

Wilmington

District News

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Harbor Project Goes to Town

— Pages 4-5



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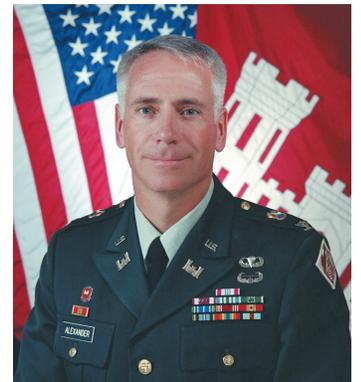
Upriver terminals will eventually see new business from the NE Cape Fear Phase of the Wilmington Harbor Project - 96 Act.

Up Front...

"Family" Just Got Bigger

By Col. Ray Alexander, District Engineer

In a 20 April, 2005 Town Hall meeting, I introduced South Atlantic Division's Regional Plan. You'll find an article starting on page 3 of this newsletter explaining it from a Regional perspective.



How does 'five interdependent districts operating virtually' look from the Wilmington perspective?

For the details, please take time to go over the article, or go to our intranet to review the video of the town hall where we talked through the plan and see where Wilmington fits in the larger design for South Atlantic Division.

Keep in mind that this change is not only critical for our long-term viability as an engineer resource for our region, it's a good, workable plan that builds on capabilities we are already exercising.

The truth is, we've been working virtually with our fellow South Atlantic Division partners for a long time. Engineers sitting in Jacksonville have provided expert reviews on our projects. Savannah's Real Estate staff has been part of our lives for years. Last year's hurricane season broke all boundaries, and we worked as one to overcome multiple disasters.

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Wilmington District News



**US Army Corps
of Engineers**

Regional Governing Board Approves Regionalization Plans

The South Atlantic Division Regional Governing Board (RGB), made up of the Commanders and Deputies for Project Management, has approved proposals for regional plans for realigning three major organizational functions, including Engineering, Planning, and Contracting.

At their April 13-14 meeting, the RGB was briefed on the final plans for establishing Regional Centers for each of the functions, replacing the existing independent district functional organizations. Regional Centers for Engineering (Civil Works) will be established in Wilmington (serving Wilmington, Charleston, and Savannah Districts), Jacksonville, and Mobile. Contracting will have Regional Centers in Savannah (responsible for Charleston and Wilmington), and in both Jacksonville and Mobile. Regional Centers for Planning will be established in Wilmington (also supporting Charleston), Mobile (also supporting Savannah), and Jacksonville. The concept of Regional Centers promotes interdependence among the Districts through the sharing of both workload and resources. These centers will be virtual teams, and no employee will lose his or her job or be forced to relocate as part of this realignment.

In addition to the concept of Regional Centers, the RGB also approved the establishment of Regional Councils for each of these functional organizations. These Regional Councils will provide oversight and strategic planning for the functional areas. The Regional Councils will report to the RGB and will be Chaired by one of the District Commanders. The Commander for Charleston District will Chair the Engi-

neering Regional Council, Savannah the Contracting Regional Council and Jacksonville the Planning Regional Council.

"Declining workloads and the changing nature of our work are pushing us to make these changes," said BG Michael J. Walsh, SAD Commander. "We can no longer afford to maintain full-service capabilities in all of our districts, and these plans will give us increased efficiency and a better handle on our future." Recent reordering of national priorities has caused water resource budgets to be cut as resources are devoted to the Global War on Terrorism and other initiatives. "By being smart about how we manage our people and budgets, we hope to prevent the need for more drastic action in the future if our program continues to decline," BG Walsh said.

Acknowledging that change is needed, the Board agreed to an accelerated timetable to put these new organizations in place by September 30, 2005. Concurrent with this effort, the region will seek to shape the new organizations by selectively offering voluntary separation and early retirement incentives to employees. "We do not need, nor do we intend to conduct, a reduction-in-force," BG Walsh said. "But we need to take this opportunity to provide individuals incentives to retire should they so desire. This will provide us flexibility in developing regional organizations with skill sets appropriate to the workload."

The timeline approved by the RGB establishes a schedule beginning in mid-May for meetings with employees and their unions where appropriate, to

explain the plan and answer questions. By the end of May, employees directly affected by the realignments will receive a letter informing them of their new organization effective July 1. Their job and function will not change, but their supervisor may change. The organizations as set up on July 1 will be provisional, pending finalization on October 1. In the period between these two dates, job descriptions will be revised, CEFMS and other systems codes will be adjusted, and a new organization chart will be developed reflecting the regional centers.

During the first week of June, a formal query of interest in voluntary separation (VSIP/VERA) will be sent to employees in selected functional areas. "The VSIP/VERA queries will be targeted where the skills of employees seem to be inconsistent with the nature and amount of projected workload," BG Walsh said. Based on the interest expressed, determinations will be made and employees will be notified by August 31. Employees who have accepted VERA/VSIP incentives must retire by the end of Fiscal Year 2005 because the incentive authorizations expire at that time.

We know that employees have a great many questions about these regionalizations and the effects they may have on them," BG Walsh said. "We will be actively communicating with the entire region over the next several months." The details of the plans continue to be published on the South Atlantic Division Intranet site at <https://sadnet.sad.usace.army.mil>. Click on the "Campaign Plan 2005" link to access the reports.

