

# PALMETTO CASILE



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Charleston District





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Cover photo by SC Ports Authority: On May 13th, the COSCO Development cruised in to Charleston Harbor for two days of loading and unloading. The Development was the largest ship to ever call upon the Port of Charleston and is the first Neo-Panamax ship to visit the harbor. Read more on page 10.

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# From the Commander

Spring has definitely sprung in Charleston. With the weather warmed up and everything blooming, Charleston is especially beautiful and busy with the many visitors who come to the Lowcountry to enjoy all it has to offer. The District has had a busy spring too. Many of our projects are in full swing and this edition of the Palmetto Castle features a few of those.

Thanks to all of you who participated in our annual customer surveys. It's your valuable feedback that helps us to determine how we are serving you. The Military and Civil Works Customer Satisfaction Surveys results are highlighted in this issue. My professional team aims to provide nothing less than the best, and it is your input that helps us in doing so. You will enjoy hearing from my Deputy District Engineer on the importance of these tools.

For National Engineers Week, four of my engineers spent the afternoon with the middle school girls at Ashley Hall engaging them in a slender tower competition. I think you will find the results as exciting as I did. We even had some local television coverage on this fun-filled learning exercise.

This spring brought the District several especially proud moments. Our Corporate Communications team learned they won a prestigious Public Relations Society of America's Silver Anvil for one of my favorite community outreach events we hold annually, pulling sweetgrass with the local basket makers and students to help save a dying art form. The Silver Anvil is awarded annually to organizations reaching the highest levels of professional achievement and is like winning an "Oscar" in the PR field.

My Safety Office was selected as the winner of a high-level Army award for our commitment to ensuring all who work on Corps projects, whether District or contract personnel, put safety first in all they do. In a yearly competition among all the federal agencies in town, three of my staff members and our Survey Team were selected as the Employee of the Year in their respective categories.

This well-deserved recognition is a testament to the dedication of the entire District team who works for you across the state in providing sustainable water resource solutions for South Carolina and innovative and resilient infrastructure solutions for our military and agency customers. You can read more about it on page 19. I could not be prouder of serving with them these last two years.

That brings me to letting you know this will be my last Palmetto Castle article, as my time here in Charleston is coming to a close this July. It has been a great honor to serve as the District Commander with such a mission-focused and goal-oriented team of professionals who are dedicated to the service of South Carolina and our nation. My staff will continue to apply the same level of high-quality execution as leadership transfers to Lt. Col. Jeffrey Palazzini during our Change of Command ceremony on July 14th. He brings a wealth of knowledge, including previous Corps experience with the Sacramento District, which will allow for a seamless transition. He is eager to meet all of you and to continue the great relationships that we have with our customers and partners. It has truly been a pleasure serving you and I will always fondly remember my time in the Lowcountry.



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Below: Lt. Col. Luzzatto poses with City of Charleston Mayor John Tecklenberg at the FEA Expo.





# Pierce Terrace Elementary School

By: Sean McBride

Oftentimes, people assume that active duty soldiers are the only ones allowed on a military installation. Many people see military bases as a training and working ground for soldiers who are deployed far away from their families. Sometimes that's true, but military bases, like Fort Jackson, often also play home to a soldier's family, so all the same amenities of civilian life, such as grocery stores, gas stations and restaurants are available on bases.

One amenity that also has to be available to military families is schools. That's why the Charleston District is overseeing its newest construction project at Fort Jackson; the building of the new Pierce Terrace Elementary School.

"Pierce Terrace is a much needed upgrade to improve the quality of life of the Army families who sacrifice and uproot themselves a lot," said Eric Jones, project engineer.

The new Pierce Terrace will be 40 percent larger and will be the educational home for up to 325 pre-kindergarten, kindergarten, and first- and second-grade students on Fort Jackson. The new school will meet the Department of Defense Education Activity's criteria for a "21<sup>st</sup> Century School Design," meaning it's guided by six themes that promote student success; Flexible and Adaptable Facility, Facility as a Teaching Tool and Teaching Environment, Differentiated Learning, Multiple Modalities, Multidisciplinary Teaching, and Real World Skills Development.

