



US Army Corps
of Engineers.
New Orleans District

Riverside

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November 2001

Saving the Sea Turtles

Mat Sinking Unit Returns



Carrollton Gage



Col. Thomas F. Julich

Combined Federal Campaign

The New Orleans District Team came through again this year for the Combined Federal Campaign (CFC). Last year we exceeded our goal by 30 percent. This year our goal was raised (due to our great performance last year!) and yet we were able to exceed our goal by 25 percent! You amaze me with the amount of generosity you displayed by this effort. You just “kept on giving” (I laugh every time I think about Mike Bourgeois marching around in that

Energizer bunny outfit at the kickoff celebration!). Engineering Division and the CFC representative from each office did an outstanding job organizing our campaign this year and putting on an unforgettable kickoff. The kickoff was fun, but also got us thinking about why we give to the CFC. I will never forget Lt. Cmdr. Beshears’ touching story and the tremendous impact that one of the CFC organizations had on his life. By the way, the story of the Coast Guard helicopter rescue that he mentioned is featured in this month’s *Reader’s Digest* magazine! Thank you all for your generous giving.

Heightened Readiness

Our country continues to be under the threat of additional attacks from terrorists. As you know we have instituted additional

security measures in the district to help us detect and deter any threats to our reservation and other facilities. And additional measures are being evaluated. I want to again thank you for your patience during this difficult period. We may be in this mode for quite some time. And as far as identification badges go, I have instructed our security folks that we will continue wearing the badges for now even if we are told to go to a lower Threatcon level. Please continue to be extra vigilant until things settle down a bit.

Senior Leader’s Conference

The Mississippi Valley Division Senior Leader’s Conference (SLC) was held in St Louis Oct. 16-19. Many of our district Executive Team members participated in the conference. Also in attendance were a number of emerging leaders from the region so that their perspective could be heard and considered. The main item of discussion at the SLC was the MVD Campaign Plan, which we were asked to prepare as an outcome of the Corps strategic planning effort. I found the SLC to be a great opportunity to discuss the many opportunities out there for our region to address. It was also a good reminder to all of us of the need to act corporately, keeping the needs of the region in mind as we conduct business at the district level. We’ll provide more information on this effort once the Campaign Plan is finalized.



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Mike Maples

Working together to conserve sea life: Edward Creef, sitting, and Edmond Russo display models of sea turtles.

Tillman brings expertise, helping hand to another disaster site

By John Hall

Richard Tillman, Structures Branch, has responded to numerous disasters with his structural engineering skills.

In three, he used his specialized training in urban search and rescue: the Guam earthquake, August 1993; the Northridge,

and the city largely involved the subterranean levels, which extend down almost eight stories beneath the 16 devastated acres of Ground Zero. Sometimes he worked on computerized maps in makeshift offices, and sometimes he descended into the awful hole.



Lane Lefort

Rick Tillman displays a New York Fire Department aerial map of the structural damage to the WTC and surrounding area. The bottom center of the photograph is Ground Zero.

Calif., earthquake, March 1994; and the Oklahoma City bombing, April 1995.

Now Rick Tillman is back home from New York, after another such workout. And it's clear that, like so many people, he found the World Trade Center monstrosity simply beyond the previous experiences.

Tillman's assistance to the Federal Emergency Management Agency teams

to walk down (into)."

Jumbled together were multi-level parking garages, retail shops, the subway and the PATH trains, mixed with elevator shafts, stairwells and more.

The structural engineers worked to maintain the "collapse condition" maps. Step by step, they enlarged the areas known to be stable, partially collapsed or

collapsed. Maps sometimes came from different, even conflicting sources, and the job was to meld them into a useful whole. The definitions themselves were unstable.

"'Stable' often meant 'not collapsed'," Tillman said.

He arrived Sept. 24 for a one-week tour that was extended to three. The hours were long and hard. "We were replacing people (who were) pretty much burnt out," Tillman said.