District gets ready for the Northeast Cape Fear Phase of the Wilmington Harbor Project - 96 Act

By Penny Schmitt

Since the early 90s, the Wilmington District has been working with the State of North Carolina on the largest Civil Works Project in the history of the U.S. Army Corps of Engineers in North Carolina-The Wilmington Harbor Project authorized under the 1996 Water Resources Development Act. The total project encompasses 37 miles of channel improvements, and will cost about \$467 million, with the federal government contributing more than \$300 million and North Carolina contributing more than \$150 million.

Construction began in August 1999, beginning with a habitat restoration project at Island 13, and continuing through several contracts that improved the Eagle Island Dredged Material Disposal Area, realigned the outer bar channel, placed sand on area beaches and brought deep water to the Wilmington State Ports by January of 2004, on time and on budget. Along the way, the Wilmington District and project sponsors have successfully met many mechanical and fiscal challenges.

Already, through the outstanding efforts of the North Carolina State Ports Authority, North Carolina is reaping the benefits made possible by the deeper channel. Another shipper has started making deliveries at the port, port business has improved by 25% in the current fiscal year, and this is contributing to added jobs in the local area and indirectly contributing to more jobs throughout the state. The habitat restoration project is functioning better than planned and has won an award for environmental design, and area beaches have benefited from added sand.

Now it is time to begin moving forward with the final phase of the project: deepening the Northeast Cape Fear River channel to further improve navigation conditions for the upriver terminals.

During this phase of the project, the Corps will deepen the channel from the State Ports Anchorage Basin up to the Cape Fear Memorial Bridge to a depth of 42 feet. From the Memorial Bridge to

a point 750 feet upstream of the Hilton Railroad Bridge, the channel will be deepened to 38 feet. From 750 feet upstream of the Hilton Railroad Bridge to river mile 30.8 the Corps will deepen the channel to 34 feet. In the course of the project, contractors will remove a total of about 3 million cubic yards of sediment and rock, making improvements to the Eagle Island Disposal Facility and continuing with environmental enhancements and mitigations.

The first work Wilmingtonians will see in the river channel off the downtown waterfront will actually be scheduled channel maintenance work. Dredging is scheduled to begin in fall of 2005. Meanwhile, the District will conduct a solicitation for a contract to begin construction of the deepened channel during federal fiscal year 2006 (beginning in October of calendar year 2005). Construction is expected to extend into fiscal year 2009.

What will the construction work mean for residents and businesses downtown? Work on the project will include



Now it is time to begin moving forward with the final phase of the project: deepening the Northeast Cape Fear River channel to further improve navigation conditions for the upriver terminals.

removal of rock from the channel. The chosen contractor will determine the methods to be used, which may include both the use of mechanical dredges and controlled blasting to remove rock. The Corps has already successfully conducted channel deepening through both these methods. With the help of expert controlled blasting engineer consultant, Mr. Gordon Revey, this aspect of the project can be conducted in a way that is safe for people, structures and life in the river. Business and everyday life in downtown Wilmington will continue as usual throughout construction. Indeed, the River Walk may at times be a fine front-row-seat to watch construction activities on the river. Traffic on the river may occasionally be restricted, but the river will not be closed due to construction. Before removing rock, the Corps' contractor will conduct a detailed survey of structures and infrastructure within a few blocks of the work area, so as to make an accurate record of before-project conditions. This will protect property owners, the contractor, and the govern-

ment. Dredging and any needed controlled blasting will be carried out at times of the year that minimize the potential for harm to fisheries, and all work will be done in accordance with sound environmental methods.

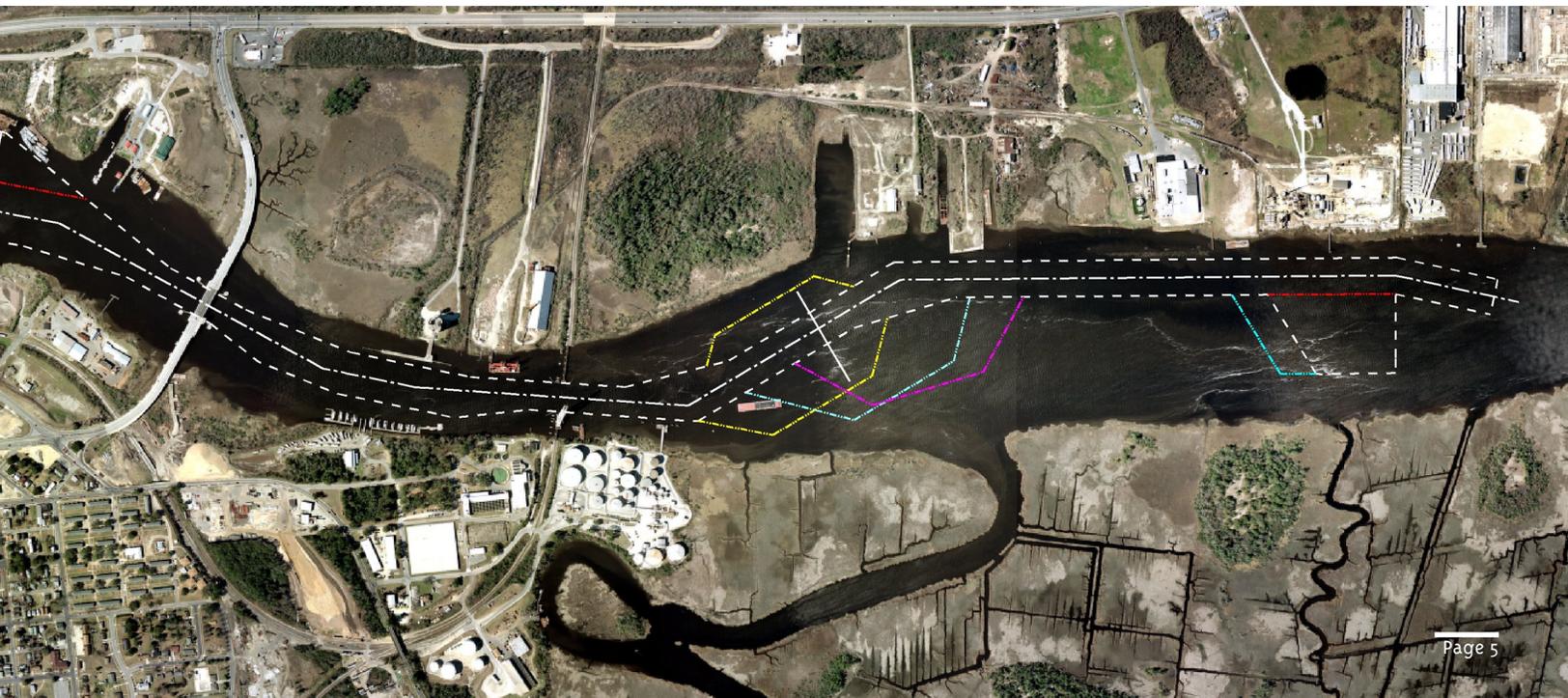
The deepened channels will allow vessels that use the Northeast Cape Fear channel to carry bigger payloads to and from the upstream terminals. Thus, this final phase of the project will further increase the economic benefits the earlier phases of the project have already brought to our region. The deepened channel will serve the Amerada Hess, Colonial Oil, Cemex, and ChemServ terminals, which in turn support