"DoDEA worked for over a year to make this school so that it could be reconfigured for different teaching methods," said Jones. "Walls can be moved and teachers can move around to change their teaching style based on if it is a collaborative learning or lecture type group of students."





Pierce Terrace is designed to be adaptable and expandable to accommodate the number of students in each grade level each year. Students are grouped into “neighborhoods,” meaning their grade has its own section of the school. If one year there is a higher ratio of students in one grade to another, the school’s floorplan can be adjusted to expand that particular neighborhood just by moving partitions.

Construction of Pierce Terrace will be concentrated in a small area, where all construction traffic will be routed outside of the surrounding neighborhoods and only the minimum number of trees and grade will be cleared.

“We’re going to keep as many mature trees as possible,” said Jones. “There will also be a natural wooded buffer between the bus driveway and the neighborhood.”

Additionally, the school will be LEED Silver Certified, containing unique aspects such as a butterfly garden, outdoor learning amphitheater and an energy dashboard, which will monitor the energy use of each classroom as the students compete for who can use the least amount of energy.

The \$27 million Pierce Terrace project is scheduled for completion in April 2019 and will ring its first bell in August for the 2019-2020 school year. At that time the old Pierce Terrace Elementary School will be demolished and restored to a natural area.





# The Winning Jackpot Prize Payoff

Article by: Glenn Jeffries

Photos by: Jeremy Johnson

*This article is part two of a two part series on the Murrells Inlet dredging project.*



Georgetown County hit the jackpot when dredged material from the Charleston District's navigation project in Murrells Inlet was able to be placed on Garden City Beach earlier this year. The material met the state's criteria of suitability for beach front placement by being 90 percent sand and was the least-cost disposal method with no significant environmental impacts. Each of these aspects are required for material from the navigation project to be disposed of in this manner, so it was like Georgetown County hit the Powerball in the South Carolina Lottery.

The Garden City Beach material placement was completed in March after damage was sustained from Hurricane Matthew. The 519,000 cubic yards of material covered a two mile stretch of the beach from the southern tip to Waccamaw Drive and raised the beach approximately nine feet, providing protection for the infrastructure behind the shoreline.

In April, 70,000 cubic yards of the material, or the equivalent of 7,000 dump trucks, was placed on the backside of Huntington Beach State Park's southern jetty, which was also impacted by Hurricane Matthew, as well as Hurricane Joaquin. This work will help stabilize any additional impacts from future storms and reduce future maintenance costs for the federal government.

Huntington Beach State Park's southern jetty has become more and more exposed by the elements in the last 20 years. Take

a look at overhead imagery from 1999 and 2016 and it will look virtually identical. The park received sand in 2003, but since then has continued to wash away to the point that the back side of the jetty was almost exposed.

"If that had happened, the beach would have been washed away from behind and the jetty could have been structurally undermined," said Jeremy Johnson, project designer. "We've seen significant erosion over the years, especially after Hurricane Matthew, so this is a much-needed fix."

At a public meeting before the project began, some residents were concerned about the issues of noise, traffic, smell and shell fish bed disturbances affecting the area but the District had many provisions in place to reduce the inconveniences to the public. Sel Hemingway, Georgetown County Administrator, reminded folks, "For all the benefits that are going to last for 10 years or so, it is definitely well worth any of this for the short term." Very few complaints were received.

On their way to the beach this summer, Georgetown County folks ought to stop at a gas station, get a nice cold drink and buy a lottery ticket to see if their winning streak is still running strong!

Above: sand is pumped onto Huntington Beach State Park from Murrells Inlet.

Top Right: the back side of the jetty at Huntington Beach State Park is nearly washed away from behind.

Bottom Right: post-dredging has re-created the beach and protected the jetty.



