



US Army Corps  
of Engineers.

# wilmington District News

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## Maintenance dredging - *We don't take it for granted!*

By Christine Bruske

**W**hile all eyes turn toward the giant infrastructure project to deepen the Cape Fear River, The Wilmington District fleet and its contractors quietly continue the task of clearing shoals from navigation channels throughout the state. It's an unglamorous chore—maybe a little like taking out the trash. But like the unpleasant consequences of a summer without trash pickup, a year without maintenance dredging would bring serious problems for mariners all along the Carolina Coast. Just what goes into this day-in, day out Corps service that so many take for granted?



A fishing boat passes through a bridge on the Atlantic Intracoastal Waterway (AIWW).

### *The Economics of Channel Maintenance*

Our district maintains 1,500 miles of navigable waterways, including 308 miles of the Atlantic Intracoastal Waterway (AIWW), two deep water ports, and seven major Inlets (see map on page 3). Wilmington District dredging operations have been foundational to North Carolina's economic history and vital to all navigation along its coast.

According to the North Caro-

lina Ports Authority, 530 ships and 603 barges moved more than 4.8 million tons of cargo through our ports in 2000, generating \$300 million in tax revenues and supporting more than 80,000 jobs. And that's only part of the picture.

"There are a lot of little communities that count on small harbors to survive," said Bob Sattin, district Chief of Navigation. "like Manteo, Stumpy Point, and Far Creek. They're all connected

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# Steering Group votes to put District on its “METL”

By Penny Schmitt

In a sweeping action, the Wilmington District Quality Steering Group voted in January to adopt an organization-wide look at our METL (Mission Essential Task List and associated training) as the single new business process every division and office will implement over the coming year.

**We decided to brighten the spotlight.**

“In the past, we have adopted an objective that asks every element in the organization to come up with at least one new or revamped business process that improves operations, and report that to the Quality Steering Group,” said B.J. Suggs, Internal Review and Total Quality coordinator for the district. “This requirement from Division Headquarters looked to us like such an important initiative, and so attuned to our desire to improve our processes, that we decided to brighten the spotlight on it by putting it right in our Operations Plan for the year.”

Should we keep inventing new processes for working smarter, faster and cheaper? “Certainly!” Suggs said. “If you come up with ten new ways to do business more effectively this year, share them and don’t hold back! It’s just that we have decided as a group to go after this initiative in a big way.”

What is METL? It is the Army’s way to examine a

unit’s overall job, honing in on the tasks that unit absolutely must perform to be effective. Once those are identified, then the level of readiness for each task can be assessed. Are you trained (T), untrained (U), or proficient (P)? Carried down to the operating level for each part of the District organization, constructing a METL disciplines us to focus on our most essential work, and pushes us to become proficient in every aspect of that work.

MG Phillip R. Anderson, Commander of South Atlantic Division, has asked all the districts in division to

**When we put an objective on the plan, it gets attention!**

look at themselves under the METL doctrine as part of a major relook at training and readiness across the division. “We are responding to MG Anderson’s direction, and giving a more specific shape to our Operations Plan at the same time,” Suggs said. “We all know that when we put an objective on the plan, it gets attention. Since we do best what we measure most closely, we are sure that we’ll have a fine report ready for MG Anderson before the year is out!”

