



US Army Corps
of Engineers®
New Orleans District

Riverside

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August 2002

An aerial photograph of a large cargo ship with a black hull and a white superstructure, carrying numerous colorful shipping containers. The ship is navigating a wide, muddy river. The surrounding landscape is a mix of green marshland and brown earth. In the foreground, there are several small, green, vegetated islands in the water.

**MRGO:
to close or not to close?**

**District nurses are there
when it counts**

Carrollton Gage



Col. Peter J. Rowan

PMBP

This is the name of the game in the Corps. It is how we accomplish the business of serving the nation and the Army. No one person, office or discipline has all the answers. If the work we do was that easy, it would have been done long ago and we'd be looking for another profession. But, like all hard things, this program requires the synergy of teams of dedicated professionals, all working together to surmount the challenges of balancing the diverse demands of customers. Everyone on a team and those working in support of the team in legal, contracting, resource management, logistics, and information management play a role in project execution. The bottom line for all of us is setting the conditions for project success. The Corps is embarking on monumental training to level the knowledge base in PMBP. Learn from this process and work with others to share the knowledge you have. The stronger we make each element of the district in this process, the better we make the district as a whole.

Commander's Mailbox / Open Door / Communication

There are many ways to pass on information to me. Right now, I am trying to get out to meet as many employees as possible through the district orientations hosted by the office and division chiefs. I will retain the Commander's Mailbox for communications of a more confidential nature. I will try to get the issue into the hands of those best equipped to solve a problem. I will also pass along good ideas or kudos to those who deserve them when they are brought to my attention. And if you want a personal meeting with me just call the secretaries to set it up. I only ask that you give those people who are best qualified to solve a problem the first crack at it. Give your supervisors a chance to be part of the solution.

All Contribute

The New Orleans District has a broad and complex mission. Right now, a lot of attention is being paid to Louisiana coastal

I would like to start this column by saying how honored I am to have been selected to come to New Orleans District. Not a day has gone by without my learning something new and exciting about this district, the city and the region. Without a doubt, I am looking forward to the most challenging assignment of my career.

At the risk of redundancy, I want to restate the three main points I covered in the town hall meeting. For those who I put to sleep or were fortunate enough to have a reason not to be in attendance, they were: (1) Project Management Business Process (PMBP), (2) how to get in touch with me, and (3) the importance of everyone's contribution to our success as a district.

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Riverside

August 2002 Vol. 13 No. 8

Commander

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A deep-draft vessel travels up the Mississippi River Gulf Outlet where the north bank is protected by a dike but the south bank is eroded.

Accardo promoted to chief of Physical Support Branch

By Amanda McLain

Chris Accardo is the new chief of Physical Support Branch in Operations. He was promoted to the position in June and will be directing the Marine Management and Facilities Management sections.

Accardo was born and raised in the New Orleans area. He was not always interested in engineering. "When I was growing up, I was very fond of doing things like woodwork, building clubhouses," Accardo said. He was also very active in sports but had a good background in math



Lane Lefort

and was encouraged by his parents to pursue higher education. He considered being a carpenter or contractor but his success in

school led him to college, paving the way for him to become an engineer. He learned about the Corps and engineering from his sister who worked as a secretary at the Corps.

Accardo attended the University of New Orleans, graduating in 1980 with a bachelor of

science degree in civil engineering. At UNO he met his wife, Gwen. She is also an engineer. "I

taught her everything she knows about engineering," Accardo joked.

The couple lives in Metairie with their two children, Stephanie, 16, and Brett, 14. Stephanie is interested in architecture and learning to drive, while Brett spends most of his time with baseball. "Between the two we keep ourselves busy," Accardo said.

Accardo worked as a structural engineer at McDermott Inc. before joining the Corps in 1983. Since then he has held various positions, including civil engineer in General Engineering Section of Engineering from 1983-88. He never set out to get to his present position, though he said, "I always wanted to contribute at a higher level."

Accardo does not know what the future holds but he said, "I just want to do the best that I can and enjoy the present."