Before



After





# The Strive for a Five

By: Lisa Metheney



Almost every day, we receive a request to complete a feedback survey. Whether it's after we've made a Target run, picked up some fast food from the drive through, or after we've grabbed a Starbucks on the way to the office, almost every receipt we get has a request for us to give feedback on the service we just received. Many businesses want to know how they are doing and what consumers like and don't like about their most recent experience so they can make it better. We here at the Corps of Engineers are no different.

Each year we ask our partners and stakeholders to formally give us feedback through our Customer Feedback Survey. While we appreciate - and want - feedback throughout the year, this is the one time a year we seek to gain feedback in specific categories. The top rating in each area is a 5, and that's what we strive for. More importantly than the rating, though, is the quality of the products and services we provide. If we are giving you quality construction, plans and specs, water resource studies, and project management services then our feedback scores will reflect that fact. As the senior civilian here in the Charleston District, I am looking to ensure we provide consistent and ever-increasing quality year after year.

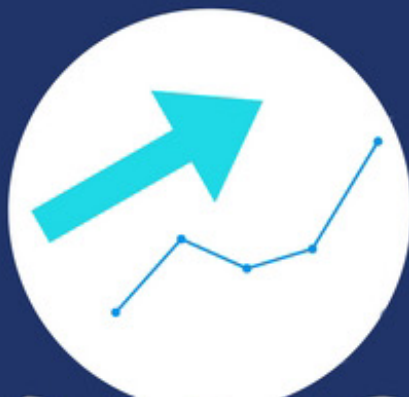
So how are we doing to strive for a satisfaction score of 5? In 2016, our average customer satisfaction score was 4.59 from our Civil Works customers and stakeholders and 4.57 from our Military Program customers. These scores are both just slightly up from the previous survey responses. These scores show us that while we haven't hit the pinnacle of a 5 yet, we are working hard to give you, our customers, the products and services you expect and deserve. And while the numbers are important to us, the most important aspect of the surveys are the written comments we receive. I personally read EVERY survey submitted and use the information provided to work with our employees as we examine our processes, procedures, products, and services for ways to continually improve.

Seeing a "Satisfied" or "Dissatisfied" score is informative, but seeing comments that say "We very much appreciate the Corps adding an archaeologist to the staff..." or "Need more communication on schedule and scope changes" helps us better focus on specific areas to improve. In Fiscal Years 17 and 18, as a result of recent feedback, we will be focusing on improving some of our communication methods, streamlining processes on our job order contract, and improving our communication with the customer on cost and schedule risks associated with construction projects.

In the Charleston District, we pride ourselves on being customer service focused. We want the products and services we provide to serve as enablers to our customers; we focus on the construction/services/studies so you can focus on your own core missions. We strive for that perfect 5 score, but we also strive to understand your needs and missions and determine how we can most effectively help you meet them. Feedback is a gift, a gift that keeps giving. Although I can't give you a free drink or a discount on your next purchase, I promise you the time you invested in completing the survey helps guide my decisions in moving the District forward. I look forward to your feedback at any time, whether it's formal or informal.



# BY THE NUMBERS



5.0

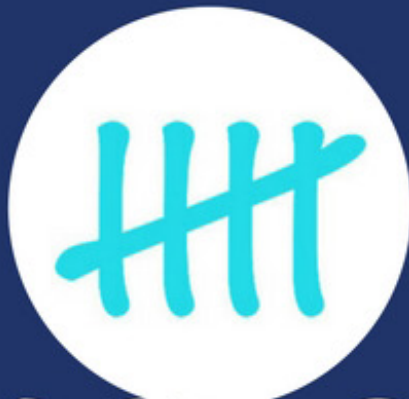
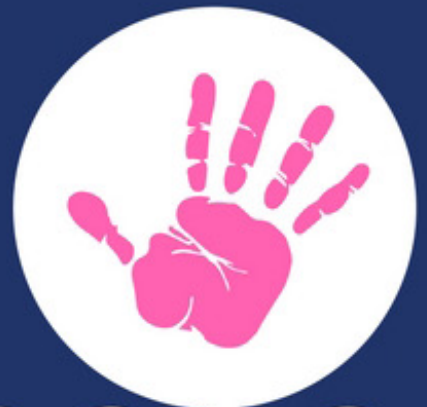
## STRIVE FOR FIVE

We have never achieved a perfect composite score on our annual surveys, but that doesn't mean we don't make it our goal.