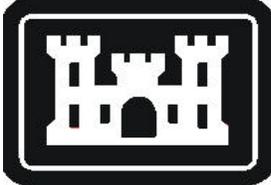


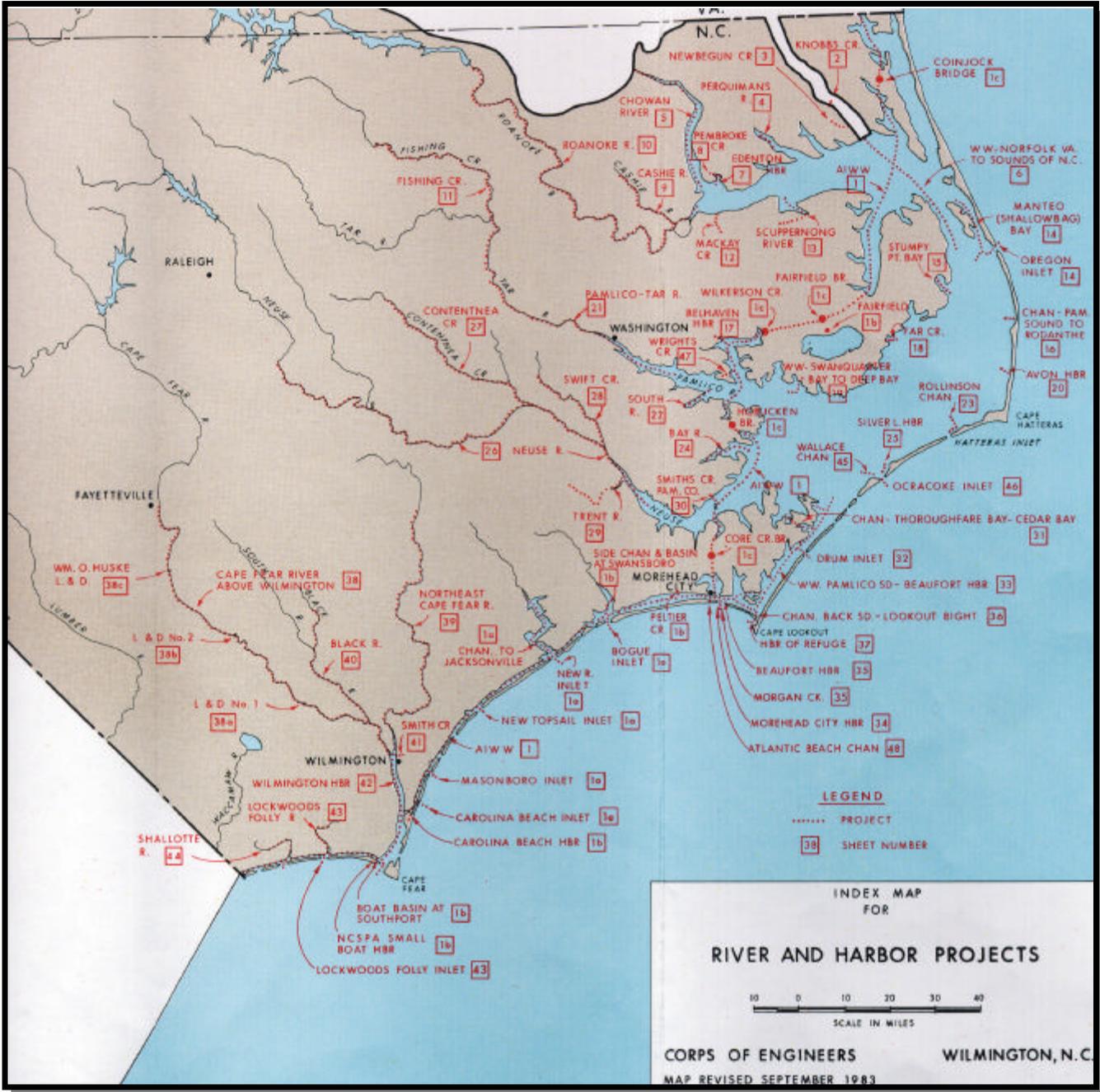
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**The Wilmington District maintains 1,500 miles of navigable waterways, which are depicted by the red dots in this map.**

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to shallow draft maintenance projects. And a lot of commercial fishing depends on maintenance of shallow draft channels.”

Although Congress uses commercial traffic numbers to justify maintenance funding, recreational use of district waterways also generates income for North Carolina. “The economic benefits of recrea-

tional use tend to be under appreciated,” said Frank Reynolds, district economist. “In general, Corps projects tend to be more beneficial than we give ourselves credit for. The Intracoastal Waterway, for example, is essential to recreational boat travel from the northeast to Florida. Without it safe passage would be much more difficult for small craft.”

### Getting the Job Done

Although contractors complete most district maintenance dredging projects, the Wilmington district owns and operates a Government Plant. The plant works one split hull hopper dredge (also called a special purpose dredge), two side-

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# Maintenance Dredging continued

(Continued from page 3)

casting dredges and one debris boat. "The reason we use government owned dredges is because there is no industry capability to do shallow draft dredging," said Bob Sattin. "And, our dredges are designed and ideally suited for working in the hostile inlet environment. There's severe shoaling, wind and sea conditions hazardous for navigation, and the waves can get 10 feet high."

Larry Calame, Chief of the Plant Section, said that the plant employs 41 crew members. Each of the three dredges has a Captain and two rotating crews. The debris boat Snell has a Captain and one crew. The Government Plant usually dredges in 12-hour shifts, 5-7 days per week while the contract dredging continues 24 hours a day, 7 days per week until the contract project is completed.

District staff may schedule and manage as many as 12 separate dredging contracts simultaneously. That means managing detailed schedules. When Congress appropriates funds for dredging, the schedulers coordinate timelines for project design, advertising the contract, receiving and evaluating bids, giving public notice, and establishing project start and finish dates. They also determine material removal quantities, environmentally safe windows of operation, and equipment needs.