"You ate when you got a break." The food was good and sometimes very good. Tillman's memories include seeing actress Loretta Swit, one of numerous celebrity volunteers, working nonstop at an eatery for emergency workers nicknamed, for whatever reason, the Texas Grill.

Tillman renewed old acquaintances in New York – something of a fraternity has developed among people, and even their rescue dogs, who respond together to disasters. Tillman saw J.T. Watkins, formerly of the Corps' Old River Control and now with the Occupational Safety and Health Administration in Baton Rouge.

"I ran into two guys from Oklahoma City, Sam Melisi and John O'Connell of the Fire Department of New York," he said. But he was saddened to learn that another FDNY comrade from Oklahoma City, Special Operations Chief Ray Downey, had died in the collapse of a pedestrian bridge to the WTC.

Tragedy was mixed with comic relief. After Tillman's first week, the structural engineers were moved into PS (Public School) 89, near Ground Zero.

Now, Tillman stands 6-4 and even allowing for that he is a bit of a moose. So he smiled and said, "They moved us into a kindergarten room, and we had these little tiny desks. There was another guy the same size from Seattle. Picture us marking up those maps."

In the last four days, Tillman's group helped city officials assess the condi-

See TILLMAN, page 9

New Industrial Canal Lock will serve larger vessels, benefit community

Demolition begins for the long-awaited project

By Terri Jackson

It has been 79 years since the Industrial Canal Lock was built. Now, in one of two contracts that are under way, the Corps has begun demolition required to replace the lock.

"A bigger lock is definitely needed to reduce waiting time for navigation," said Joe Dicharry, senior project manager.

The existing lock is too small to accommodate the current volume of traffic. Only 75 feet wide by 640 feet long, the average delay to the user is 11 hours. On many occasions, the wait can be as long as 24-36 hours.

"During construction, the lock will not be shut down for extended periods of time," said Dicharry. The Corps will provide temporary bypass channels to allow for adequate navigational access during the entire construction process.

The new lock will be a deep-draft lock 110 feet wide by 1,200 feet long, twice as wide and long as the existing lock. The deep-draft

lock will be able to accommodate the larger ocean-going ships.

The \$600 million lock replacement will provide more than just benefits to the navigation industry. "The project will create additional benefits to the city, region and state not captured in our analysis," said Dicharry. The city will get two new bridges at St. Claude and

Claiborne Avenues. In addition, new jobs will be created as a result of construction.

The lock replacement is currently the largest on-going project in metropolitan New Orleans area. Although the replacement of the lock has been planned to minimize disruption, the 12-year duration will cause some impact on the community. The majority of the work will take place in phases, at different times in various locations. Most of the work will be contained within the canal

itself. Construction activities that may be disruptive, such as pile driving or truck hauling, will not occur at night.

"Even though the construction will not require any residential relocation, it will impact nationally historic districts, community cohesion and aesthetics, traffic, and businesses in the area," said Dicharry.

Because of this, Congress has authorized a \$37 million Community Impact Mitigation Plan. "The Community Impact Mitigation Plan is what makes the IHNC lock replacement project so unique," said Dicharry.

The plan will provide police protection, job training, reimbursement of lost business revenue, home loan programs, parks, historical markers and emergency medical services. These items were identified through a process of working with various neighborhood organizations over the years. The Corps and a team headed by g.c.r. & associates inc. have established a community-based committee and executed a partnering agreement with them to develop the plan for implementing the mitigation plan.

"The Community Impact Mitigation Plan will mitigate impacts on the human environment rather than the natural

environment, as in most Corps projects," said Dicharry.

Another \$22.4 million project for major environmental clean-up and clearance of abandoned industrial sites in the East Bank Industrial Area is also being carried out. Next on the construction schedule for the complete \$607 million project will be the levee and floodwall on the canal's west bank between St. Claude Avenue and the Mississippi River.



Lane Lefort

A \$2.6 million project to demolish the 600,000 square foot Galvez St. Wharf is under way.