- building and construction
- energy and utilities
- agriculture, forestry and livestock
- textiles and fabrics

- chemical
- pulp and paper
- and transportation industries in our region.

Even after the movement of some cargo operations to terminals south of the Memorial Bridge, the improvements are expected to have a return of \$2.30 in economic benefits for every dollar spent on the project.

The Wilmington District looks forward to working with the City of Wilmington and New Hanover and Brunswick Counties, our State Sponsor, the Department of Environmental and Natural Resources, and our stakeholders to bring home this final and vital phase of the Wilmington Harbor Project.



Wilmington District Park Rangers Renew Techniques in Un-Armed Self Defense

Story and Photos by Sherrie Storm, Park Ranger, JHK

It was time for the “Hides” of March as 51 of Wilmington District’s Park Rangers converged on the Police Training Academy in Henderson, NC for a day of renewing techniques in hand-to-hand combat and evasive action techniques.

“This isn’t something we just decide to do every year,” said Chief Ranger Kevin McDaniels (Kerr) who coordinated the event with Paula Carper. “It is a mandate established by ER 1130-2-550.”

Chapter 6 of the Engineering Regulation, “Visitor Assistance”, establishes training guidelines that mandate training for employees who wear the Natural Resources Uniform, whether they are granted citation authority or not.

Corps Park Rangers are unarmed, do not have arrest powers, cannot detain, search, or seize. These actions are prohibited by the regulation for the safety of the rangers, who are considered to be “regulation” as opposed to “law” enforcement.

After a minimum of one year of training, the District Engineer, depending upon supervisory recommendation, may grant Corps Park Rangers citation authority. The Park



Terry Ramsey and Chad Eller check each other's moves during hand-to-hand combat exercises.

Ranger is then issued a badge, with a number that he/she keeps for the duration of his/her career in Wilmington District. With the privilege comes the ability to write citations for violations of rules and regulations on Corps property. These rules and regulations are found in “Title 36, Chapter III, Code of Federal Regulations, Part 327.” They are “regulations with the force of law”, and carry a maximum penalty of fines of not more than \$5,000 and/or imprisonment of not more than 6 months. Violators either pay a fine, or may be mandated by the Ranger to appear in Federal Criminal Court.

Given the severity of the penalties and the realities of face-to-face contact with hundreds of thousands of people in lakes and remote wooded parks, the Corps takes great effort to ensure the safety of its rangers. The annual self-defense refresher course is one effort.

Corps Park Rangers are trained to avoid dangerous situations. They are trained in behaviors to watch for and listen for, to know when a situation is getting out of hand. They are taught how to best extricate themselves from situations that may bring them harm. “If a camper is drunk, disorderly, causing a disturbance and negatively impacting the other visitors the public calls for a Park Ranger. The Ranger decides, based on his level of training and the immediate situation whether or not to respond or call or in law enforcement,” explained McDaniels.

Wilmington District has five lakes, but at only three of them does the Corps own and manage its own campgrounds – W. Kerr Scott, Philpott, and John H. Kerr. With the added



Eller demonstrates a forearm strike on Ramsey.

workload of managing campgrounds and thousands of twenty-four-hour-a-day visitors in very close quarters, the public and the park rangers come into contact in situations very different from any other type of work-related contact that Wilmington District's Corps employees face. With that added responsibility, these lakes' Operations Managers enter into annual law enforcement agreements with their local sheriff's offices.

"It's a win-win situation all the way around," said Tim Rainey, Operations Manager at Kerr. "The Corps pays the counties to perform extra patrols of the Corps parks so the counties benefit from the additional funding. The rangers benefit from having actual law enforcement personnel within a few

minutes response, and the public benefits by having the added safety and security."

