Along with the District Reconstitution Survey Team (DRST), this team relocates to the Port Allen Lock before the event and returns to assess the integrity and safe operation of district buildings after an emergency.

#### **Emergency Response and Recovery Office Team (ERRO)**

If the district is declared a victim district then Memphis will support it by executing FEMA missions with the aid of the Planning and Response Teams, until MVN is able to take over.

#### **Planning and Response Teams (PRT)**

These are specially trained teams that manage specific missions such as water, ice, debris, temporary roofing and housing, and emergency power. Each district has at least one PRT that is assigned on a rotational basis to emergencies. This district has a Debris Team, which organizes contractors for debris cleanup missions.

#### **Damage Assessment Teams (DAT)**

These teams report district-wide damage data to the EOC and CAT.

#### **Personnel Administration Team**

This team is headed by Human Resources, supported by Logistic Management as part of the CAT, and relocates to Vicksburg before an emergency. It processes and organizes deployed personnel, and handles time and attendance. It is responsible for acquiring lodging and vehicles for deployed personnel as well as work schedules and pay information.

# Emergency Contacts

If the district is rendered inoperable, an information center in Vicksburg will handle communication between the Crisis Management Team and employees.

The first regularly scheduled workday following the event, employees unable to report to work must contact their office by telephone. If outside of the local area, employees may call **1-800-362-3412**.

If unable to contact the office, employees must call Vicksburg at **601-634-7337** or **1-800-435-9381** (wait for the automated operator, then dial 7337) and identify themselves as members of the New Orleans District workforce.

To find out the district's status after an emergency, call **1-877-533-5224**.

## Vicksburg Points of Contact:

Public Affairs: 601-631-5052  
Office status: 1-877-533-5224  
Outside the local area: 1-800-362-3412

As a precaution, 72 hours prior to a threatening hurricane, the commander will order a 40-person team to establish alternate headquarters at Vicksburg.

**24-hour recorder: 504-862-2358**

## Local parish hurricane structures

*These structures were built by the Corps, but are locally maintained and operated.*

- Bayou Bienvenue  
Orleans Levee District, 504-243-4000
- Bayou Dupre  
Lake Borgne Basin Levee District, 504-682-5941
- Empire Floodgate  
Plaquemines Parish, 504-682-0081
- Golden Meadow Floodgate  
South Lafourche Levee District, 985-632-7554
- Larose Floodgate  
South Lafourche Levee District, 985-632-7554

## Parish emergency offices

Ascension, Gonzales	225-621-8360
Bossier, Shreveport	985-425-5351
Calcasieu, Lake Charles	337-437-3512
East Baton Rouge, Baton Rouge	225-389-2100
Iberia, New Iberia	337-369-4427
Iberville, Plaquemine	225-687-5140
Jefferson, Marrero	504-349-5360
Lafayette, Lafayette	337-291-5075
Lafourche, Thibodaux	985-446-8427
Orleans, New Orleans	504-521-5618
Pointe Coupee, New Roads	225-694-9014
St. Bernard, Chalmette	504-278-4267
St. Charles, Hahnville	985-783-5050
St. James, Convent	225-562-2364
St. John	985-652-2222
St. Tammany, Covington	985-847-1223
Terrebonne, Houma	985-873-6357
West Baton Rouge, Port Allen	225-346-1577
West Feliciana, St. Francisville	225-635-6428

## Key levee districts

Atchafalaya Basin	225-387-2249
East Jefferson	504-733-0087
Grand Isle Independent	985-787-3196
Lafourche Basin	225-265-7545
Lake Borgne Basin	504-682-5941
Orleans	504-243-4000
Plaquemines	504-682-0081
Pontchartrain	225-869-9721
St. Mary Parish	337-828-4100
South Lafourche	985-632-7554
Terrebonne	985-594-4104
West Jefferson	504-340-0318

## Hurricane tracking Web links

New Orleans District - hurricane and emergency information  
<http://www.mvn.usace.army.mil/pao/response/index.asp>  
National Hurricane Center - tropical storm tracking and predictions  
<http://www.nhc.noaa.gov/>  
National Data Buoy Center - Gulf of Mexico weather information  
<http://www.ndbc.noaa.gov/rmd.shtml>  
University of Hawaii - worldwide tropical storm tracking  
<http://www.solar.ifa.hawaii.edu/Tropical/tropical.html>  
Weather Underground - tropical weather map  
<http://www.wunderground.com/tropical/>

## Federal Emergency Management Agency

The lead federal agency that handles response and recovery to the state following an emergency, 1-800-621-3362.

## U. S. Coast Guard

New Orleans, 504-589-6225

## National Weather Service

Slidell, 504-522-7330

## La. Office of Homeland Security and Emergency Preparedness

The state's coordinating agency during emergencies, 225-925-7500.