"The Community Impact Mitigation Plan is what makes the IHNC Lock replacement project so unique."



Mat Sinking Unit stabilizes area at Greenville

New concrete protects 20-foot scour pocket

by Eric Lincoln

The Mat Sinking Unit rolled out a new revetment on Oct. 26, strengthening the floor of the Mississippi at Greenville, just across the river from the Corps building, where an annual revetment survey indicated a 20-foot scour pocket had developed since the last revetment was placed in 1939.

The mat boat itself was originally built in 1948. It is used for flood control and to halt bank erosion up and down the Mississippi River.

Based at Vicksburg District, the unit gathers over 500 workers every year from all around the United States: Arkansas, Louisiana, Arizona, and even New York, to name a few. The months of August, September, October and November, are spent living on the “quarter boats” and laying mats.



Lane Lefort

(Left) Bulldozers hold the mat in place while the mat boat moves farther out into the river.

The mat slides out from under the feet of workers when it is launched, so that they must walk the mat like a conveyer belt to avoid plunging into the river.

Only a major flood or disaster can harm the mat once it has been laid down.



The Greenville mat consists of 6100 squares of concrete. Each square weighs approximately 60 pounds. As the mat boat moves into deeper water in the middle of the river, laying the mat becomes riskier because more weight hangs from the side of the vessel (left). Though it's unlikely, the support cables held by the bulldozers can snap, forcing mat workers to break off the mat and start over again from the edge of the river.



As the cranes lower each new 4 x 24-foot strip into place like dominos laid flat, workers use pneumatic jackhammer-like devices (left) to tie the strips together with 1-foot copper wires. Before the tying guns were invented in 1969, workers used similar, T-shaped “steel crosses” to manually tie the wires.

A completely self-contained operation, the MSU includes, for example, its own

bulldozers, machine shop, welding area, nurse's station, and three quarter vessels, or “hotels on water” as one worker called them.

(Left) The men on board the mat boat move swiftly and efficiently, launching 52 tons of revetment into the river every four minutes.

The mats come from the St. Francisville casting field, where they are loaded onto barges that will follow the mat boat down the river.

Work for 2001 began at Pritchard, Mo., and will end at Nestor.



Saving the SEA TURTLES

NOD undertakes new measures to protect

By Eric Lincoln

The Corps has implemented a plan to relocate sea turtles following an unexpectedly high number of loggerhead sea turtle losses from dredging in the MRGO bar channel last summer.

The Sea Turtle Relocation Trawling Program involves using shrimp trawlers with special nets that ride ahead of the hopper dredge, scooping sea turtles out of the way and dropping them off three miles west of the channel. (Shrimp trawling, ironically, is one of the biggest causes of an estimated 5,000-50,000

isn't a problem, reports biologist Edward Creef, Operations, but between April and July of 2001, sea turtle observers working on hoppers in the MRGO documented an alarming 11 kills.

That left the rest of the year's dredging operations in danger of cancellation once four more loggerheads were taken.

"There are a number of safety precautions we have to put in place in order to do hopper dredging in the bar channel now," says Creef. Those measures include the sea turtle observers, draghead deflectors, and in-flow and out-flow screens, areas where dredged

material is sifted and examined by the observers for remnants of sea turtles.

The protection measures for dredging must be in place between April 1 and Nov. 30, when loggerheads and other sea turtles are most likely

Manhattan Island was out there, they did not take any sea turtles ... so apparently [the relocation program] did work."

"This is the first time that the NOD has had to do this," Creef adds, "but other districts on the Atlantic coast and around Florida do it on a more regular basis

... the contracted hopper knew more about it than we did, and they were well aware of the requirements."