Safety of the ranger is a primary concern, and with that the group meets every year to practice techniques. Other Corps-mandated training that Park Rangers receive on an annual basis involves Blood-borne Pathogens, First Aid and CPR, Control of Hazardous Energy, Boat Licensing (3 years), Defensive Driving, water safety, and training on gangs, methamphetamine labs, and cultural and historic resources protection. All annual training is accomplished at the local level.

"Only once a year do I get a chance to kick my boss's butt," joked Chad Eller who was Terry Ramsey's (W. Kerr-Scott)

sparring partner. "But it helps us to remember all those little tricks we can use if we ever have to defend ourselves."

Rangers paired off and practiced techniques using hands, fists, and feet. The instructor was a retired police chief, who led the attendees through a lecture on the psychology of attacks as well as physical practice.

And in the end, that is what it is all about...Safety for the Ranger, who is protecting the visitor as well as the natural resources. For more information on the Natural Resources Management Program Corps-wide, please visit the NRM Gateway at <http://corpslakes.usace.army.mil/>.



Park rangers receive expert training from an instructor on how to block a strike.

Captain Dixon, John Kimbrell and Bill McBride Retire

By Fred Lehman

Elijah Dixon (Junior)

Elijah Dixon, a.k.a. "Junior", Mate Dredge Control Officer on the Dredge FRY, retired March 1st after a lengthy career with the federal government. Dixon, a native of South River in Carteret County, grew up among the rivers, bays and sounds of eastern North Carolina, and following family tradition enlisted in the U.S. Coast Guard back in 1960.

By building a career in the Coast Guard, Elijah gained much experience in ship handling and all forms of seamanship. He served on various cutters, small boats, and in lighthouses and eventually climbed to the rate of Chief Boatswains Mate. Dixon recalls some memorable highlights of his career; he was a crewman on a seagoing tug that helped extinguish a deadly fire aboard a

fully loaded Norwegian freighter in the Atlantic Ocean in 1963 before towing the ship to safety. Junior also recalls serving in the "Far East"-Ocracoke Island, which is about as far east as you can get! He also patrolled the Florida Keys during the Mariel Boatlift in 1980, just prior to his retirement from the Coast Guard.

Elijah next gained federal employment with the Marine Corps Air Station in Cherry Point as a firefighter. He also held the position of lieutenant at that station.

Returning to sea in 1988, he worked for Gulf Coast Trailing Co. as an Able Seaman and Crew Boat Operator on seagoing hopper dredges until 1990 when he joined our fleet of sidecast dredges as a deckhand on the FRY. He moved up through the ranks here by

achieving the position of Mate, which requires holding the merchant marine license of Master, or Captain.

Known throughout the fleet as a professional mariner, Junior Dixon presents the image of a laid-back, self-assured man, much at home on ships and the sea.

He now plans to spend more time with his family in Newport, N.C., and pursue his pleasures of gardening and boating. Elijah and his wife, Linda, have one daughter, Donna, who is a Registered Nurse. They have four grandchildren, and are a very close-knit family who love the outdoors

Congratulations on your well earned retirement, Captain Junior. You done good!



Junior Dixon, John Kimbrell and Bill McBride.

John Kimbrell

Editor's note – John Kimbrell, former 2nd Mate on Dredge MERRITT, Operations Division, passed away on Monday morning, 18 April 2005, at Lower Cape Fear Hospice Care Center. John is survived by his wife, Angie Dillon Kimbrell, and five children. A memorial service was held at 2 p.m. on Thursday, 21, April 2005, at Andrews Mortuary Valley Chapel. In lieu of flowers, memorial gifts may still be made to the Lower Cape Fear Hospice Care Center, 1406 Physicians Drive, Wilmington, NC 28401 or Trinity United Methodist Church, 209 East Nash Street, Southport, NC 28461. Cards may still be sent to Angie Dillon Kimbrell, 4138 Breezewood Drive, Apt 104, Wilmington, NC 28412-2491.

John Kimbrell, Second Mate and Dredge Control Officer on the Dredge MERRITT retired March 6. John joined our District fleet in 1987, when he was hired as a timber worker on the multi-purpose Vessel SNELL. He has since served in several capacities on all of our vessels, including deckhand, drag tender and Second Mate after earning his Mates License in 1994.

Prior to entering the Wilmington District, John held some pretty unique positions in the civilian sector, including driving a truck throughout the widespread Adirondack Mountain range of New York State for several years, shipping out on various Tugboats in the Charleston S.C. area, and as a city of Charleston law enforcement officer.

John recalls many challenges he faced during his years as 2nd Mate on our dredges like ship handling and piloting our vessels in treacherous inlets and waterways such as Drum Inlet at Core Banks for one! He advises younger seamen on our boats to set goals- get all the credentials and licensing possible, the sooner the better.

Mate Kimbrell served in the U.S. Coast Guard during the Vietnam war era, honorably discharged in 1973 after his four year enlistment which included sea duty on those infamous 82-footers they had at that time!

April 2005

John's son Patrick has followed in his Dad's footsteps by also serving in the Coast Guard. He is a career petty officer at this time, a Boatswains Mate 2nd class working in the law enforcement units. Daughter Keely is in the Peace Corps, serving in Belize where she teaches Aids Prevention Education in this third-world country. Youngest son Taylor lives in Wilmington, which is the adopted home of John and his wife, Angie. They also have one grandson, two-year-old Aidan

Always a fine fellow and good shipmate, John has left his mark on our ships as a true seaman, crewmember, and mentor. *Another sailor gone home! Mr. Kimbrell, you done good!*

William McBride

William R. McBride, Port Engineer and all around good guy, also retired in March. 'Mac' came to Wilmington District in 1988 as Chief Engineer on the hopper dredge CURRITUCK, and after making his own mark and ruffling lots of feathers he became our new Port Engineer, a much needed position in our district at that time!