Government plant dredge operations are typically scheduled a year in advance. Planners use aerial photography and hydrographic surveys as a basis for shallow draft and inlet dredging. Waterway user input, environmental safeguards and repair needs also affects timing. Unpredictable weather can require quick changes. "Sometimes our dredges have to respond like fire engines," said Bob Sattin. "After a strong storm or hurricane

we may have to dispatch dredges to an inlet where unexpected shoaling has occurred."

## *The Environment...Then and Now*

When waterway maintenance began, the goal was to get dredging done at the lowest cost. Open water disposal of dredged material allowed mud to wash into the sounds, destroying shellfish resources and wetlands. Mud and sand dumping actually created islands on top of oyster and clam beds.

In the 1960s, Corps professionals began to use new methods and equipment in an effort to protect and preserve marine life, wetlands, and shellfish habitats.

"There's been a shift in philosophy," said district environmentalist Bill Adams. "Dredged material was seen as a waste product...it was called 'dredge spoil'...and getting rid of it was strictly a dollars argument about which way was cheapest. Now, dredge material is seen as a resource that can be used to benefit water quality, protect shorelines, and build wildlife habitats. We try to give the maximum return for the dredging tax dollar."

Now, sand is separated out of the dredged materials and distributed on beaches to fight erosion. Mud is transported to contained disposal sites that prevent the mud flowing into shellfish beds and sounds. Some material is moved to Lower Cape Fear and to Manteo and used to build bird islands for pelicans and sea gulls.

In the 1980s, it was discovered that large hopper dredges occasionally pulled up and killed sea turtles. These dredges are now equipped with turtle deflecting drag heads that literally move turtles out of the way of the dredge uptake. Also,

Deep Water Ports  
Maintained by  
Wilmington District

Morehead City Harbor  
Wilmington Harbor

Atlantic Coast Inlets  
Maintained by  
Wilmington District

Oregon  
Bogue  
New River  
New Topsail  
Carolina Beach  
Lockwoods Folly  
Masonboro

the Wilmington District limits its dredging schedule, or "window," to the two coldest months of the year, January and February, when turtles are very unlikely to be in the dredging areas.

Adams said that each hopper dredge also has a crew member who works as an 'observer'. The observers watch the hopper filters for turtles and scan the waters for whales. "Colonel DeLoney said he wants no 'turtle takes' on his watch, and so we're being extra careful with our dredging plans in turtle areas," said Adams.

## *Stretching Resources*

Maintenance dredging, like other Corps projects, is funded in the federal budget each year

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# Dredging Project Delivery Team

By Daniel Small

The Wilmington Dredging Project Delivery Team is responsible for planning, contract acquisition, and managing all contract maintenance dredging and dredged material disposal activities throughout the district. The team is composed of representatives from every specialty in the District (see table). The Project Delivery Team meets every Monday to coordinate upcoming and ongoing dredging projects. Good coordination and regular communication are critical because quick decision making is often necessary when responding to changing dredging needs. The decision to dredge involves all team members from the time a condition survey indicates severe shoaling to the final contract payment. A vital process performed by the Dredging Project Delivery Team is the comprehensive Biddability, Constructability, Operability, and Environmental (BCOE) review, which must be conducted on all maintenance dredging projects prior to contract advertisement. The BCOE review is one of many continuous processes being done. The Team routinely utilizes information management and planning tools in data collection and analysis. The BCOE helps to better utilize construction data, project performance, and lessons learned. Other benefits include the development and design of more efficient dredging and construction methods, more efficient use of dollars and budgetary data in the decision making process, maximum use dredging contract management data, compre-

*The Navigation Project  
Delivery Team*

Navigation Branch  
Navigation Branch -Survey Section  
Navigation Branch -Plant Section  
Contracting Division-A -E & Construction Branch  
Engineering Branch -Geotechnical  
Engineering Branch -Design  
Engineering Branch -Cost Engineering Section  
Planning and Environmental Branch  
Programs Management Branch  
Resource Management Office-Finance and  
Accounting Branch  
Construction Management Branch

hensive use of the Geographic Information System (GIS), and improved dredged material management plans.

## Maintenance Dredging continued

*(Continued from page 4)*

“project by project” rather than by a “lump sum” amount that would pay for all maintenance dredging needs. “New projects end up competing with established projects for maintenance funding,” said AIWW Project Manager Al Bjorkquist. “We’re in a period now of constant shortfalls in maintenance funding.” Operation and maintenance (O&M) money can be shifted from one project to another so that the most critical dredging needs get priority, but there is never enough money to go around.

“Everyone is looking for the smartest way to use the dollars we

get,” said Bjorkquist. “So, now we’re looking at regional funding of some maintenance projects, especially projects that cross district lines, like the Intracoastal Waterway.”