GAGE, from page 2

restoration. That does not detract from the inherent worth of all the other fine work of the district. The day-to-day work in the trenches goes on regardless of coastal Louisiana. In fact, all the other work we do enables us to assist the LCA project by providing a sound financial foundation for the district. The small projects, the routine operations and maintenance, the emergency operations that we do all contribute not only to the district's bottom line, they set the standards and expectations of our constituents. They also serve to hone our engineering and construction management skills and

develop and maintain the extent of the talent pool that we can call upon to solve problems. I am convinced that without all the other work the district does, LCA would not exist. Everyone assigned to this district can be proud of the reputation you have built.

Finally, as we near the end of the fiscal year a couple of quick bullets to remember:

- ◆ School has started. Drive safely and be aware of the changes in driving conditions that schools bring.
- ◆ If you have school children, be actively engaged in their pursuit of education. They are our legacy and the next generation of engineers, scientists and professionals. Support

our school partners if you can; New Orleans needs us.

◆ If you have a part to play in end-of-year execution and close-out, thank you in advance for your work. Let's make this fiscal year close-out a great success. Thank your RM and other financial, program and budget folks. What seems like a bureaucratic inconvenience is an important part of stewarding the public resources that are entrusted to us.

Essays.

Correction from the July article on Ideas for Excellence: the form to submit ideas is DA 1045, not DA 1054.



Left to right:
James Sturcke,
Peggy Plaisance
and Glenn
Matsuyama.

Nurses work quickly to save employee's life

By Eric Lincoln

It is July 9, 12:22 p.m., when Occupational Health Office Nurse Peggy Plaisance receives an emergency call from security. An employee in Engineering, Glenn Matsuyama, has just collapsed to the floor and is in need of medical help.

Plaisance tells security to call her co-worker, James Sturcke, and they arrive with Larry Plaisance, acting chief of the Health Office, to find Matsuyama covered in vomited blood. A call is made to 911; the nurses stabilize Matsuyama by giving him oxygen, then rush him down to the Occupational Health Office.

By 12:26 p.m., Matsuyama is in shock because of blood loss. Plaisance lays him on a floor mattress, elevates his legs and takes his vital signs as Sturcke administers large amounts of liquid by IV.

Matsuyama's vital signs stabilize by 12:30 p.m. Paramedics arrive shortly and take him to Ochsner Hospital, where treatment begins to cauterize the bleeding ulcer inside Matsuyama's stomach. He spends two days in the intensive care unit and less than a

week later is working back in his office.

"Without them," Matsuyama said of Plaisance and Sturcke, "I don't know if I'd be here today. They recognized the danger of my situation immediately."

In fact, he said, a call later that day from Sturcke to doctors at Ochsner prevented him from getting a needless CT scan. "They thought I had a heart attack. James told them what he thought was wrong with me ... they discovered he was right and decided to do an endoscopy instead."

The nurses said that cell phones provided for them just two weeks earlier helped a lot. "It was Larry Plaisance's decision to give us those phones that allowed everything to happen so fast," says Sturcke. "We were actually out of the office when the call came in; we have beepers but this was more efficient."

The nurses handle about four similar calls every year.

"Primarily, we handle cardiac emergencies," says Sturcke. "Occasionally we get something more serious, like what happened in Engineering."

"This is old hat for James," says Plaisance, who has been a nurse since 1996, "but we both enjoy what we do and occasionally we get to do something that can save a life, and that's really important to both of us."

Sturcke worked as a paramedic and emergency room nurse for eight years before coming to the Corps. He agrees that his training as a paramedic is helpful. "You can't be thinking about technique while you're trying to stop someone from dying ... it's absolutely less hectic working here than as a paramedic, though—like going from 100 miles and hour to a crawl."

"Not that I mind," he says with a laugh. Sturcke still works as an emergency room nurse on the weekends.

Matsuyama said there was some irony about his particular incident. "The doctors suspect my condition was caused by aspirin, but I didn't take aspirin until about a month ago when a cardiologist suggested I take an aspirin a day ... now my doctor says I'm okay without it, so I don't take it."

