



US Army Corps  
of Engineers®  
New Orleans District

# Riverside

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March - April 2004



## Unblocking the channel

## Partnering Conference

Promotions: Guy, Wise  
and Marchiafava

# Awards

## National Wildlife Federation award Hawes receives conservation honor

Suzanne Hawes, project manager to the environment, was presented with a National Wildlife Federation Conservation Award in St. Louis on March 13. The award recognizes individuals and organizations that play leadership roles in protecting and restoring the environment and wildlife.



**Suzanne Hawes**

The award reads:

*Over her more than 30 years as a biologist with the district, Hawes has had a major impact on the state's water resources development program, and as a project manager, has helped raise the district's environmental awareness.*

*Hawes began her career with the Corps at a time*

*when the environment rarely influenced project design, construction or maintenance. As federal regulations changed, she was one of the few that struggled to change the culture of an institution known for being set in its ways.*

*As a leader on the Louisiana Coastal Area (LCA) Restoration Study team, Hawes chaired many public meetings, then worked with natural resource agency professionals to draft the Coast 2050 report, which has become the foundation for the LCA feasibility studies. Most recently, Hawes worked tirelessly to ensure appropriate focus on and implementation of the 2050 plan.*

*Over her career, Hawes has become the environmental conscience of the district and the bridge between the Corps and the conservation community. She has been a major influence in bringing the district to the threshold of a new era of environmental restoration and to a broader approach to water project design that incorporates sound ecosystem stewardship.*

*She illustrates by example what a "greener" Corps looks like.*

Other awardees included Bruce Babbitt, former secretary of the Interior, the Montana Wildlife Federation, New York State Attorney General Eliot Spitzer and musician and activist Don Henley.

**Alternative seating update:** Regulations prohibit use of the ball chair featured in our last issue. However, the Swooper chair is under evaluation at the district. Meanwhile, until we publish the results, sit on a fitness ball at home. Your back will thank you.

## Riverside

March - April 2004

Vol. 15 No. 2

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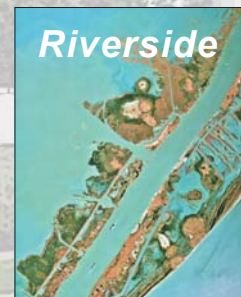
Elena Napolitano

**Winner:** The "J" Award, the highest Department of Army journalism honor, 2000 and 2003.

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**Aerial image of location of M/V Lee III sinking, Southwest Pass, courtesy of eGIS satellite image server.**

# Partners pull off complex hurricane project

By Al Naomi, Project Management

The district is engaged in continual partnering with state and local agencies in just about every facet of the Corps mission in Louisiana. Our success in developing hurricane protection is a prime example. The following looks at partnering as the key to completing a critical feature of the Lake Ponchartrain and Vicinity Hurricane Protection system, the Hammond Highway floodproofing bridge project.

Located over the 17th Street Canal in Bucktown, this bridge is one of 11 bridges along the lakefront being floodproofed to seal the lake's hurricane protection system. The deck will be sealed and the walls will tie into the adjacent floodwalls along the canal to close a gap in the levee system.

## Forming the team

- Corps of Engineers
- Orleans Levee District
- East Jefferson Levee District
- Jefferson Parish
- City of New Orleans
- Sewerage and Water Board
- Department of Transportation and Development
- Regional Planning Commission
- U.S. Coast Guard
- Bucktown Neighborhood Association

## Bridging communications

Originally, the district's plan was simply to replace the existing two-lane bridge. However, the **Regional Planning**

See BRIDGE, page 13



The old 17<sup>th</sup> Street Canal Bridge is being demolished while traffic flows on the new bridge. Work is scheduled to be completed in September.

Eric Lincoln

# Security, Small Business and Harvey Lock

## New leaders bring military experience

By Eric Lincoln

### Security

**L**ionel Jerome Wise is the new security officer in Security Office.

His background is in security, law enforcement, anti-terrorism and



Lionel Jerome Wise

force protection.

Wise worked at Fort Stewart, Ga.—home of the 3<sup>rd</sup> Infantry Division, the first that entered Baghdad—the last seven months, in charge of force protection.