Deputy District Engineer Eugene Tickner is heading up the Functional Area Review Team—a task force that will determine criteria for prioritizing dredging projects on a regional basis. Several other district TEAM members join Tickner on the task force. Bob Sattin said that the group will also determine if additional data, like commercial fishing traffic, should be collected for shallow draft projects. Cur-

rently, such data is mostly collected for the deep water ports.

Bjorkquist added that there is a lot of interest in managing O&M money regionally and in adopting a “holistic” approach to managing the Intracoastal Waterway. Bjorkquist stressed that the value of the district’s entire navigation effort would be greatly diminished if adequate maintenance dredging is not done.

Day in, day out, the district’s multi-talented team sees to it that North Carolina’s coastal waterways are safe for commercial and recreational traffic.

# Digitizing the Waterway aids management

By Penny Schmitt

**W**hen we were kids, those spaceship computers on Star-Trek used to spit out complicated answers pretty fast. But they gave Mr. Spock words and numbers. The Geospatial Information System (GIS) the US Army Corps of Engineers, Wilmington District, is using to help manage the Atlantic Intracoastal Waterway is a little more like that giant-screen view of the galaxy on the bridge of the *ENTERPRISE*.

The images that flash on the district's computer screen can zoom down onto a 36-foot wide bridge span or pull back for a 300-mile long view of the waterway. The types of information, called 'themes,' vary from numerical data to aerial photos to USGS maps to microstation design files that show details like mile markers and channel centerlines. When users access layers of information, they can put together and print maps that show a variety of features.

All this information helps the District to manage the waterway effectively. "We can use data to solve problems from our desktops," said Richard Lewis. "For example, maps show the most current hydrographic survey data. That can tell us exactly where dredging is needed."

At the same time, Navigation staff can find the best place to dispose of dredged material. "Here is a map of Radio Island, one of our disposal areas near Morehead City," he said. "The map shows that disposal area 34 was surveyed last August, and currently could receive up to 170,000 cubic yards of material."

The amount of data available in the system is hard to imagine. The Wilmington District's boundaries include 308 miles of the waterway,

from the North Carolina-Virginia State Line to Little River Inlet in South Carolina. Along the way, the database records information about side channels, turning basins, inlets, bridges, 222 formerly used material disposal sites, 87 active disposal facilities, and many other features.

Users can zoom in on the waterway anywhere from mile marker 34 at the NC-VA border to mile marker 338 in South Carolina. And the story is not over at that point. Eventually, the entire length of the waterway to St. Johns, Florida, will be included on the GIS. "We are part of South Atlantic Division, and we are looking for regional management opportunities. The AIWW GIS is a wonderful tool for management across boundaries," Lewis said.

## Future directions

He highlighted several future directions for the GIS that are already under development at Wilmington District. "The current GIS tables were developed to include units from all side channels, connecting channels, and the channels for the North Carolina State Ports at Wilmington and Morehead City," he said. "Thus, the database can easily be expanded to include these projects."

"We have recently added digital information on colonial water birds, which use some of our inactive disposal areas for nesting." Since North Carolina is home to



A dredged material disposal site on the Atlantic Intracoastal Waterway.

many species of water birds, some of which are endangered, the Corps' contribution to protecting nesting sites is important.

Another planned addition to data is a new theme showing survey data that tracks the controlling depth of channels over time. "It will allow us to continuously monitor shoal development," Lewis said.

Being able to maintain a safe, unobstructed right of way is another important job for the District. Lewis pointed out an image of a private pier extending into the waterway channel. "We can also use digital aerial photography, along with the right-of-way theme in our database and information from the Real Estate Office, to find and correct encroachment problems."

The AIWW GIS has several sister programs within the Wilmington District as well. "FEMA Flood Ways, US Geological Service road data, National Wetlands Inventory Maps, and Department of the Army Permit locations are all part of our Regulatory GIS," Lewis said. We intend to integrate the two systems so that information from each will be available in both systems.

## Corps, Ocean Isle, sign agreement on beach project

**OCEAN ISLE BEACH, North Carolina**—Officials from the U.S. Army Corps of Engineers and the Town of Ocean Isle Beach signed a formal Project Cooperation Agreement on January 9<sup>th</sup> for a cost-shared endeavor to construct a shore-protection project here.

The Corps will place 1.8 million cubic yards of sand, and protect more than 17,000 feet of beach with a combination of berm and berm with dune crown, reducing damages due to hurricane and storm action and beach erosion. The Corps expects to open bids for the work on January 18<sup>th</sup>, break ground some time in February, and see the initial construction completed by October. The project will be re-nourished on a three-year cycle over a 50-year period.