"Without them, I don't know if I'd be here today," said Matsuyama.

The Occupational Health Office initiates practices such

as the Wellness Program and the Walk-Run Program to make employees more health-conscious. About 50 percent of employees use these programs and the work-out room, says Plaisance.

"Primarily, we want to prevent high-risks such as heart disease, diabetes and strokes ... we want to get employees to pay more attention to their health, eat right and exercise so we can avoid the emergencies," says Plaisance.

MRGO re-evaluation includes ecosystem restoration

By Eric Lincoln

Representatives from the Corps, state and environmental agencies met on June 26 to discuss progress on the Mississippi River Gulf Outlet (MRGO) re-evaluation study.

Ada Benavides-Hill, senior project manager, said that, as long as funding for the study is continued, a report that will include ecosystem restoration should be submitted for congressional approval by June 2003.

Attendees also included members of the Port of New Orleans, the Chamber of Commerce and navigation industry, and pilot organizations.

The comprehensive study, which began in 1999 and was prompted by increasing maintenance costs and environmental issues, addresses the effects closure of the channel will have on deep-draft navigation, nearby economies, hurricane storm surges and ecosystem restoration. It will ultimately determine whether continued maintenance on the channel is feasible or if

total or partial closure is the best option.

Even though the numbers aren't all in, some members of the shipping community are convinced that closure of the MRGO is imminent.

"I think without any doubt we're going to have a closure to deep-draft," said Channing Hayden, president of the New Orleans Steamship Association. "But we have to coordinate the closure by first opening the new IHNC Lock, so there will be minimal impact."

If modifications are made to the MRGO, deep-draft traffic would be directed to the Inner Harbor Navigational Canal Lock replacement, currently under construction. Benavides-Hill said, "The new IHNC Lock must be built first before any changes can be made to the MRGO, if closure to deep-draft navigation is the recommended plan."

St. Bernard Parish is one of the strongest opponents of the MRGO. Councilman at Large Henry Rodriguez, one of the members of the MRGO task force, said that there's been virtually no aid to the parish from the MRGO since it opened in 1968. "It's been a total disaster from the beginning; it devastated this entire parish, the ecosystem and 99 percent of the cypress trees ... It never was used to the extent it was supposed to be. It's down to one ship a day."

"All these years it was supposed to be an economic boon to St. Bernard and we haven't even got an outhouse built there ... we got this monster because of economic reasons and it will be removed because of economic reasons."

The amount and type of vessels using the channel has to be kept in perspective, though, said Edmund Russo, operations manager.

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File photo

Between 1992 and 2002, three foreshore dikes were built along the north bank of the MRGO near Bayou Dupre in St. Bernard Parish. They stand between two and three feet above water with an additional three feet under water and protect the marshland between the MRGO and Lake Borgne. Before the creation of the dikes, erosion of the marshlands greatly increased the amount of dredging needed in the outlet.



The intersection of the Inner Harbor Navigation Canal and the beginning of the MRGO (fading into the horizon), near the France Road container complex.



If the MRGO is modified, deep-draft ships will have to come up the Mississippi River or through the new IHNC Lock.

Mike Murphree

MRGO
To close or not

Economics and environment frame the MRGO debate

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“When you say that one ship is using the channel, it might not sound like much, but when that one ship is a container vessel—and very often it is—it’s carrying many times more in cargo value than one bulk commodities ship on the Mississippi River. In fact, the increasing amount of container rail cars passing by the district in the last few years are a result of an increasing amount of intermodal container traffic passing through the port.”

Russo explained that rail traffic may be a mix of combined tidewater and riverside terminal facilities because, though the MRGO is currently Louisiana’s major port container handling facility, there are some capabilities on the Mississippi River as well.

Statistics from the Waterborne Commerce Statistics Center show that, since 1996 (when the North American Free Trade Agreement was passed, allowing trade free of tariffs between North, South and Central America), deep-draft vessel tonnage moving through the MRGO has increased at a steady rate.