He's been in the Air Force on active duty and Air Force Reserves the past 24 years, currently serving as senior master sergeant with the 926<sup>th</sup> Security Forces Squadron at the Naval Air Station Joint Reserve Base in Belle Chasse. As training manager, he is responsible for overall police training for more than 50 Air Force security force members.

"All my other jobs were on military installations," Wise says. "My experience on national level security doctrine, policies and

procedures came from working at the joint headquarters in Tokyo at Yokota Airbase."

Wise has also worked in Kuwait, Saudi Arabia and the United Arab Emirates.

The district is a pleasant change, says Wise. "This has turned out to be the best job I've had with the government ... it's much less stressful, and the people are wonderful."

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**Wise:** "We're vulnerable not so much to terrorism as to crime, more than most districts, because of the crime rates in the city."

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Wise was a police instructor in Austin, Texas, before coming to New Orleans as a police operations officer in the Air Force Reserve from 1995 to 1999. He moved to Atlanta for one year, transferred to Japan for three, and came back to New Orleans for the new position and to be with his wife, Georgia, who works for Department of the Interior as a law enforcement ranger at Jean Lafitte National Park. She is also a senior master sergeant Air Force reservist with the 926<sup>th</sup> Security Forces Squadron.

Wise explained some of the changes that have taken place in Security recently, such as, most apparent, the closed door.

"Security is a service we provide, and we need a controlled environment in our office—that's the reason I decided to close the door and put a wall in front of the CCTV screens. There are sensitive things we deal with here, investigations, etc., that not everyone needs to have access to ... also, Gene Taylor, chief of Safety and Security, asked that I rearrange the office and make it

more aesthetically pleasing.

"Since a lot of my background is in security awareness and anti-terrorism, I've sent out awareness bulletins to employees about what to look out for in the office, traveling, on the plane, etc. ... anti-terrorism training can be very dry sometimes, but when something comes up, you'll revert back to that knowledge. You don't have to be an expert; you just have to be a little more aware."

He says that even though terrorism is an issue, the district has more immediate concerns.

"We're vulnerable not so much to terrorism as to

crime, more than most districts, because of the crime rates in the city. The best thing employees can do is report suspicious activity to us, no matter what it is."

Wise, 44, is originally from Sacramento, Calif. He and his wife live in New Orleans, and have a 14-year-old son, Dajon, and a 19-year-old daughter, Lacreasha Goosler-Wise, who is married and attending college in Tokyo. Wise and his wife are very active with sports. "We aren't couch potatoes," he says.

### Small Business

**R**andy Marchiafava started with the district in contracting about one year ago and was promoted to chief of Small Business in January.

He has nearly 11 years of government service, including four years active duty with an Air Force civil engineering squadron before retiring in the Reserves and then working as a contracting officer with the National Park Service.

"You meet a lot of the same

people in both positions—Contracting and Small Business Office—but the difference here is in trying to meet and identify new businesses, instead of dealing with those we already have a history with,” he says.

“We focus on educating small companies about how to do business with the Corps and government. We just had a meeting today with a woman-owned contracting business. Usually, a business will come in and give a presentation about what they do, and we’ll match them up with a project they can handle. We want to make sure the company can succeed, for our sake as well as theirs.”

Marchiafava says business in the Small Business Office is going great.

“The phone rings off the hook all day with folks wanting to work with the district. We try to help as many as we can, even though we don’t have as many funded projects to offer as we’d like.”

One of his goals as chief is to meet the division chiefs and project managers who generate projects, because “they’re the ones who can help identify businesses that will help the district.”

A Louisiana native and a NASCAR



fan, Marchiafava graduated from Southeastern University in Hammond and lives in Slidell.

### Harvey Lock

**R**alph Guy, who has been with the Corps over 35 years, is the new lockmaster at Harvey Lock.

Guy’s military background includes duty in the Vietnam War. When he returned in 1971, he was looking for work, and a friend suggested the Corps.

He started as a deckhand with the New Orleans District, then went to school to get his captain’s license and was a survey and

towboat operator for eight years.