"We have remained dedicated to this project in the 11 years since Hurricane Hugo," said Betty S. Williamson, Mayor of Ocean Isle Beach. The powerful 1989 storm caused severe erosion to the dune system and damage to infrastructure and property, which would greatly impact economic condi-

tions. "The next category two or three storm could result in millions of dollars of lost property. Twenty percent of our tax base would disappear. Along with the other five beach towns in Brunswick County, our narrow slice of beach provides between 43 and 57 percent of the County's tax revenues."

Williamson noted that at Kure Beach, in nearby New Hanover County, initial construction of a shore protection project cost less than the damage Hurricane Fran had caused the year before. "In recent storms, the only communities that have come through without significant damage have been Wrightsville Beach, Carolina Beach and Kure Beach, all Corps shore protection projects," she said.

The town will pay its share of the project from a Beach Ero-



The storm damage shown in this view of Ocean Isle Beach can be reduced by shore protection measures.

sion and Renourishment Fund established to support protection of the beach. The fund has been built up from local property tax revenues and from an accommodation tax paid by tourists who stay at the beach. The town pays 25 percent of the non-federal cost of the project. The state of North Carolina Department of Water resources will supply the remaining 75 percent of nonfederal funds.

## Making all the right moves: Wilmington District gets HQ furniture

by Anthony Josey

Maybe there's no free lunch, but every logistician is always on the lookout for free equipment, furniture and supplies.

Last February, District Logistics Chief Michael Taylor sprang into action when he received a memo from Corps Headquarters. The memo notified all Districts that as part of the long awaited HQ move, all of HQ furnishings would be available to any District willing to pay the cost of moving it. The only requirement was to come to Head-

quarters, tag the furniture that you wanted, and have a plan in place to move the furniture before October 2000.

Taylor knew that several projects could capitalize on the furniture. Two new Field Offices needed to be outfitted. "We will definitely make good use of the furnishings somewhere in the District," Taylor said.

First step for Taylor was to sell the benefits of moving forward on the idea to the Commander and his



Connie Brandt uses "new" furniture at the warehouse.

staff. Equipped with the facts and figures, Taylor quickly gained approval and was off to Washington to tag our share of the furnishings. He admits that he was quite surprised that Wilmington District was the only District to respond to

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# New Emergency Management Chief has landed

by Anthony Josey

From flying helicopters at New River Air Station to Head of Operations for a major military command, new Emergency Management Chief Ron Stirrat has run the gamut. Having spent time flying in every major flight command in the Marine Corps, and serving as an Operations Department Head, Lt. Col. Ron Stirrat (Ret.), now brings all of his talent to the Wilmington District as the new Emergency Management Chief.

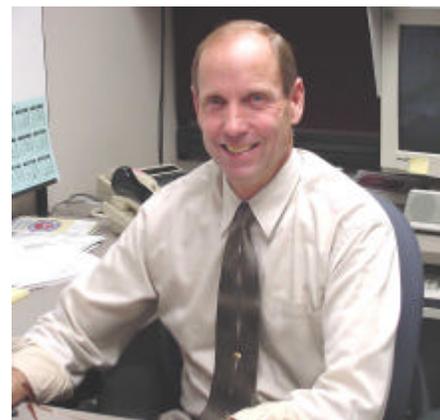
For Stirrat, this is a homecoming of sorts. He received an undergraduate degree from UNC-Wilmington in Computer Science after an overseas tour in 1976. During his last overseas tour in 1996, Ron completed a Masters Degree from the University of Oklahoma in Managerial Economics.

Seventy-five percent of Ron's time in the Marine Corps was spent in the field of Operations. He says that the Operations field had great similarity to the present EM position. "The structure

is the same here because this is still a military command with a Commander in charge. You have planning, execution, and response efforts followed by after action reports," responded Ron.

"The major differences between the services are the roles that we carry out supporting FEMA during disasters," replied Ron.

When asked about the future of the Emergency Management, Ron quickly pointed out that the future of EM is greatly influenced by FEMA. "The Number of federally declared disasters has increased each of the past ten years," he said. "Presently, the trend is moving towards more Mitigation, a focus on preventing damage rather than repairing damage. Funds are now becoming available beforehand to make structures resistant to flooding and other damage before the disaster happens. During past decades the government did nothing. Today our economy



Ron Stirrat joins District TEAM as Emergency Manager.

has matured to the point that we are becoming a more service-oriented government."

Ron's talents will be put to the test this spring when the Division runs a Disaster Preparedness Operation. The five Districts, Mobile, Jacksonville, Savannah, Charleston and Wilmington will all participate. We can all look forward to rallying together behind the EM staff to ensure a good showing.