For comparison, in 1999, 710 ships used the channel; in 2000, 771 ships used the channel, moving about 5 million tons of cargo.

Benavides-Hill said, “The economic analysis will be a deciding factor on whether a plan is recommended to close or to continue maintenance of the channel ... any plan for approval will include ecosystem restoration.” She also said that if closure is recommended,

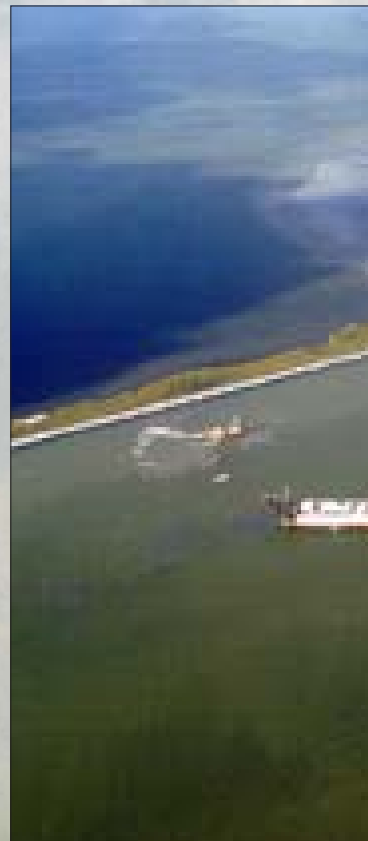
deauthorization of the existing project will be required.

Richard Boe, environmental team leader, said that as yet the study team “hasn’t made a determination about whether the channel is justified or not,” and that all is conjecture at this point.

Operations is “considering some creative and innovative approaches,” Russo said, to maintaining the channel.

The district recently partnered with Tulane University and the Delft University of Technology in the Netherlands to examine historical trends in maintenance dredging costs and bank erosion. This study is aimed at identifying ways to manage sediment and water along the channel corridor, and also reduce maintenance costs while protecting the environment. Plans could include bank stabilization, wetland creation and foreshore protection through “active management,” where shoaling would be prevented rather than just periodically removed.

Rodriguez said that St.





Art Belala



Historic photo of the intersection of the MRGO and Gulf Intracoastal Waterway. The vessel is turning down the MRGO and towards the Gulf.

File photo

GO to close?

Bernard Parish plans to use the channel for other purposes if it is modified.

“I don’t see any negative results. We won’t limit the outlet as a commercial waterway; we’ll still use it for barge traffic and recreational fishing ... And we want to be able to control hurricane surges.”

Rodriguez also said that he’s “seen some changes in the attitude with members of the St. Bernard administration in regards to the Corps. I think it’s more positive; the Corps is more sensitive to environmental issues these days.”

Modifications to the channel, if justified, would involve construction of a sill or a navigable gated structure at Bayou LaLoutre, partially restricting the channel to 12, 16 or 20-foot depth, which could also

provide some hurricane storm surge protection. The Corps would then still be required to maintain the channel.

Other plans under consideration—some of which are already being done under the Corps’ operation and maintenance program—include ecosystem restoration projects such as bank stabilization, marsh building along both channel banks and along Lake Borgne, construction of a lock or flood gate to prevent storm surges and saltwater intrusion, and a freshwater diversion structure at Violet.

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MRGO Facts

- The channel cost \$92 million to build, was completed in 1968 and is 76 miles long.
- Since 1988, 800 acres of marsh have been created with material dredged from the channel.
- One deep-draft ship on the MRGO can carry about the equivalent of 3,000 semi-trucks.
- The total impact of the MRGO and the cargo that is being transported via the MRGO to the area’s economy is \$717 million, and the total impact of the channel on the economy of the state is \$1.47 billion.
- In 1998, the idea of modifying the MRGO was presented as one of 77 regional ecosystem strategies outlined in the Coast 2050 report.
- The MRGO was built to provide a shorter and safer route to the Port of New Orleans.
- Maintenance cost on the channel averaged about \$13 million per year between 1985 and 2002.
- Nearly 6,000 jobs are supported by the economic activity made possible by the MRGO.