“When I started with the Corps, I didn’t even know they had locks,” he says. “I had just come out of Vietnam, and I needed work. I learned about waterways and structures on the job.”

With his family in New Orleans, Guy decided to come home, even though it meant a two-step downgrade. But the move off the boat worked out—he became a senior operator in 1979 and was promoted to lockmaster this January.

Guy says being promoted to lockmaster only became a goal after he became a senior operator. The position offers him a different perspective on what makes the Corps function.

“It’s challenging. I like what I’m doing and I learn more every day. When you’re not in a position of leadership, you think everything comes easy. You draw

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**Marchiafava:** “We want to make sure the company can succeed, for our sake as well as theirs.”

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**Guy:** “Once you’re in here, you find out the big machine has lot of people behind it greasing the wheels. It’s harder to criticize.”

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your check and everything’s smooth. But once you’re in here, you find out the big machine has lot of people behind it greasing the wheels. It’s harder to criticize. You see why things happen the way they do.”

“The administrative part is a little challenging. There’s a different level of paperwork. I just want to expand on my predecessors here, and maybe bring us more in line with the 21<sup>st</sup> Century.”

Guy, who was raised in New Orleans, has three daughters. The oldest graduated from Tulane with a master’s degree in public health, the middle is graduating from UNO this spring with a psychiatry degree, and the third is in her second year of computer science at UNO.

Guy says that with his previous shift work, he didn’t really have off time. Now that he doesn’t work at night, though, he’s looking for a hobby. “I did a little hunting and fishing when I was a senior operator. I have to get used to having a little more spare time ... but I’m not missing my old job,” he laughs.

# Channel blockage gives district a wake-up call

By Eric Lincoln

**T**he recent sinking of an offshore supply vessel in Southwest Pass gave the district a chance to see how well it responds to emergencies in the channel.

The 178-foot-supply boat M/V Lee III collided with the 534-foot container ship Zim Mexico III on Feb. 21 during a foggy passing maneuver, causing the sinking of the Lee III and the deaths of its five crewmembers.

## First word

Joaquín Mújica, operations manager for the Mississippi River/Baton Rouge to the Gulf of Mexico channel, said he received a call at his house around 7 a.m. from the district's Venice suboffice. A vessel had sunk in the channel and its crew was missing. Mújica immediately notified Chief of Operations Greg Breerwood, contacted the U.S. Coast Guard and navigation industry representatives, then called on Bobby Chartier at the Venice suboffice to send survey boats to the scene, where the Coast

Guard was doing search-and-rescue.

By 9 a.m., Mújica said, "My computer was receiving surveys and messages, the TV was showing pictures of the accident, and I was talking with Greg, Operations Technical Support, the Steamship Association, Bar Pilots Association, Coast Guard, our guys in Venice. Everyone was involved and looking for solutions to support the ongoing operations and get traffic moving again."

K.C. Clark and Michelle Daigle, Operations, also began assisting coordinations with the Coast Guard,

**The 800-ton supply vessel M/V Lee III is lifted from the water by Bisso Marine Company Inc. in late March. The operation took about a week.**



Ocean Runner Inc., Marine Surveyors, the Navy Supervisor of Salvage and Bisso Marine Company Inc..

“The owner of the Lee III took full responsibility for the salvage plan and removal of the wreck, luckily,” said Mújica. “They were efficient in tracing a plan on the first day, and they contracted with Bisso Marine for the salvage.”

### Heavy currents

Bisso Marine was working on the salvage operation with divers by the next day. But four-knot currents—equal to wind at 60-miles-per-hour—and zero visibility in the water stopped the operation. Meanwhile, around 150 ships, blocked out of the channel, were stacking up in the Gulf and upriver.

Then, at about midnight on Feb. 23, Lundi Gras, Mújica received a call at home from the captain of the port, Capt. Ron Branch.

“He had an idea that the Corps could possibly help in slowing the water velocity some way to help the divers . . . he asked if we could divert water for that purpose,” Mújica said.

On Mardi Gras morning, as Daigle boarded the derrick barge for a stay that would last through the night, Mújica met with Breerwood, Deputy District Commander Lt. Col. Steve Jeselink, technical experts, and MVD via telephone, to discuss diverting additional flow into the Atchafalaya Basin through the Old River Control Structure.