Studies on the effect of dredging on sea turtles began as early in 1980 at the Cape Canaveral Entrance Channel in Florida, where 71 turtles were reported killed that year. In the years afterward, the Corps experimented with reducing vessel speed, changing the dredge and draghead type, and different "cow-catcher" deflector designs, settling in 1990, after 10 years of testing on the dredge *McFarland*, on the flexible chain deflector (*below*) as the most efficient safeguard for sea turtles. In 1995, NMFS asked NOD to start using the newly developed version of the rigid draghead deflector that is in



Lane Lefort

Ed Creef, biologist



courtesy photo

A 110-pound loggerhead being relocated, onboard a trawler.

loggerhead sea turtle deaths each year.)

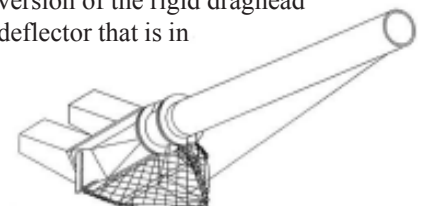
The National Marine Fisheries Service allows the Corps to destroy, or "take," only 15 of the endangered loggerhead species of sea turtles every fiscal year during dredging operations.

Normally this limit isn't reached so it

to be found along the Louisiana coastline.

From Aug. 17-24, while the Sea Turtle Relocation Trawling Program was underway, two female loggerheads were caught and relocated, and about nine other sea turtles were seen.

"As a result of that," said Creef, "when the



Flexible chain deflector, in use since 1990, replaced by the rigid deflector (opposite page) in 1995.

use today.

Normally, the draghead deflectors are sufficient protection against sea turtle kills. But maneuvering the ship, for instance, can cause the dragheads to lift off the sea floor, rendering the deflectors useless, while the dragheads—unless they are turned off, a time-consuming process—continue to suck up everything in the

vicinity; also, sometimes the operator will lift the dragheads manually to clear out debris by sucking in water.

Either of these procedures could have caused an increase in loggerhead takes.

“We’ll never know the real cause, but that probably had something to do with it,” said Creefe. “Maybe there were just more sea turtles out there this year. Now

Protect endangered loggerhead species

Win - Win

MRGO Project Manager Edmond Russo, who implemented the Sea Turtle Relocation Trawling Program, said that the cost for the new measures is about \$6-8,000 a day, but that cost may be offset by an unexpected slight increase in efficiency that results from saving the sea turtles.

Dredging the middle of a river can be inefficient, explained Russo, since the silt layer in the middle can be more turbid than the denser material on the sides of the channel. While using only one of the dragheads, Russo said, they found that they were able to fill the dredge with greater amounts of dense material from the sides of the channel and avoid weighing down the vessel with the shoal material—mostly

water—from the middle.

“We tracked that on a limited basis, and it seemed to serve these dual purposes pretty well,” says Russo, “so at the same time we’re saving turtles, we’re boosting our efficiency.”

Overall, it costs about \$11 million per year to dredge the MRGO.

Dragheads need clear water pumped through them at the end of each dredging pass so that silt

won’t jam the pipes. So, hopper operators often have to leave the pumps running when the dragheads lift. This can turn into a death sentence for any sea turtles nearby.

Russo has proposed requiring contracted hoppers to use an “articulated clear-water port.” The design requires a butterfly flap in the bottom of the draghead that closes when the unit is lifted from the sea floor and intake-pressure drops, while a large inlet and protective screen on top allows water to be taken in as needed to clear the pipes but without the danger of slurping in sea turtles.

“If we can make the dredge ‘smart’ at not taking turtles, we can do away with trawling in the future,” Russo says.

The measures will be in place until sea turtles are no longer an endangered species.



Lane Lefort

Turtles face the hopper draghead, at right, but the “cow-catcher” deflector, seen above on the draghead of a docked hopper, can nudge them out of harm’s way.



courtesy photo



courtesy photo

Shrimp boats with special nets trawl in front of hopper vessels, hauling in and relocating sea turtles to a safer location. This year, trawlers rescued two female loggerheads and spotted five other species.

that we’ve experienced this, we’re paying a lot more strict attention to how the hopper personnel operate the dragheads and the pumps ... anything we can do to get them to minimize sea turtle losses, the better off the district will be, and the better off the sea turtles will be also.”