Mac also started his career in the federal government as an enlisted sailor in the military. He chose the U.S. Navy for a four-year hitch from 1970 until 1974. Serving in Vietnam on PBRs (river patrol boats) McBride rose to, and held the rate of Engineman Second Class (E-5) while stationed with the Navy's Riverine Forces, which at that time had the highest casualty rate in the navy.

After his honorable discharge in 1974, McBride became chief engineer on semi-submersible vessels in the Gulf of Mexico for two years. He then worked as a technical representative for Power Systems division of Geo Source in various locations. In 1980, he joined the federal service in the Panama Canal Zone and worked in its dredging divi-

sion and later as port engineer. He also was a training officer at that facility.

1988 brought an influx of talent to our District when several Canal Zone employees transferred here, among them McBride! Well known throughout our district as a straight shootin', trouble shootin', get-things-done kind of guy, Mac has built himself a reputation as a real hard hitter. Always the gentleman, Mac has generated many, many technical improvements on all of our vessels, our Repair Yard, and even in the office! He was the guy out front, in the middle, and right behind all of the vast, major repairs and improvements throughout the Wilmington district. Mac did more than run the repair yard though; he instilled pride in one's vessel and strong work ethics to our younger crewmen, and he built a high degree of trust, respect, and professionalism throughout the workforce. Mr. McBride will probably remain in the Wilmington area where he and his family reside. Married 23 years to Carol, Mac has 3 daughters, and a son. Heather, 27, works in the U.S. Drug Enforcement Administration, and 23 year old Stephanie, an N.C. State graduate is now a middle school teacher. Loren, the youngest is at home, and son Ryan is serving in the U.S. Air Force stationed in Oklahoma.

Mac and family plan to do some traveling also, and he will be doing lots of deep-sea blue water fishing. He has more time for his hobbies now, too, one of which is designing and building real cannons.

William Ron McBride; man of the world, engineer, and mentor of men! You, too, have done good! You will be missed, and remembered by your friends and co-workers all over our Wilmington District and probably all over the world!

Navigation Artist Makes People His Canvas



Gazing intently at a refined rose Fred Lehman adds the appropriate colors to a black rose.

**Story and photos by
Hank Heusinkveld**



Lehman mixes dyes to get the perfect shade of green for the rose leaves.

Fred Lehman's concentration is unbreakable. He dips his tattooing gun into some bluish dye and without spilling a drop he quickly lifts it to the upper right shoulder of Chrissy Allred, wife of Navigation's Kevin Allred. He's re-doing a tattoo she had put on 20 years ago by a novice who she feels didn't do such a great job. It faded with time, and she asked Fred to give it a complete makeover.

"It doesn't hurt," she says as Lehman's tattoo gun whirrs at a high pitch. "It's more of a scratching annoyance. It's not painful."

Lehman takes a bottle of disinfectant and gently sprays the "work area." "This'll look really nice," he says softly. He now dips his tattoo gun into a medium light green dye to bring the rose leaves to life. He methodically wipes the area with disinfectant to keep



Satisfied with a completely made over tattoo Chrissy Allred stares in amazement.