Steps were taken immediately to get the official request from the governor’s office for the emergency diversion. But before that could be done, falling river stages and incoming high tides slowed the current and helped divers get to the wreck, and the diversion was not required.



“We have to support the shipping industry, and make sure that [Southwest Pass] stays open no matter what.”

### Reopening the channel

When the Coast Guard said the boat would be moved as early as 5 a.m. the next morning, the district had to make sure there were no obstructions left on the riverbed and that no shoaling had occurred.

“That meant our survey boats had to leave Venice at 2 a.m. so they could be ready to work as soon as the wreck was lifted,” said Mújica.

The survey crews, which included Tilman Crappel, Steve Sundy, Herbert Reese, Eric Guidry, Robert Lee, Shawn Kempshall and Lorri Barrios, were able to do hydrographic and sidescan-sonar surveys of the surrounding channel before the boat was moved to the side of the channel later that morning, Feb. 25.

Two hopper dredges were working downstream at the time and were notified to be ready for emergency

dredging at the wreck site.

The channel opened to one-way traffic at about 1 p.m. that day.

“That morning, the first ship, bound for the Persian Gulf, had left its dock upstream and headed towards the wreck location,” said Mújica. “So, we were really under the gun before the ship arrived at 1 p.m.. But we did it. A lot of professionalism and cooperation took place, and everything went very well.”

Daigle agreed. “This is an excellent example of industry and federal agencies working together by combining resources and expertise for a speedy and accident free response to a potential national emergency.”

### Navigation alternatives

Mújica says there have been some lessons learned from the incident.

“We need to position the Corps to be able to respond effectively to something like this every time. This went smoothly because of a lot of coordination and cooperation. Something always in the back of our minds was the possibility that the salvage operation could take longer than expected. We actually considered dredging a bypass channel to get ships moving again.

“There are some dangerous forces out there right now that want to hurt the country’s economy . . . we’re looking at alternatives for shipping channels, in part because of what we learned.

“Southwest Pass is a lifeline to the nation’s economy. Approximately 450 billion tons of cargo went through in 2002. We have to support the shipping industry, and make sure that lifeline stays open no matter what.”

The Lee was recovered in late March by Bisso Marine.

The second annual Partnering Conference, Feb. 29-Mar. 2 at the Hyatt Regency Hotel, brought out 13 sponsor groups and 219 Corps and sponsor participants. Here is a summary of major suggestions and concerns addressed by outside speakers giving team reports:

### Project Cooperation Agreement Process

*Sandra S. Thompson*

Director, Atchafalaya Basin Program, Dept. of Natural Resources

- ❑ More sponsor participation—sponsor expects to have an active role and responsibility
- ❑ Sponsor is a full member of the project delivery team
- ❑ Need more education and information
- ❑ Enhance existing customer guide to contain additional educational tools
- ❑ Communication between all parties—develop “open-line” early in the process
- ❑ Coordination—through all project stages: reconnaissance, feasibility, pre-construction engineering and design, construction and O&M
- ❑ Cooperation—identification and resolution of issues

### Sponsor Participation & Involvement

*Clyde Martin*

Director, Public Works, St. Bernard Parish

- ❑ Project managers each have different ways of managing their projects—allow sponsors to participate in all phases of the project
- ❑ Make available to sponsors training provided to the project managers

### Permit Process

*Vincent Russo*

Environmental Engineer Administrator, Dept. of Transportation & Development

- ❑ **Communication**—provide more meaningful merger of the Section 404 process and NEPA and increase stakeholder outreach. Additional resources may need to be made available to the district for the Federal Highway Administration’s programs, including additional workshops and cross-training of agency personnel.
- ❑ **Mitigation**—lack of mitigation banks and other



## Sponsors voice concerns at Partnering Conference

mitigation opportunities in the Coastal Zone, as well as oversight and compliance of mitigation with the permit. Address incompatibility in the regulations and guidance for the coastal zone between the district and the Louisiana Department of Natural Resources, explore innovative mitigation options, standardize reporting criteria and ensure that mitigation reports are received by agencies and reviewed in accordance with permit conditions.