There are five species of endangered sea turtles in the Gulf of Mexico, but only three of them are of primary concern in the bar channel: the Loggerhead, the Kemp’s-Ridley, and the Green sea turtles. According to the NMFS, the loggerhead is the most abundant species found in U.S. coastal waters and has been on the endangered species list since 1978.

Christmas in October volunteers turn out in big numbers

By Amanda Padelowski

When someone in need calls out, Corps employees are there to answer. One such volunteer group at the Corps recently donated their time and efforts to those who are less fortunate.

Corps employees, in their fourth year, and for the third time along with volunteers from Liberty Mutual Bank and Enterprise Car Rental, formed a “Christmas in October” team. The house, located on Dante Street in Uptown New Orleans, had peeling paint and major roof problems. On Oct. 6 and Oct. 20, the team went to the house with a mission: to help. The first Saturday was spent scraping and priming the house for paint. The second was used to apply caulk and paint. The end result was a rejuvenated house and a grateful owner.

In its first year, “Christmas in October” had six to eight NOD volunteers only, but as the second and third year came around, the number of volunteers increased dramatically. When asked why



Left: Three different teams worked together to repair the house at 1728 Dante St.

Below: Mark Gonski, Engineering Division, applies paint to the doorframe.

several years and had great difficulty going up the ramp. After building the ramp with a much lower incline, before the finishing touches were put on, the man came outside and wanted to go down the rail in his walker. It was the first time he was able to walk out of his house on his own in 10 years. Winer says, “It was a wonderful emotional experience. He couldn’t wait until we had put the last board down.”

“It changes the neighborhood when you work on a house, and that carries a long way,” says Winer.

Not only are there feelings of good will, but also feelings of accomplishment. “It’s hard work, but it’s fun,” he said.

Rosamano adds, “You get to meet people that you’ve never met before.”

Winer says that he still drives past the houses to see how they’re holding up. He stops for a moment and says, “Wow, we did that. We made a difference.”

Frank Vojkovich, Engineering Division, also worked with Winer and Rosamano as a team captain.



Lane Lefort

there was such an increase, Marco Rosamano, Real Estate Division, replied, “People enjoyed it and recommended it to other employees.” It’s through word of mouth that the team has increased to 40 members in its fourth year.

Harley Winer, Engineering Division, an organizer for the Corps “Christmas in October” team, says a touching moment for him was when the Corps team built a handicap ramp on a house located on Garfield Ave. The elderly gentleman living there was in a wheelchair for

Volunteers: Jim Addison, Sheryl Austin, Stephan Bland, Sandra Brehm, Greg Carter, Annette Chioma, Beth Cottone, Cerio DiMarco, Cliff Dominey, Larry Dressler, Katelyn Ermon, Mark Gonski, Susan Hennington and daughter Halley Hennington, Colonel Julich, Vernon Leufroy, August Martin, Nancy Mayberry, Greg Miller, Gib Owen, Richard Pinner, Hasan Pourtaheri, Marco Rosamano, Alan Schulz, Christine Seaworth, Jan Sutton, Rob Thomson, Frank Vojkovich, Liz White, Harley Winer, and Dave Wurtzell. In addition, several students with the UNO ASCE Student Chapter came out with Katelyn Ermon: Kevin Adams, Erica Goostay, and Najwa Obeid.

Rick Tillman climbs out of the ground after inspecting damage to the substructure of the WTC. "I was privileged to be able to go there and help out," Tillman said.



courtesy photo

TILLMAN from page 3

tion of the slurry trench wall, an underground rectangle roughly 500 feet wide by 1000-plus feet long. It protects the World Trade Center's subterranean levels from surrounding mud and the water that seeps in from the Hudson River.

Down there, he said, "everything was covered in concrete dust." The spooky

thing was the evidence of daily change in the structures.