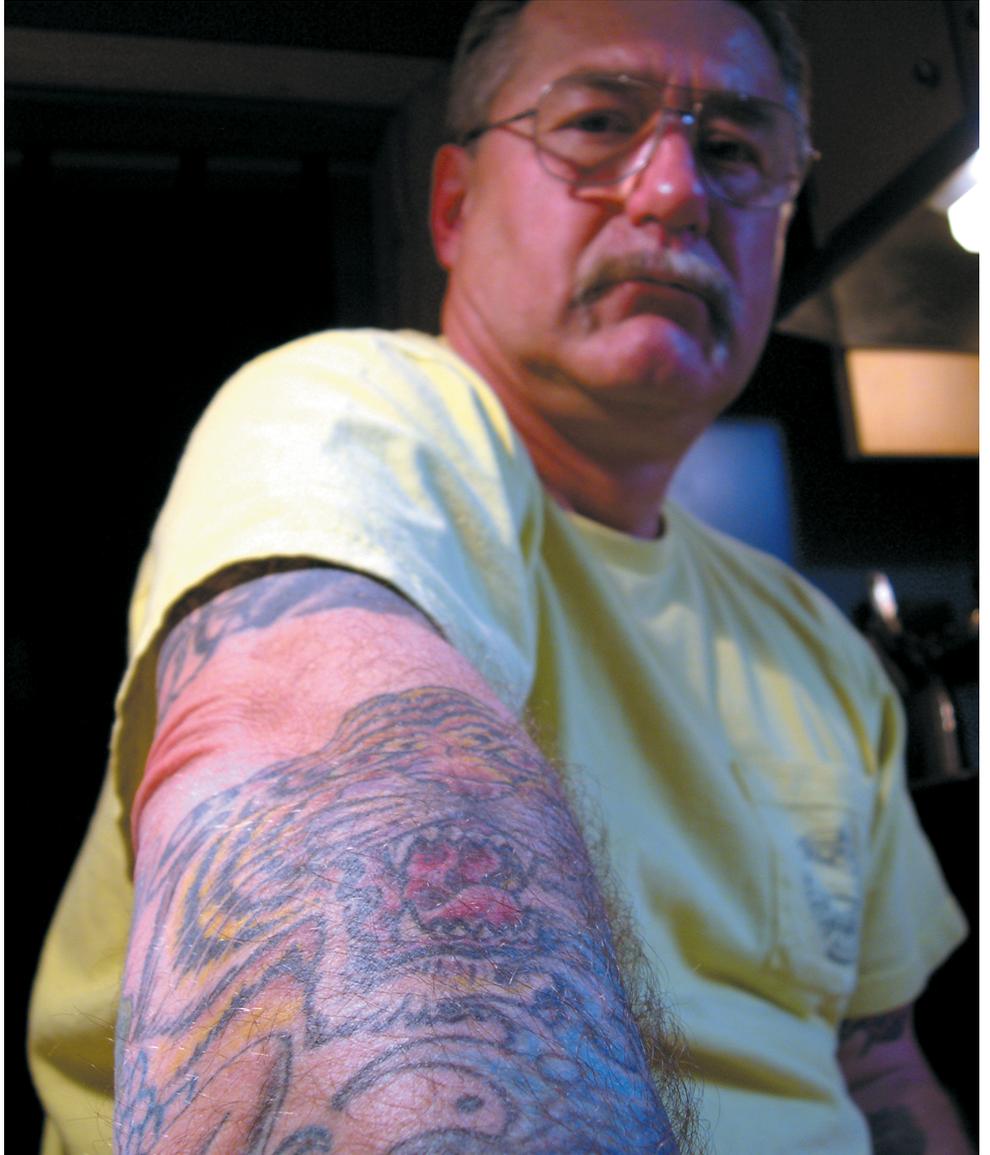
A Japanese Geisha, one of Lehman's favorites, was made in 1967 in Hong Kong.

things sanitary and to see how he's progressing. Within a half hour it's Chrissy's time to see her reborn rose tattoo.

*"Oh, yes. This is beautiful.
This is great work."*

For Lehman a rose is just one of numerous tattoos he makes for people. He specializes in older styles like those from the Second World War with scantily clad women, most of which are too racy to be shown in this publication. He owns several tattoos himself and collected most of them when he was in the Navy. His favorite is a Japanese Geisha that he got during a port call to Hong Kong in 1967. He got the others when he was assigned as an informal member of the "Tonkin Gulf Yacht Club", aka, the guided missile frigate U.S.S. William V. Pratt during the Vietnam War.

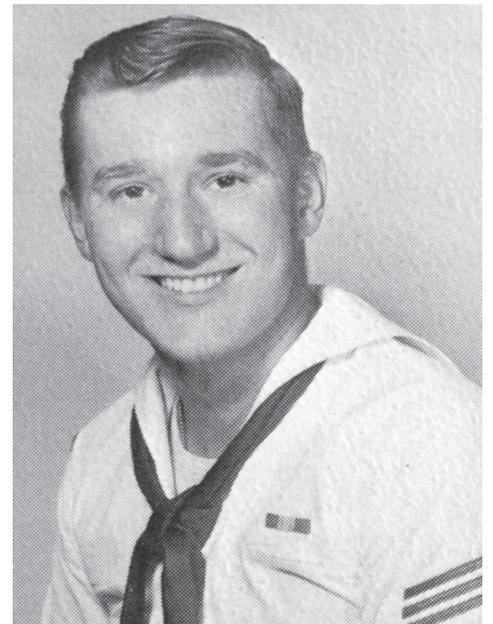
Lehman rebuffs the perception of people who own tattoos as rebellious or outlaws. "All kinds of people get tattoos from all kinds of places for all kinds of



A tiger tattoo stretches up the arm of Fred Lehman.

reasons," he says matter of factly. "Lots of firemen do it, a lot of cops do it, some nurses do it, some doctors do it. A lot of them are getting religious-type tattoos. People like tattoos, and tattoos make people happy. It's a real, real serious art form and it's never going to stop growing."

"Seaman Lehman" collected a number of tattoos during his service in the Navy from 1967 to 1969.



Hazelton, Wutkowski Tapped as Regional Technical Specialists

The U.S. Army Corps of Engineers' concept of "regionalization" is picking up momentum, even close to home.

Civil Engineers John Hazelton and Mike Wutkowski were picked because of their expertise in the specific areas of hydraulic and hydrologic modeling. Hazelton applied for and got the job as a regional specialist for his work with various models.

"Other districts will be asking technical questions about computer models and hydraulic models of watersheds, water runoff, general modeling questions," he said. "I'd done a lot of storm water modeling with private industry and with the Corps and that's what they were looking for, a varied background in watershed modeling."

Hazelton likes a challenge and he's eager to put more work on his plate. "It's going to keep me busy."

Mike Wutkowski, well known in SAD for his knowledge of coastal modeling will be the regional technical specialist for coastal engineering. "I believe I was tapped because I work with an extremely talented bunch of guys. I think the regional specialist is a conduit into the talent pool that we have in this District and I really think that that's how it's going to be used."

Wutkowski is beginning to see just how quickly work is piling up. "I'm going down to Mobile for a month. Even before we had the regional technical specialist I was working with the

Galveston District on a beach project. We'll be doing a lot of independent technical review on the Districts also. That's one of our main functions."