- ❑ **Consistency**—finalize standard operating procedures for permitting, improve coordination between regulatory and coastal restoration, and complete the Geographic Information System as a tool to review and assess potential opportunities and conflicts in the coastal zone.





All photos, Lane Lefort



Walter Bauny, Engineering, and Linda Labure, Real Estate, listen to a speaker.

Brig. Gen. Don Riley, MVD commander, speaks to the group during lunch.

Carl Guggenheimer and John Greishaber, Engineering, look over the day's agenda.



# cerns, offer solutions Conference 2004

## Time and Costs of Studies

*Gerry Duzysinki*

Acting Assistant Secretary, Office of Coastal Management and Restoration, Dept. of Natural Resources

### Problems

- Lack of accuracy in schedules; timeliness
- Overall study and review process too long
- Studies expensive; excessive project development costs; lack of economies of scale
- Too much required detail; inflexibility
- Sponsors needs are not adequately addressed
- Internal processes are confusing; Corps/sponsor roles are not clear

## Suggestions

- Improve on the single point of contact—devote more time to selection, training and mentoring project managers that interact with the sponsor.
- Involve sponsor early and often; formalize sponsor involvement milestones
- Streamline small projects
- Involve sponsor in developing scope of work that is focused to reduce un-needed alternatives and over-design of projects
- Develop ways to have cost share agreements that can be approved in a timely manner

## Attendees:

U. S. Army Corps of Engineers  
Dept. of Natural Resources  
St. Bernard Parish  
Dept. of Transportation & Development

City of Baton Rouge / Parish of East Baton Rouge  
Steamship Association of Louisiana  
Terrebonne Levee and Conservation District  
Louisiana Office of the Governor



All photos, Lane Lefort

# Earthfest



Great weather brought out close to 17,000 visitors to the Audubon Zoo Earthfest this year. The annual weekend event allows conservation and environmental organizations to talk with zoo visitors. Children receive a small prize from the zoo for completing a quiz or answering a question at each table. The Corps display explained how freshwater and sediment diversion projects help restore coastal wetlands. Our quiz on swamp animals plus the free coloring books got the kids' attention.

# 2004

*Volunteers for MVN were: Beth Nord, Larry Plaisance, Gregory Breerwood, Debbie Schroader-Jenkins, Michelle Daigle, David Wurtzel, Shielda Ross, Jason Ross, Joyce Hamilton, Edmay Lincks, Nora Cherry, Patrick Shepherd, Bill Hicks, Daniel Hibner, Robert Thomson, Joseph Cassanova, Jim Addison, David Pavur, Heloise Alphonse, Sean Alphonse and Mary Hazen.*

# What I learned at the Intern Leadership Development Course

By Eric Lincoln

I'm going out on the line a bit by taking space in Riverside to give my opinion, but in this case I think it's worth it. I just finished a four-day leadership training course in the DARM, along with 23 of my co-workers who for the most part I had never met, and I want to say a little about how the course changed me and the effect it had, at least from my perspective, on the group.

To begin with, I'm not sure anyone enrolled in the course expected much out of it. It didn't help that, for one thing, it's mandatory if you want a promotion later, and for another thing they started us off a week earlier by requiring us to watch a 40-minute video about Army structure and regulations (actors dialoguing about "What do four stars mean? What do three stars mean?" etc.) that bored most of us to sleep. So I went into the course on Monday morning with a slight scowl and my arms folded, prepared to be drilled on standard military definitions of what leadership is and how I can be a stronger cog—but not too much of a cog—in the government machine.

This is not what the course gave me.

In fact, over four days, our "organization"—meaning all of the course members—came to learn some much deeper truths about ourselves and what it means to think like a leader.

"This course changes your thinking," I told a facilitator at the end.

"That's what's supposed to happen," she said.

Happily, probably less than 20 minutes of the course were dedicated to Army structure rigmarole. The rest of the time, we were kept busy working all together or in teams and one-on-one, completing tasks and self-assessments, finding out what our strengths and weaknesses are, our motivations, how to communicate with people personally instead of superficially, how to work (for real) like a team instead of against each other.