His wife Jennifer and a four-month old son, Gregory Paul, accompany Ron. The District is proud to have him aboard.

## Making all the right moves continued

(Continued from page 7)

the solicitation, which was sent out Corps-wide.

The move proved invaluable. Taylor calculates the value of the furnishings at roughly \$45,000, in comparison to a mere \$3,000 in shipping costs.

The end result of the total project cannot fully be measured. What we do know is this: The new resident engineer office at the State Port will not have to allocate funding to

rent furniture for the total five years of the Wilmington Harbor Project. The other Field Office at Kerr Lake will be equipped as well. Operations acquired a new set of conference chairs for its conference table. Other offices such as Logistics, Security and Office of Counsel have received items such as conference tables, desks and chairs for meetings. More than 35 existing chairs in disrepair have been replaced. "The cost for new chairs

would be roughly \$450 each," Taylor said. Another significant fact is the addition of a new conference room in the front warehouse area. This will come in handy since the District is experiencing a shortage of meeting space until the transition to the new floor plan. Lastly, the new acquisition has prolonged the usefulness of our resources thus avoiding the need for the District to make a costly expenditure. **What a move!**

## Carter reviews roots of the movement at King breakfast

By Penny Schmitt



**Tandy Carter, Wilmington's Deputy Chief of Police, speaks at Martin Luther King celebration.**

Tandy Carter, Deputy Chief of Police for the City of Wilmington, set the keynote for this year's Martin Luther King breakfast celebration by inviting us to recall where the Civil Rights movement originated. He called to mind roots of the great movement for change that transformed America in the 1960s, talking of two important "Disturbers of the Peace" who informed Dr. King's vision and dream.

"I want to talk to you a minute about a LEGENDARY figure of the Civil Rights Movement," he said. "And I don't mean Dr. King. I mean Rosa Parks. This was an or-

dinary woman going home after a hard day of work, and she sat down on a bus in a seat reserved for whites because she was tired. It has been said that it took Rosa Parks sitting down, for Martin Luther King, Jr. to stand up!"

He emphasized that Rosa Parks is the example we can all look to, when we are thinking 'what can we do that matters?' in response to the example of Dr. King's life. It may not be that we are cut out for the great, world-shaking actions, but the movement was a success because of thousands of people taking small actions as well as major risks. What Rosa Parks did was small, yet it had great results. What we do, however small, can also make a big difference.

Carter also recalled the international and intercultural basis for Dr. King's teachings about nonviolent resistance, which grew from the example of Mahatma Gandhi's

movement that brought independence to India. Just as Gandhi, a Hindu, looked to the example of Jesus for his nonviolent campaign to resist British rule, King looked to this Indian from a different religious tradition, to inspire his profoundly Christian movement.

Carter also remembered an important event that empowered people in our parents' generation to believe in the possibility of change—President Truman's signing of the Executive Order that forever ended segregation in the United States Armed Forces.

We are grateful to Deputy Chief Tandy for setting us out on our journey in the new millenium fully aware that change happens when actions taken in different places converge in the minds of many and take fire from the inspired leadership of one great individual. Maybe we can't be 'the one' who changes the world, but we can all be one of the many who contribute to readiness for change.

## Christmas Trees for Wildlife

By Christine Bruske

Birds, rabbits and squirrels are busy building new homes in recycled Christmas trees thanks to the "Christmas Trees for Wildlife" program sponsored by the Rangers and staff at W. Kerr Scott Reservoir. In the nine days following Christmas, more than 70 trees were collected at a designated drop-off site behind the reservoir Visitor Assistance Office.

"We had a great response from the public," said Operations Manager Terry Ramsey. "We'll be able to build several tree piles in clearings around the lake, which will give small animals shelter from the

elements and from predators." Local newspapers helped announce the program and a radio station, WKBC, picked up the story and promoted "Christmas Trees for Wildlife" throughout the holiday season.

Natural Resources Coordinator, David Rayborn, explained that the Christmas tree program is part of a long-range plan to enhance wildlife habitats around the reservoir. "We [the Corps of Engineers] have selectively cut timber to allow sunlight down into the undergrowth. In a few years, lower growing plants will mature and



**Left to right: Ranger Walter Spivey, State Fisheries Biologist Kevin Hining, Civil Engineering Technician Gwyn Church, Co-op Ranger Crystal Dillard, Ranger David Rayborn, and Larry Harris.**

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## IM prepares for District move to MS Office 2000 and Exchange/Outlook Part II

By Anthony Josey

Last month we began our efforts to share with you information about the upcoming move from MS Office 97 and Lotus Notes, to MS Office 2000 and Exchange/Outlook. This month we'll take a moment to explain some differences between the old and the new software.