John Hazelton and Mike Wutkowski.

Up Front

– Continued from page 2

To me, it looks like our idea of "family" just got bigger. Our contracting team will join the Savannah family, yet continue to live with us. Members of Charleston and Savannah's engineering team will be part of the Wilmington family, yet continue to make their homes in South Carolina and Georgia. Charleston's planners will enjoy a new relationship with us, too.

Our once-separate District families have merged, and as a result we have more scope for the future. Places, activities and people we never knew before will now become a part of our daily life, our work teams. And that will be a formal change, not an informal arrangement. It's one we can live with and come to celebrate, as we build successes together.

I urge you to carry our justly famous and valued family philosophy into our Regionalization effort. It's the best way to ensure that the U.S. Army Corps of Engineers stays strong in service to our Nation for generations to come.

DESIGN A BETTER LIFE JACKET AND WIN \$5,000

Innovation in Life Jacket Design Competition Calls for "Out-of-the-Box" Entries

Current models of life jackets save lives every day. Yet, a 2004 BoatU.S. Foundation study found that many boaters often don't wear them because they're considered "uncomfortable." So what would a life jacket look and feel like if there were no government guidelines?

To encourage innovative ideas and new technology to design a life jacket that the majority of boaters might wear, the BoatU.S. Foundation for Boating Safety and Clean Water and the Personal Flotation Device Manufacturers Association (PFDMA) are sponsoring an "Innovation in Life Jacket Design Competition," which seeks entries that embrace new technologies and out-of-the-box thinking to solve the age-old problem of why certain boaters won't routinely wear life jackets.

Entries are being encouraged from armchair inventors to high school science clubs and collegiate design programs. The winning designer will receive a \$5,000 award.

"We believe that out-of-the-box thinking may lead to the next generation of life saving devices," said BoatU.S. Foundation President Ruth Wood. "By opening the competition to the widest audience of professionals and amateur tinkerers, we anticipate designs that will be creative and unconventional."

PFDMA Executive Director Bernice McArdle said, "Today's life jackets are well designed but follow a defined and somewhat controlled set of guidelines. Our hope is that this competition will open up the playing field and encourage entries that will ultimately influence greater use of life jackets among boaters."

The competition will be judged based on four criteria: wearability, reliability, cost and innovation. "Wearability" relates to the level of comfort. "Reliability" will take into account the chances for potential failure, while "cost" will look at the affordability of the design. "Innovation" will take into account originality or the employment of new technologies.

There are no rules regarding types of materials to be used or whether the design meets any current U.S. Coast Guard or Underwriters Laboratory standards. However, certain entries may be submitted to the U.S. Coast Guard to review for possible financial assistance towards gaining full USCG approval.

Entries do not have to include a working model or prototype, as detailed drawings will be accepted. For more information



including an entry form and contest rules, visit www.BoatUS.com/Foundation/lifejacketdesign. You may also contact Ruth Wood at 703-823-9550, x3204, rwood@boatus.com or Bernice McArdle at 312-946-6280, bmcardle@nmma.org.

Entries will be accepted through December 15, 2005, with the winner announced at the Miami International Boat Show in February 2006.

The Boat U.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the voluntary contributions of 580,000 members of Boat U.S., the nation's largest recreational boat owners association. The Foundation operates more than a dozen programs including the only accredited, free, online general boating safety course, a low-cost EPIRB rental program, the "Help Stop the Drops" clean fueling campaign, a free kid's Life Jacket Loaner program, and awards grants to nonprofit groups for boating safety and environmental projects.

The Personal Flotation Device Manufacturers Association is an affiliate of the National Marine Manufacturers Association (NMMA), the leading trade organization representing the recreational boating industry. NMMA member companies produce more than 80% of the boats, engines, trailers, accessories and gear used by boaters and anglers in the United States. The association is dedicated to industry growth through programs in public policy, market research and data, product quality assurance and marketing communications.



Jan Wutkowski

Website Highlights

U.S. Army Corps of Engineers

<http://www.hq.usace.army.mil/cepa/iraq/iraq.htm>

Headquarters offers this entry page to two websites providing information on USACE activities in the Gulf Region and Afghanistan. Posted on the sites are photos, stories and factsheets with examples of projects underway, including sewage system reconstruction and bridge building. The Gulf Region website includes a section on "postcards from Iraq," which offers "stories by our people about their efforts in Operation Iraqi Freedom" and a magazine called Essays On Forward, with photos and articles on reconstruction efforts. Be sure to see the "Snapshot Archives" and "More Photos" on each site, respectfully, for great shots of activities past and present.

South Carolina Seismic Network

<http://scsn.seis.sc.edu/>

The University of South Carolina offers data from the seismic network that stretches from the Blue Ridge Mountains to the Atlantic coast. Users can view maps of earthquake activity in South Carolina since 1996. The website offers a synopsis of the Charleston Earthquake in 1886, which was the largest historic earthquake in the Southeastern United States. Visitors can find a catalogue of the earthquakes occurring between 1698 and 1998 and a map of the East Coast seismicity from 1973 to 2000 as well as publications, technical reports, and bulletins.

Women, Minorities and People with Disabilities in Engineering

<http://www.nsf.gov/sbe/srs/wmpd/start.htm>

This nicely laid out website, from the National Science Foundation, "provides data on the participation of women, minorities, and persons with disabilities in science and engineering education and employment." The site provides the data in the form of tables, graphics, and spreadsheets, which can be downloaded free of charge. Topics addressed in the database include US Demographics, Undergraduate Enrollment, Undergraduate Degrees, Graduate Enrollment, Graduate Degrees, Postdoc Status, and Employment. The data can also be viewed by group, such as sex, race/ethnicity, minority women, and disability status.