I went into this course literally thinking, the Army is wasting its money on me. I'm not a leader. I don't have it in me. I'm only doing this because I have to.

I came out of the course understanding that in fact, the Army didn't waste its money. I do think like a leader. Leaders aren't born, they're made. Leadership is often a simple matter of being willing to be the one who makes the decision. Leadership, I found out, can be a natural outcome of being passionate about something. Leadership is under-

standing that I don't know everything about being a leader.

But I know more than I did two weeks ago.

Our facilitators, Priscilla Mckinney and Maria Slater, deftly moved us from being a hesitant group of mostly strangers to a delicately intertwined team of people who knew each other from the inside out. Right now, I know more about my team members—we were split into three teams on the first day—than I know about people I've spoken with for years. And what's more important, I feel confident in every one of them, as well as all the people in our "organization," to do what's good for the team. If I had to go to war, I'd choose those people for my unit, because of what I know about them from the course. It's not even about being friends or not—it's just that I understand what makes them tick, their values, what's really important to them (family? honesty? integrity? duty? success? compassion? we all had different words), and because of that, I can work with them on a level I can't work with other people.

In short, being confident in them, and with what I know about them, gives me the confidence to be a stronger leader, because I know how to motivate them. And vice versa.

But it took a lot of communication to get to that point.

As I said, I feel that the single most important thing this course taught me was to change my thinking. Specifically, to see how everything I do is done by choice. Getting up and coming to work in the morning went from being an "I have to" to an "I choose to." It's a big difference. I found that being a leader involves simply realizing that everything I do is done by choice. I am my own leader, no matter what the government or the boss or my insurance provider or my wife (better be careful on that one) or my dad or anyone says to me or demands of me. At the core, nothing I do is done unless I want it.

I imagine there may have been a few people in this course who weren't so affected. But for the most part, I think all of us came away with a great deal more than we expected. For some of us, it may have been life-changing.

Toward the end of the course, after we all learned so much more about each other and ourselves, we had a chance to "thank"—I don't want to ruin the surprise for

those of you who may take the course later—members who we felt had influenced us and would make good leaders. I received recognition from a couple of members of the group, to my surprise, for something a little different that I had done later in the course. I don't think that the people who recognized me may have fully realized how their confidence in me positively affected my attitude. When someone tells you they trust you enough to lead them, it changes the way you approach decision-making. I'm more confident in myself because others have said they're confident in me.

So, if I may—Ezra and Jackie, thanks for the feedback, and thanks for being willing to take the risk. You went

outside of your group, but believe me, your comments had a great impact. I'm taking a first look at myself as a leader instead of a follower.

And for everyone else who took the course with me: it was really great getting to know you. You helped me become more than I was. I hope it was mutual.



Oh, and for those of you who have to take the course at some point: don't worry, there are no group hugs at the end. But then again, leadership is about taking that first step.

**BRIDGE, from page 3**

**Commission and Jefferson and Orleans parishes** wanted a four-lane bridge to handle the increased traffic in the area. So the commission secured funding from the **Department of Transportation and Development** to add the two additional lanes, including extensive approach work at both ends of the bridge.

**Jefferson Parish** wanted a parking lot for the Bucktown restaurants, and the **Sewerage and Water Board**

wanted the canal cleaned out under the bridge. Funds for this were provided by the requesting agencies.

To make room for the parking lot, the **Coast Guard**, which is lakeside of the hurricane levee in Jefferson Parish, had to partially move as well, and have its utilities relocated. Coordination took place between them and all of the individual utility contractors and companies, including Cox Cable, Entergy and Bell South.

The **East Jefferson Levee District** provides substantial funding for the

cost of the project-related features in Jefferson Parish.

The **Orleans Levee District** coordinates utility relocations and right of way on the Orleans Parish side of the project.

The district coordinated with the **Bucktown Civic Association** and with neighbors on the Orleans Parish side. Meetings were held before construction with Bucktown businesses to answer questions and ensure they were fully apprised of the planned construction. Prior to construction, Corps employees went door-to-door handing out information on the traffic changes that prevented heavy trucks from using the bridge.