"One day, it would be standing upright. The next day, you couldn't even get through. It would be collapsed down to the floor level."

At one point in the interview, Tillman said, "The fires were still burning." When? he was asked later. "The entire time I was there. Sometimes steel was glowing red hot when it was brought

out." On Oct. 24, on a call to New York, he was told that the area was still smoking from the fires.

Tillman reluctantly disclosed a bit of fun. "One night we knocked off early, after 11 hours. I'm not kidding you. There were five of us, and only four could get in a cab. So we rented a limousine, got some Heineken beer and went to Frankie and Johnny's (Italian restaurant) in the Bronx."

"That was not covered by the per diem."

But please, Tillman said, don't paint him as someone on a joy ride, nor as one of the heroes.

"I was privileged to be able to go there and help out. It was extremely rewarding," Tillman said. "In my estimation the real heroes are a lot of (other) people, and especially the FDNY. Even on their days off, they would show up at ground zero and pitch in to help down there."

Follow the path in uniting the Corps

NOD prepares for CorpsPath

by Eric Hughes

Loyalty. Duty. Respect. Selfless Service. Honor. Integrity. Personal Courage. These Army values have been the hallmark during America's darkest hours. As part of the U.S. Army, the Corps of Engineers is furthering these values to unite all Corps employees as one organization.

Beginning January 2002, the New Orleans District will begin a new, in-depth series called the CorpsPath. This new program describes how Corps employees conduct themselves at work as they go about their daily business. It is designed to help Corps employees work better and more effectively together as one Corps for the Army and the nation.

Based on the Corps Vision, the program will integrate Corps values, missions and beliefs with our business processes. The CorpsPath will be manda-

tory for all Corps employees, who will get a chance to experience the program through two interactive CD-ROMs and Web-based modules. The information will incorporate video, audio, text and graphics for the user. It will also be mandatory for all new employees to get more familiar with their organization, the Corps and the Army.

The program consists of five major focus areas: Capable Work Force, Knowledge Management, Business Process, Corporate Relationships and Army Support. Within these focus areas, there are learning exercises, surveys, and a notepad to keep track of questions and progress. The learning exercises will include identifying one's own benefits to the workforce, effective communications and teamwork, different business processes, building successful customer relationships and other related areas to

help our organization function better.

NOD employees will be able to use the CorpsPath at their own desk and at their own pace. Each division will have a CorpsPath contact responsible for distributing the program to his or her employees and coordinating feedback meetings. The Path's objective is to make the entire Corps of Engineers stronger and united.

Starting with this issue, *Riverside* will periodically feature a Resource Management article to familiarize employees with different topics. If you want further information on the CorpsPath, contact Eric Hughes, x1394, or go on the Internet at <http://pdsc.usace.army.mil/corpspath/faq/html>.





STUDENTS VISIT—McDonough 35 Magnet School students, 35 in number, and Clyde Robertson, director of Africana Studies for the Orleans public school system, visited the Corps on Oct. 29. As part of their exploration into Louisiana history, students learned about the Corps' history, archaeology, environmental and natural resource responsibilities, and recreation. This event was the first of three occasions the Corps will work with the McDonough 35 students.



Lane Lefort

Corps and state officials on Nov. 12 briefed the Governor's Committee on the Future of Coastal Louisiana, saying that rerouting the channel would allow sediment to be captured for rebuilding wetlands along the coast to the west. The new channel, through Breton Sound just north of Venice, would tie into the Mississippi River Gulf Outlet just west of Breton Sound.

Health Office

MAKING STRIDES AGAINST BREAST CANCER—Employees from the Corps spent the morning of Oct. 20 at the New Orleans Lakefront "Making Strides Against Breast Cancer." Twenty people from the Corps participated in the annual five-mile walk. Peggy Plaisance reported that over \$1,000 was raised.