Dredged materials are used to rebuild marsh along the MRGO jetty. Over 800 acres have been created this way since 1988.

Art Belala



Tons and transits of deep-draft vessels in the MRGO, 1996-2000
Traffic Trends

Calendar Year	Throughput Short Tons x 1000	Self Propelled Dry Cargo Transits	Self Propelled Tanker Transits	Total Ships	Tons per Ship
1996	4426	5429	4	5433	815
1997	4477	3791	6	3797	1179
1998	3471	1698	2	1700	2042
1999	4865	1393	27	1420	3426
2000	5370	1418	123	1541	3485

This chart shows that since 1996 the amount of cargo tonnage transported on the MRGO has increased steadily (with the exception of 1998 due to problems resulting from Hurricane George), from 815 tons in 1996 to 3,485 tons in 2000. Each one-way passage of a ship is counted once, so the

figures can be divided by two to find the total amount of ships that passed through the channel; for instance, in 2000, 771 ships passed through the channel, an average of 2.1 ships per day with 4.5 thousand tons of cargo per ship.



Corps employee statistics:

- ❑ 5,000 people per year leave the Corps.
- ❑ 20 percent of them retire.
- ❑ 80 percent go to other jobs.
- ❑ 16 percent of Corps positions will be eliminated this year.
- ❑ 500 new engineers will be hired with special hire authority, if Congress approves.

Courtesy photo



Wright enjoys off-time as blues drummer

By Eric Lincoln

Thomas “Wade” Wright, a technical manager in Engineering Division, returned in early July from what some might consider a rather unusual vacation in Canada.

As the drummer for local blues guitarist Little Freddie King, Wade performed in front of over 45,000 people at the Montreal Jazz Festival.

Except for the number of people, it’s not that unusual of a show for Wade, who has played in Little Freddie’s band in cities all around the world, including Paris and Amsterdam.

Wade says he’s proud to be playing with a legitimate blues man like Freddie King.

“Freddie writes all his own stuff; I was playing a lot of cover music with these other guys,” Wade said, referring to his resume playing with acts like Freddie Fender, Ernie “K” Doe and other New Orleans artists. “But Freddie’s a classic ... when these people meet him, like in Paris, they don’t know what to think. He’s an old blues man, been through a lot of depression and poverty ... they all

think he’s got dough,” he says with a laugh.

“Freddie’s the real thing ... he lives it.”

Wade began playing drums when he was 16 years old but stopped when he was drafted by Uncle Sam in 1968. He picked it back up again in 1975 to do a reunion show with The Sparks, a band that had a major hit, “Mary Lou,” in the 1950s.

“I found out that playing drums was like riding a bike—you don’t forget the technique,” he said.

From there he “polished off the cymbals” and tested out his chops again in Bourbon Street clubs and with “big horn” bands. Things changed when he heard Little Freddie, though.

“I got drawn into the simplicity of it; just drums, guitar, bass; not too much confusion; just clean pickin’.”

Wade has cut one CD with Little Freddie, and the band is scheduled for a trip to Switzerland later this year.

“I’ve been lucky; we schedule out-of-town trips with my annual leave,” Wade says.

Wade, who has been married for 35 years to his wife Barbara, says the

Wright at the Montreal Jazz Festival in July with blues legend Little Freddie King (in back-ground). Wright has played with Little Freddie for 15 years and traveled all around the world.

short road trips aren’t difficult but ones that require long flights “can get to you ... to last on the road,” he admits, “you have to be young.”

Fifteen years worth of trips with Little Freddie offer no shortage of amazing and funny stories.

“One time,” Wade remembers, “we’re stayin’ in a hotel on the 18th floor. I wake up in the mornin’ to go get some breakfast and here’s Freddie standing in the elevator. I said, “How long you been standin’ there?” He says, ‘Well, I been up and down this elevator tryin’ to find the first floor, but there ain’t no number one.’ I look in at the keypad and it’s goes to number two, then L for Lobby and M for Mezzanine and all that. Freddie had been on that elevator 10 minutes tryin’ to find the first floor.”