Finally, the main contractor and all stakeholders signed a partnering agreement before construction started to insure that working relationships were established. During construction, Corps representatives have also met numerous times with civic associations, private individuals and stakeholders to resolve problems. The New Orleans Area Office hosts a monthly meeting with the contractor and all agencies to review the contract status and resolve issues.

Structures Branch began working on the design of the 17<sup>th</sup> Street Canal Bridge and related improvements over seven years ago. Reaching agreements with all the affected agencies took considerable time and resources, and is a feather in the district's cap. The contract was awarded in December 2001, and is scheduled for completion in this year, at a cost of over \$6 million.

**Indiana students down South —**

**Mike Stout (top) and Skip Jacobs (bottom) give Geology and Environmental Science students from Wayne State University a tour of the Bonnet Carre Spillway on March 18. The group visited the Mississippi River Delta and Atchafalya River Basin to explore how human activities affect river, delta and coastal wetland. Cary McNamara and Ralph Laukhuff were the tour guides at Old River.**



Photos by Lane LeFort

# Around the District

Castle Kids and news media are treated to a demonstration of "Kids in Action" on March 31. The National Association for Sport and Physical Education is promoting physical activity to help parents and caregivers understand the importance of early physical activity in preventing obesity and disease in children from birth to age five. It kicked off its national program at Castle Kids.

## Congratulations

to **Gary Hawkins** (ED) on his promotion to chief of Design Services Branch. John Bivona is acting chief while Gary completes a tour of duty in Iraq.

to **Chris Monnerjahn** (PM) and his wife, Brandy, on the birth of their third child, daughter Olivia Juliette, on Feb. 19.

to **Angie DiGiovanni** (OD) and **Timmy Lacoste** (OD), who married on Feb. 6.

to **Jennifer Martin** (OD) and **Nick Knowles** (OD), who married on March 19.

to **Randy Florent** (OC) on his promotion to deputy district counsel.

to **Edmund Russo** (OD), on his appointment as Publications Committee chair and news bulletin editor for Permanent International Association of Navigation Congresses (PIANC), U.S. Section, also known as the International Navigation Association. Edmund will also participate on the PIANC International Communications Committee.

## Kudos

to **Stacy Leonard** (OD), who won fifth-place, boater's division, in the Wal-Mart Bass Fishing League on



Lane Lefort

Feb 21 in the Atchafalya Basin. Leonard had a five-bass catch weighing 12 pounds 3 ounces, earning \$950. The top boaters advance to compete for a \$100,000 prize in the 2005 All-American.

to **Casey Lowe**, daughter of **Mike Lowe** (OD), a winner in the Tom Bell Silver Scribe Journalism Contest, sponsored by Loyola University and the Press Club of New Orleans. Casey, a 15-year-old freshman at Grace King High School, received awards for layout and photography in the day-long deadline contest.

to **Eddie Meyers** (SS), who allowed himself to be arrested for the Muscular Dystrophy Association (MDA) on Nov. 6, 2003. He was arrested on the reservation by a New Orleans deputy and taken to "jail" at the Superior Bar and Grill on St. Charles Avenue. Meyers collected \$300 in "bail money" for the MDA. The same day, Meyers' three-year-

old niece and god-daughter, Kaci Vojtasek (below), hopped 40 times for the "Jerry's Kids Hop-a-Thon" at



Hickory Day Care, producing \$180 in donations to the MDA from relatives and friends.

to **Johlee**, daughter of **Steven A. Schinetsky** (OD), who won a national championship with her junior co-ed cheerleading team at the

JAMFEST Beach Jam, March 13-14 in Biloxi, Miss.

to **Freddy Lawrence** (ED), whose wife, Margaret, was awarded the East Baton Rouge Parish Middle School Teacher of the Year award for 2003-2004.

to Michael and **Cynthia Robie** [ED], whose daughter, Gerrica, placed second in the level-seven all-round competition at the Shreveport State Gymnastic in March.