Logistics Management

INCREASING SECURITY AT NOD—Phase one of new security installations at the district began Nov. 13. In and outgoing traffic will soon be monitored by security cameras. Contractors are working to bury cable and electrical wiring for the cameras. Phase two, the start date is still undetermined, will consist of redesigning the north gate entrance with a card entrance system and sliding gates for after-hours.

Operations

NESTING SEASON—Micheal Stout took his 8-10 member Boy Scout troop 710 out to the Bonnet Carre Spillway on Nov. 10 to service 20 wood duck boxes they had previously installed in the spillway over the past three years. Stout said they are moving the boxes to prepare them for the next nesting season which starts on Jan. 2.

Project Management

COMITE RIVER DIVERSION PROJECT—The Corps signed an agreement earlier this month with the Louisiana Department of Transportation and Development, the city of Baton Rouge and parish of East Baton Rouge, and the Amite River Basin Drainage and Water Conservation District to begin real estate acquisition and contract awards for the Comite River Diversion Project. Later this month, the Corps will begin acquiring real estate west of Highway 61 and north of Irene Road. The Comite River Diversion Project will provide flood protection for residents in the lower part of the Comite River Basin.

CALCASIEU LOCK PARTNERSHIP—The district is working closely with our navigation partners to safely pass vessels through the Calcasieu Lock while we work to install new sector gates. From October 24 through November 8 and again from December 7-

22, the hired labor unit, working 12-hour days inside a cofferdam in the lock chamber, is swapping out the gates with recently-fabricated spare ones, and completing other major repairs to the hinge assemblies and concrete gate bays. The maritime industry is providing tugboats and vessel traffic advisors to assist in passing traffic through the constricted lock during the remaining nighttime hours. Gate repairs are also underway at the Leland Bowman Lock.

REROUTING BRETON SOUND CHANNEL—NOD and the state are proposing to study rerouting the main navigation channel in the Mississippi River from Southwest Pass through Breton Sound. The Mississippi River Delta Management Study, if authorized by Congress, could be one of two Coast 2050 projects in the 2002 Water Resources Development Act. The other project would create 15,000 acres of wetlands in Barataria Bay.

Around the District

Bosses Day

Donna Gordy (OD) had this to say in an email about why the district gives bosses a day of recognition: "They are the best. I have been in here for two years. The division chief, assistant chief, supervisors, section chiefs and branch chiefs are the best around the district. They really care about their employees and show their appreciation and tell you so. They are like the CFC: stars."



Lane Lefort

Castle Kids paraded through the NOD building on Halloween and were sweetly rewarded for their costumes. Above, **Cindy Nicholas**, dressed as Snow White, gives a treat to **Shiela Enclade's** granddaughter, **Kylie**, while **Enclade's** daughter, **Heather Munster**, smiles devilishly in the background.



Lane Lefort

Recognition Award for the 3rd Quarter FY 2001.

to **Christina Kramer** (CD-E) and her husband, **Richie**, on the birth of their first child, **Ian Patrick**, on Nov. 10. Ian weighed 8 pounds, 2 ounces.

Farewell

to **Jerome Williams** (RE) whose last day was Nov. 2. He left the Corps to pursue a new job with the Department of Energy.

Condolences

to **Don Rawson** (ED-L) whose mother passed away Oct. 1.

to **Louis Barr** (AO) whose father-in-law passed away Nov 7.

Giving to CFC

CFC Chairman **Glenn M. Felger** reported that contributions for CFC this year reached 132 percent of the goal, bringing in \$116,025. NOD had 56 employees that gave one percent or more of their salary. Thanks to all who participated.