Compare Yahoo and Google Results

<http://yagoooogle.com>

Ever wonder how to easily compare the difference between Yahoo and Google search results? This site allows you to create your search terms then immediately see a split screen of the two best known search engines and their respective results. A nice graphic on how search results can be quite different, depending on the search engine you use.

Technology Review: When the Web Was New

http://www.technologyreview.com/articles/05/04/wo/wo_040405web.asp

How has our understanding of the Web changed since 1995? This article from Technology Review, an MIT publication, gives readers a chance to consider this question. The author, an MIT graduate, reflects on "When the Web Was New" by posting an article he wrote in 1995. Presented with some graphic images, the article provides a look into the history of the World Wide Web and related technology. Reflecting back, the author states, "how easy it is to forget that many of the technologies that structure our lives today are less than a decade old." We've come a long way in 10 years, as the author explains that in 1993 there were only 130 web servers.

One For Fun!

Parrot Pages

<http://pelicanmedia.org/wildparrots.html>

Hosted by Pelican Media, a nonprofit film production organization, this intriguing website introduces a flock of wild parrots that make their home in San Francisco. The site was created by Mark Bittner, a local resident who has been studying, and interacting with the parrots since 1990. Bittner recently authored a book entitled The Wild Parrots of Telegraph Hill, which documents his experiences with the flock, composed of the species *Aratinga erythrogenys*, commonly known as the cherry-headed conure. The website contains short bios and photographs of 17 birds that Bittner has identified and named.

Corps Family News

There's a First Time for Everything...



He's worked for the U.S. Army Corps of Engineers for 32 years as a temporary summer ranger, yet he'd never been to Wilmington District headquarters.

Hank Immel's first visit to 69 Darlington Avenue in April came as a fluke. He deployed in October as a volunteer to Mobile, Alabama during post-hurricane debris cleanup. When the job was finished he was asked to return a District-owned vehicle. When he arrived at the District he had an interesting first impression. "It's unbelievable. I mean I had no idea this many people worked here!" he said. "I expected a little fancier building, though, but I was impressed. I'd heard people talk about the headquarters building and all of these names, but I guess I just never really believed it existed."

Immel has had a long career with the Corps. A retired high school teacher, he started as a temporary summer ranger in 1974 during the summer vacation season. Now a permanent seasonal park ranger he's still enthusiastic about educating people. "It's a personal thing

with me. I'm retired and I'm not trying to start another profession, but it's a way of making a contribution, even at my age. Giving back to the Nation and the community."

Immel knows about service to the Nation in other ways, too. The son of a career Air Force pilot, he did a hitch in the military and spent two years as a Soldier in a Pershing missile unit in Schwaebisch Gmuend, West Germany.

Immel is a people person, and he's glad to make the transition from inspecting debris in Alabama back to being an outdoor educator.

"It's a rewarding job just knowing you're out there helping people. And that's what people do anyway. If you're not in the classroom teaching, as a ranger you're out there helping the public."

Retiree Report

Attendees:

Buddy Johnson, Sylvia and Rex Phillips, Bob Swart, Dan Grimsley, Max Grimes, Lloyd Tyndall, Augustus B, Moore, Jr., Betty and Eric Matzke, Joe Spahr, De Strickland.

Activities:

- It was a pleasure to have De Strickland with this month. She and I.B. are back in Wilmington after wintering in Key West, FL. They will be leaving on April 25th to spend the summer at W. Kerr Scott Lake (Boomer Park) as Gate Attendants. They are enjoying traveling in their motorhome.
- Joe Lewis did not attend this month because he was burning leaves at the beach (we know he was trying to find his buried money jars in his yard). It is hard to imagine Joe getting that far away from his treasures and not knowing where they are.
- Betty and Eric Matzke were not with us in March because they were at St. Pete Beach, FL enjoying two weeks with old high school friends and a little Gulf Coast sun.
- Gus Moore is going to Germany during the 1st 2 weeks in May to see the granddaughters (Margaret and Melissa) and Amy. Angela and Gus have finally gotten moved into their old 55 year old house after working on it for 24 months. They are now transplanting two acres of Muscatine grapes from the farm.
- Lloyd A. Tyndall is thanking the Lord for Cherokee County (Murphy, NC) for the good work, clean living ; and playing golf four times a week makes for a good spring. He says he needs to take time off from work to go fishing.
- Joe Spahr commented that he thought Rex Phillips looked like Pete Keene, but uglier and Gus was cross-eyed. The boy was being rather abusive.
- Bettye Swart was at the hospital with daughter, Candy, whom was having surgery during the meeting time. Bettye and Bob had been at Calabash, NC all week attending a minister's retreat, enjoying some mighty fine seafood and streak.

We are now meeting at the Creamery on the 1st Thursday of each month. Come see us sometime.

SAW Relay For Life Team Walks To End Cancer



The District's team, this year led by Debora Rowell, center, once again made a great contribution to the 2005 Relay for Life cause. Other team members are from left to right Paula Carper, Bob Keistler, Claudia Holmquist, Penny Schmitt, Tony Carter, Debora Rowell (team captain), Sharon Sutton, Ben Wood, Jocelyn Collins and Sarah Tingley.

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