to winners in the 49th Greater New Orleans Science and Engineering Fair, March 1-3 at the University of New Orleans. Gregory Tobin, son of Karen and **Tom Tobin** (ED), won the Bell South Telecommunications Award for outstanding exhibit in telecommunications and the U.S. Naval Science Award for physical science achievement. Benjamin Tullier, son of Karen and **Kim Tullier** (ED), was co-winner of the Junior Division Grand Award, with first place for physical sciences category, Armed Forces Communication & Electronics Association Award for Physical Science, winner of the Dorothy Van Lue Habeeb Award, co-winner of the Discovery Channel Young Scientist Challenge Award, a First Place Award from the ASCE N.O. Branch Structures Committee.

to **Operations Division** for organizing an off-site get-together at the New Orleans Fair Grounds.

“About 20 Operations members took annual leave to attend ‘A Day at the Races’... thoroughbred horse racing, that is,” said Greg Breerwood, chief of Operations. “We took a break from work related duties to enjoy the



OPS DIV ESPRIT de CORPS PURSE  
AFRICAN SKYLINE  
Shane Sellers up  
February 12, 2004



camaraderie of our colleagues in a social setting. We enjoyed a handicapping tutorial on how to read a racing program and a general tour of the Fair Grounds. The fifth race of the day was dedicated to the Operations Division team and the race was appropriately named the ‘Ops Div – Esprit de Corps Purse.’ We viewed the race from the winner’s circle

right next to the track, then took a photo with the winning jockey and trainer.”

## Condolences

to **Annette Vanderson** (PM), whose father, James Louis Vanderson, passed away on Feb. 14.

to **Kenny Crumholt** (CD), whose mother, Rose Mary Snakenberg Crumholt, passed away on Feb. 20.

to **Ed Bernard III** (SS), whose father, Edward Bernard Jr., passed away on Feb. 24.

to the family of **Lewis John Krail** (Hydraulics and Hydrologic Branch, retired), who died on March 19, age 82. In addition to his Corps service, he was an Army veteran of World War II and received the Purple Heart, Bronze Star, Good Conduct Medal, European African Middle Eastern Campaign Medal and World War II Victory Medal.

to the family of **Joann Dorsey** (PM), who died of cancer on March 20.

to the family of **Norris Rabalais** (former lockmaster at Old River Lock), who passed away on March 31.

to the family of **Timothy J. Lookingbill** (PM, retired), who died on April 2.

## DILBERT® by Scott Adams



# MVN at Work



**LOCK REPAIRS** — The Inner Harbor Navigational Canal Lock shut down from Mar. 30 to Apr. 2 while hired labor crews, with the aid of two derrick barges and two towboats, worked around-the-clock on the gates and mechanical components. The work coincided with the canal shut-down while the Port of New Orleans installed its new lift span for the Florida Ave. bridge. *Top:* hired labor cuts out a section of the concrete gate recess that covers the miter gate in the open position. This concrete apron is being removed to install new walkways on top of the gates, flush with the top of the lock wall, for the safety of the lock operators who walk across the gates daily. *Right:* a crane sling is placed on the pin extending out from the gate face to support the gate while the main hinge pin is repaired.

**WATERWAYS CONFERENCE** — MVN held an Inland Waterways Conference at the Hyatt Regency Superdome with other districts, the Coast Guard and maritime industry representatives, March 16-18. The theme was, “Preserving the value of the inland waterways through enhanced safety and security.” The agenda included homeland security, environmental initiatives, safety, lock

maintenance and channel planning. Among the speakers were Ralph Scheid, Engineering, on inland electronic charting, and Edmund Russo, Operations, on channel planning and maintenance.

**DRAINAGE WORK DONE** — A \$61.7-million drainage system has been completed just in time to help residents and businesses cope with spring rain

floods and the hurricane season. It includes four SELA projects, including an underground box culvert that extends 1,320 feet along South Claiborne Ave. from Jena Street to Louisiana Ave.; an increase in the capacity of Pump Station No. 1 on South Broad Ave. by 1,200 cubic feet per second; two new, parallel covered canals on Napoleon Avenue; and a new covered canal on South Claiborne. The system is fully functional for drainage, but surface work remains to be done in some areas, such as landscaping and lighting.

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