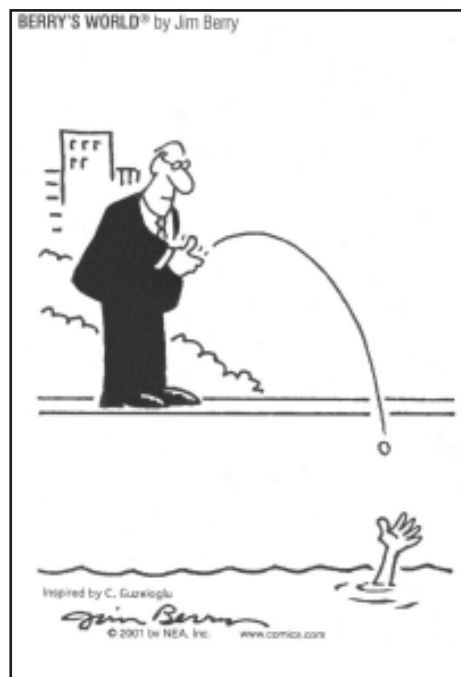
Retiree markets song

Irma Reinike (OD, retired) now has a literary agent who will market her song "See You Tomorrow" and a eulogy she wrote for the service men and women of WWII. She's looking forward to the royalties. When asked if she planned to travel, Irma responded, "When you leave New Orleans (or Long Beach, Miss.), you don't go nowhere." Irma says, "Hi" to all her friends.

Congratulations

to **Barton Rogers** (PM) and his wife, **Donna**. They are the proud parents of a baby boy, **Derek Ryan Rogers**. He was born on August 20, weighing 7 pounds 5.1 ounces.

to **Ed Drinkert** (WCSC) who received the WCSC PEER



Talk Back

Last month we solicited your comments on "Work Place Health." Here are some responses we received:

The Corps on track

It appears that the Corps is already well on track as being a health conscience organization. Genuine concern for the employee's health is a forth-leading issue at the New Orleans District. A broad array of programs are offered extending from Weight Watcher group programs to the Wellness Program's after-hour aerobics, line dancing and kick boxing classes to fit anyone's stamina level of exercise. And lets not forget the use of a Fitness Center at no cost, available even on weekends.

Special programs such as SNAP emphasize the employees with disabilities and continually show concern for their health issues and needs for specialized accommodations. We had speakers on Breast Cancer Awareness Month, Suicide Prevention, Prostrate Cancer, Amtrak and the list goes on.

Members of the Corps family also participates in walk and run-a-thons as the Crescent City Corporate Cup and the newly formed Essayons Bicycle Club to help find a cure for MS. There are our great nurses we have at our immediate disposal to assist us with everything from everyday aches and pains to the more involved wellness programs. We're offered quit smoking programs, lose weight programs, regular wellness programs, even flu shots. We have so much offered to us, we may never use up our sick leave!

With all the different programs, presen-

tations, health fairs, screenings at our avail, it is hard to think up what else we can do to become even *more* health conscious; however, there is one important thing that can be improved on that comes to mind. Perhaps the cafeteria can offer some low-calories "dietetic" meals (besides salads), food that the folks on the Weight Watchers program can eat or maybe some "Sugar Buster" meals. Besides that, I think there's at least one program out there for everyone-- even if it's just a fast-paced walk along the river during a break!

Emily Mullet
Operations

**Emily is the winner of our free parking space for December.*

Privacy Concerns

Anonymous health screenings (blood tests and questionnaire) for those who are concerned about privacy. I am sure that the details could be worked out for keeping it anonymous. If requested, I could research how to keep it anonymous. I participated in the existing health screening, but I have heard of those who would not participate because of privacy concerns.

Another idea: maybe the Colonel could give people 15 minutes Administrative leave at about 1 p.m. to participate in a group walk around the District. It would be a group activity with definite starting and ending times. Free time off from work, plus the group activity aspect, might motivate a lot of people.

Paul Oakland
Engineering

TO HAVE YOUR
IDEAS PRINTED
IN THE NEXT ISSUE

AND

WIN A RESERVED
PARKING SPOT FOR
AN ENTIRE MONTH

RESPOND BY
December 7

LET US KNOW WHAT
YOU THINK ABOUT
THIS MONTH'S
Talk Back TOPIC:

ENVIRONMENTAL WORK

>HOW CAN THE CORPS
STRENGTHEN ITS ENVIRON-
MENTAL REPUTATION?

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