This issue will contrast the differences between the old and new software.

### Some differences between NOTES and OUTLOOK

1. Outlook will put you directly into your Inbox using your network login. This means that if you are the only one reading E-mail on that machine, you don't have to put a separate password to read E-mail. You also won't have a mail database icon to click on to access mail.

2. Outlook does not have automatic recipient type-ahead feature like Notes has (where the person's name will pop up as you type it). However, Notes has a "Check Names" button that will allow you to type part of a name and search the address book for entries that match that name. This feature works very, very fast compared to Notes.

3. Addressing is different in Outlook. Addresses in Notes were separated by commas, ",". Addresses in Outlook are separated by semicolons and are usually in the format, "lastname, firstname midinitial site" if in Global address book. Instead of a separate CE-SAW address book and Corps-wide Address Book, Outlook has a Global Address Book which has all the entries.

4. Distribution Lists will be named differently in Outlook. Instead of list names starting with "#", they will start with "DLL-SAW-". For example, #dist-d will be DLL-SAW-d.

5. In Outlook, "Reply To All" is a one-click process. You don't have to click "Reply" button first and then press the "Reply To All" button when composing the reply.

6. Deleted messages in Outlook are moved to a "Deleted Items" folder much like Notes' Trash folder. However, Outlook doesn't leave a copy with a trashcan icon sitting in the original folder until you press the F9 key or exit Notes. Once you delete a message in Outlook, it's **moved** to "Deleted Items" and no where else.

7. Periodic Archiving works in Outlook. As a matter of fact, ar-

chiving in Outlook works head and shoulders above that in Notes.

8. Outlook doesn't have a "Save as Draft" button. If you need to save an unfinished outgoing message, just click on File, then Save. Then Close the message window. If you just close the window without sending or saving, Outlook will ask if you wish to Save.

9. Instead of a separate Personal Address Book, all personal addresses are put in a Contacts Folder. Business Cards (called Contacts in Outlook) and mailing groups (called Distribution Lists in Outlook) are all in the same Contacts folder.

### 10. Other cool features.

a) Ability to flag message for later follow-up. You set a date and time when you want to start getting pop-up boxes reminding you to deal with the message. The pop-up has a snooze button to make the pop-up reappear at a later time of your choosing.

b) Ability to sort on any column header in the message list screen. For example, you can click on the "paper clip" column header to show messages with attachments first. Or the flag icon to view follow-up messages first.

## Trees for Wildlife continued

(Continued from page 9)

provide natural cover for small animals and birds," said Rayborn. "In the meantime, the Christmas tree piles will provide cover close to their food sources."

Concerns over declining Quail and Ruffed Grouse populations sparked the idea for recycling Christmas trees as supplemental wildlife cover. "Development and farming have cut into some of the

natural habitat," said Rayborn. "Quail populations have dropped by 92% in North Carolina since the 1960s. We hope to build those populations up again." Song birds and wild turkeys will also use the Christmas trees for cover.

This isn't the first time Christmas trees have been collected and used at W. Kerr Scott Reservoir as part of the Corps' ongoing effort to enhance wildlife habitats. "About

five years ago, we collected trees and sank them at specific locations in the lake," said Wildlife Biologist Crystal Dillard. "Fish use the trees for cover during the spawning season."

"Next year, we'll do even more to promote Christmas Trees for Wildlife," said Dillard. "We can use more trees and people really want to do what they can to help protect the wildlife."

## Speaking Out

- **Terry M. Brown, District Water Control Manager** spoke to Cape Fear River Program on December 15, on the operation of the B. Everett Jordan project.
- **David Franklin, Regulatory Division**, spoke to the Federal Highway Administration and the Federal Interagency Streamlining Group, at the National Environmental Streamlining Training Workshop for Federal Agencies, held in St. Louis Missouri on November 28 through the 30<sup>th</sup>.



## New Faces to the District

By Anthony Josey

**Richard Spencer, Transportation Regulatory Project Manager**-Richard, a native of Wilmington, comes to the Wilmington District after spending the last eleven years with the Baltimore District COE. Richard will be responsible for all of the State and Federal Transportation Projects.



**Richard Spencer**

**Dennis Lynch, Chief of Construction Mgt. Section, Construction Branch**- Dennis comes to the Wilmington District after spending the last 15 years with the Tulsa District.

Dennis and family, wife Lidia, daughter Natalie (7), and son Dominic (3), are looking forward to spending time at the local beaches this summer.