“But you gotta know Freddie,” Wade says. “He grew up on a farm, he’s not a city man ... he’s been shot three times, stabbed once, he’s got a bullet next to his spine ... but musically, he’s the baddest blues player in NO and he’s getting a lot of national recognition.”

Wade even tried to write a book about his experiences on the road with Little Freddie after one particularly memorable trip to France where the group played at a World War II prison.

“I wrote 15 pages nonstop but that was as far as I got,” he said.

In addition to playing Jazz Fest and French Quarter Fest, Wade plays with Little Freddie every last Friday of the month at BJ’s Lounge, 4301 Burgundy St. “That’s our home base, where all our fans come from,” says Wright.



Joe Sullivan of the Orleans Sewerage and Water Board speaks with Rep. William Jefferson and Col. Rowan at the A. Baldwin Wood Pump Station on Broad St. in July. The pump station was enlarged as part of the SELA rainflood project.

Lane Lefort

\$20 million of improvements to sewer and water facilities in Ascension, East Baton Rouge and Livingston parishes. A 1992 act authorizes up to \$90 million of assistance to nine Louisiana parishes and the city of Kenner for water-related environmental infrastructure.

DAVIS POND UPDATE — Jack Fredine reports that diversions at Davis Pond for the rest of the year will range from 1,000 to 2,000 cubic feet per second (cfs). The cfs will increase only if salinities in the basin become higher than desirable. Currently the basin has the proper salinity range and is diverting 1,000 cfs. Cataouatche and Salvador lakes should be a little fresher these days, and abundant in catfish, bass and perch.

CHANNEL DEEPENING — Morgan City citizens attended an Aug. 8 meeting by the Corps to discuss issues involving deepening navigation channels in the area. The Corps is beginning a feasibility study on whether the deepening of the channels from 20 to as much as 35 feet would aid the fabrication of oil and gas platforms in the area that would otherwise be fabricated overseas. The project would add about 13 miles to the channel's seaward end and would, among other benefits, allow launching of the oil platforms.

Equal Employment Opportunity

EEO AWARD — MVN received an EEO award from The Equal Opportunity Advisory Council of the Greater New Orleans Federal Executive Board on August 20. The award was presented to the federal or outside agency that had given the most support to the principles of equal employment opportunity in the past year.

Operations

DREDGING ALTERNATIVE TESTED

— The Waterways Experiment Station tested a potential lower-cost dredging alternative in the Michoud Canal in early August. Rather than remove material from a channel completely like a cutterhead dredge, the Water Injection Dredge, owned by Weeks Marine, moves the material around within the channel to deeper areas to obtain required project dimensions. The new dredge offers lower operating costs, less fuel consumption and has smaller crew and ancillary equipment requirements.

LOCKS GET KUDOS — The IHNC and Harvey Canal locks both received kudos in July from Robert Walters, owner and skipper of the Miss "U" Knot I and II. His email to PA reads: "I recently took one of my sailboats from Lafitte to the New Orleans lakefront, which meant that I had to transit two of your locks ... At both locations, I found that the boat handlers were extremely professional and seemed to go out of their way to make our locks an easy and enjoyable

experience. In addition, they were both quick to offer information that made continuing legs of our little trip simple and uneventful. Please extend my sincere thanks to the crew at both of those locks and to the Corps of Engineers for your invaluable service."

Engineering

LEVEE INSTABILITY AT JUNIOR

— A rock berm and levee setback are scheduled for construction in August to correct levee instability problems at Junior (mile 52). They will be smaller than originally proposed to avoid moving a house and to keep costs down. The cause of the instability is a weak soil layer, found during annual inspections of the area.

Project Management

ENVIRONMENTAL AGREEMENT SIGNED

— The Corps signed an agreement on Aug. 5 for its first environmental infrastructure mission in Louisiana: a study to improve sewage treatment in Ascension Parish. Congressional funding will pay

Around the District

October is Disability Awareness Month

Look for Disability Employment Awareness presentations in September and, on Oct. 1, the 15 employees who have volunteered to be “challenged” with disabilities such as limited eyesight or hearing. For more information, contact Michael Maples at x2635.