**Dennis Lynch**

- **John B. Roberts** was selected to be Scoutmaster of Troop 224, Pine Valley Methodist Church.
- **Kay Rittenhouse**, Philpott Lake, welcomes new grandson, **Casey Byron**. Casey was born on January 4 and weighed 8lbs 3ozs. Parents Krista and Greg Corcoran are excited about the new addition.
- **Matt Lund**, son of **Steve Lund** was promoted to the rank of Sergeant at the Marine JROTC ceremonies on December 18<sup>th</sup>. The Ceremony took place at Asheville Senior High.
- **Brad Smith**, son of **Lou Smith** Graduated from East Carolina University with an MBA Degree with an emphasis in Marketing on December 8th. He was also inducted into the East Carolina Chapter of Beta Gamma Sigma, the Business Department Honor Society.
- **Terry Brooks**, powerhouse electrician at John H. Kerr Lake, recently passed the EIT Fundamentals of Engineering exam offered by the Commonwealth of Virginia Department of Professional and Occupational Regulation.
- **Congratulations** to **Carroll Niesen** on her recent promotion to **Chief, Design Section, Engineering Branch, Technical Services Division**.
- **Don Carmen** recently celebrated the birth of his fourth grandchild. **Elizabeth Marcella Carmen** was born January 10<sup>th</sup> to parents Gene and wife Billie.
- **Trudy Wilder's** daughter **Sarah**, and **Paula Carper's** son **Jeff**, are the proud parents of a bouncing baby girl, **Jenna Elizabeth Thomas**. She was born on January 4<sup>th</sup>.

Second Quarter Safety Slogan:

*Today's accident  
ruins tomorrow's plans*  
Bill Coe, Philpott Powerhouse

*Please remember this slogan and enjoy fulfilling your plans! We also thank Lisa Bordeaux, Tony Carter, Carl Smith, and Steve Lund for sending in slogans. Third quarter submittals are due by March 23d.*

# RETIREE NEWS



**By Bob Swart**

The first gathering of the real New Millenium gave us a good kickoff for the year. Twenty folks were in attendance. I suppose the cold weather may have kept some of the others at home. We had a nice surprise in that the entire District Public Affairs Staff joined us. They were there checking out this retired bunch. Such comments as: "Oh yes, YOU are the one we have been hearing about!" were heard from our visitors.

The following attended: Sylvia and Rex Phillips, Max Grimes, Dan Grimsley, Kay and Buddy Johnson, Lawrence Crawley, Joe Lewis, Bob Doetsch, Doris and Ken Old, Virginia Uzzell, Bettye and Bob Swart, Gloria and Paul Woodbury, Dorothy Everett, along with those PAO folks Penny Schmitt, Anthony Josey, and Christine Bruske.

There were some report of the

nice things that happened around the Holly-daze, as Paul Woodbury called them. Dorothy had a before-Christmas visit to Hampton Falls, New Hampshire, visiting with her son David and his family. She said she was glad to get back home to some warmer weather. Paul and Gloria went to Vermont, and found it lovely there—a COLD lovely. Bob and Bettye had a nice crowd in for the season with their youngest daughter, Missy, husband Paul, and the grand girls from Florida.

The locals showed up around feeding time. A grand time was had by all. Max Grimes couldn't be topped; he and Gwen were blessed with a new grandson on 31 December 2000, weighing 9 pounds and 3 ounces, at 21 and a half inches long. His name is Hayden Hunter, the son of Roger and Tamela Grimes. You know, Max pulled those numbers right off the top of his head. It made one wonder, because he sat beside Joe Lewis during the meal and we are aware how good Joe is with numbers. Joe did look a little bewildered at this meeting, because his counting buddy, Henry, was not present.

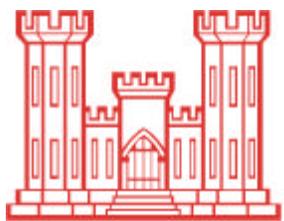
Paul Woodbury was in a hurry to get out of there because he had to go buy books for the start of school on January 8<sup>th</sup>. Gloria is not sure he will ever finish up over there. He seems to be having an awful good time. Good time and school don't compute in this writer's mind!

Our thoughts and prayers go out to the family of Joyce Benjamin, who passed away on January 1, 2001. She had been sick for several years, residing at Liberty Commons for the past few. Joyce worked Engineering drafting and in the local floodplain study section of Planning Division.

We are still looking for news from you retirees that we can share with District folk. Come join with us on the first Thursday of each month at the Pier 20 Restaurant on College Road. We are still waiting to hear from you folks out there in the field office areas. See you there, or let us hear from you.

*P.S. If you are up with the cybernetic age, send an email to Penny Schmitt and she will forward it on to me to share with all your retired buddies! Her address is Penny.Schmitt@usace.army.mil.*

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**Wilmington  
District News**