The Wellness Program presented Dr. Stephen Tramuta, a chiropractor, on Aug. 15. He spoke to employees in the DARM about “How to have a healthy back without drugs or surgery.” The demonstration was aided through the use of a life-size model of a spine that appeared to be much more pliable than the average employee spine.

Reinike: never retire!

Irma Reinike (OD, retired) called to say hello to everyone. Having written over 1,000 poems, short stories and songs, she is as busy as ever in her artistic endeavors and was recently recommended for listing in Who’s Who in America for 2003. Irma gained some fame in 1952 for writing a column, *Personality Parade*, about locals working in the radio and TV field. “You never really retire,” she said. “You should stay busy even if it’s retirement!”

Congratulations

to **Edmond Russo** (OD), who was recently appointed to the graduate board of examiners at the Delft University of Technology in The Netherlands.

to **Paul Landry** (OD) and his wife, Paula, on the birth of

their first child, Madison, on July 27.

to **Charlston Britton** (ED) and his wife, Gwendolyn, on the birth of their daughter, Courtney, on May 13.

to **Mike Stout** (OD) for passing the American Institute of Certified Planners exam in July.

to **Sandra Brown** (IM) on the marriage of her son, Curtis, to Amanda Jones on Sept. 7.

to **Edwin Dickson** and **Rodney Greenup** on their promotions to program managers in Programs Management Branch for the MR&T and Regular Appropriations, respectively.

to **Marsha Holley** (RM), whose twin sister and former MVN employee, Linda Barvinchak, recently received her B.A. from the University of Maryland and is currently assigned in Heidelberg, Germany.

to **Viola Tolliver** (IM), whose daughter, Destra, was awarded an M.A. in organizational management from the University of Phoenix in July.

to **Deborah Griffin** (PM), whose son, Ryan, a 2002 National Merit Finalist and Valedictorian from Jesuit High School, received a four-year engineering and computer science scholarship to Tulane

University.

Kudos

to **John Bivona** (ED) for hosting two Army cadets in his office this summer. From the Military Academy at West Point and the ROTC at the University of Washington, the students will be commissioned as officers into the Corps following graduation.

Farewell

to **Robert Schroeder** (OD), who retired on Aug. 31.

to **Joe Brown** (OP), who retired in August after 31 years of service. He will be taking a job with the Lexington Police Department in Kentucky as a communications officer.

DILBERT® by Scott Adams



Backpage

Wheeler Employee of the Year

Third Assistant Engineer **Raul Romero** is the Wheeler's Employee of the Year. Capt. William Rhea said that Romero's friendly demeanor brings a calming affect to the crew. "This is extremely important in an environment where we work and live aboard ship 24 hours a day, seven days a week," he said.



Julie LeBlanc (PM) volunteered a week in July at Ohio State University as a patrol leader for 12 girl scouts at "Destination Discovery!" a Girls Scouts Wider Opportunity Program. The program sponsors events throughout the



LeBlanc travels with scouts

country, ranging from mountain climbing to assisting children with disabilities to the exploration of engineering as a career choice for girls; this particular event was related to science, technology and engineering. "As an engineer and a 12-year girl scout volunteer, I thought it was a great way to share my reasons for my choice of career as well as my love for girl scouting," said LeBlanc.

TO HAVE YOUR IDEAS
PRINTED
IN THE NEXT ISSUE

AND

WIN A RESERVED
PARKING SPOT FOR
AN ENTIRE MONTH

**RESPOND BY
SEPTEMBER 13**

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

**THE FUTURE OF
THE MRGO**

>WHAT DO YOU THINK IS
THE FUTURE OF THE
MRGO?

THERE WERE NO COM-
MENTS MADE ON LAST
MONTH'S QUESTION
REGARDING PMBP TRAIN-
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TALKBACK ALIVE! SEND
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