## CIVIL WORKS SURVEY

This score is up from last year, and our highest since FY12. We're proud to be improving, but it's your feedback that tells us where we need to go.

4.59



4.57

## MILITARY SURVEY

This is the best score we've had in the last five years, other than FY14. We've expanded our Military Programs footprint, so we're proud that we're expanding with quality service.

## RESPONSE RATE

This is our cumulative response rate for our two customer surveys. Thanks so much for participating, but this shows only half of our customers are being heard.

Help us help you by participating in next year's surveys.

56.5







Article by: Sara Corbett  
Photos by: SC Ports Authority

The excitement of the largest container ship to date visiting the East Coast was riding high on everyone's radar recently but especially for the U.S. Army Corps of Engineers, Charleston District.

"Being at the helm of the Post 45 Harbor Deepening Project during this time is very exciting," said Lt. Col. Matthew Luzzatto, Charleston District Commander. "I know our role in the deepening project is crucial for our local community, our state and our nation. When a large ship arrives, it emphasizes the importance of what we do because, without the deepened harbor, such ships would suffer restrictions in calling the Port of Charleston related to loading, timing of the tide, or both."

The COSCO Development docked at the South Carolina Ports Authority's Wando Welch Terminal on the morning of May 13<sup>th</sup>. This 1,200-foot-long, 158-foot-wide Neo-Panamax class ship can carry between 11,000 and 13,000 cargo boxes and is so long that the USS Yorktown, Sergeant Jasper Apartments and St. Michael's Episcopal Church could fit end-to-end along its deck.

"Our ports are one of the most integral pieces to South Carolina's economic engine that continues to grow every day, and the COSCO Development's arrival at the Port of Charleston is a symbol of our state's competitiveness in the global marketplace," said South Carolina Gov. Henry McMaster. "We will continue to work with everything we have to make sure our harbor is deepened to 52 feet to further allow big ships to call Charleston, which will take our state to a level of prosperity we have never seen."

Once the ship reached the terminal, it took several hours to make a full turn in the Wando River to dock portside at the second berth. It was a tight maneuver for the nearly 142,000-ton ship powered by "tractor tugboats" with special propulsion systems to move the Development into position.

By the time the ship departed on May 14<sup>th</sup> at 6 p.m., two shifts of more than 100 International Longshoremen's Association workers and dozens of SPA employees had moved 2,910 cargo boxes on and off the vessel, barely missing a



Above: the COSCO Development passes under the Ravenel Bridge.

Bottom Left: the COSCO Development docked at the Wando Welch Terminal.

Bottom Right: the COSCO Development passes by the USS Yorktown and downtown Charleston.





One USS Yorktown  
+ One Sergeant Jasper  
+ One St. Michael's Church =

# One Massive Neo-Panamax Ship

single ship record regarding loads. When the Development pulled out of Charleston Harbor, it was loaded with 11,406 cargo boxes headed to Hong Kong. Charleston was the last stop on the ship's three-port tour. It first pulled into the Port of Virginia on May 8<sup>th</sup> and then the Port of Savannah on May 12<sup>th</sup>.

This Development visit kicks off a weekly service by Ocean Alliance ships carrying between 11,000 and 13,000 cargo boxes and later in the year the schedule will probably increase to twice a week. This is a result of the consolidation of global shipping lines needing to haul more cargo on each trip in an effort to reduce costs. This, coupled with the opening of the Panama Canal expansion in June 2016, and shipping lines needing to move more cargo on fewer vessels, has led to the growing use of Neo-Panamax ships.

"The Post 45 project has been a priority for the District for the past few years and I am extremely proud to lead the team that has handled this project so efficiently, as it was one of

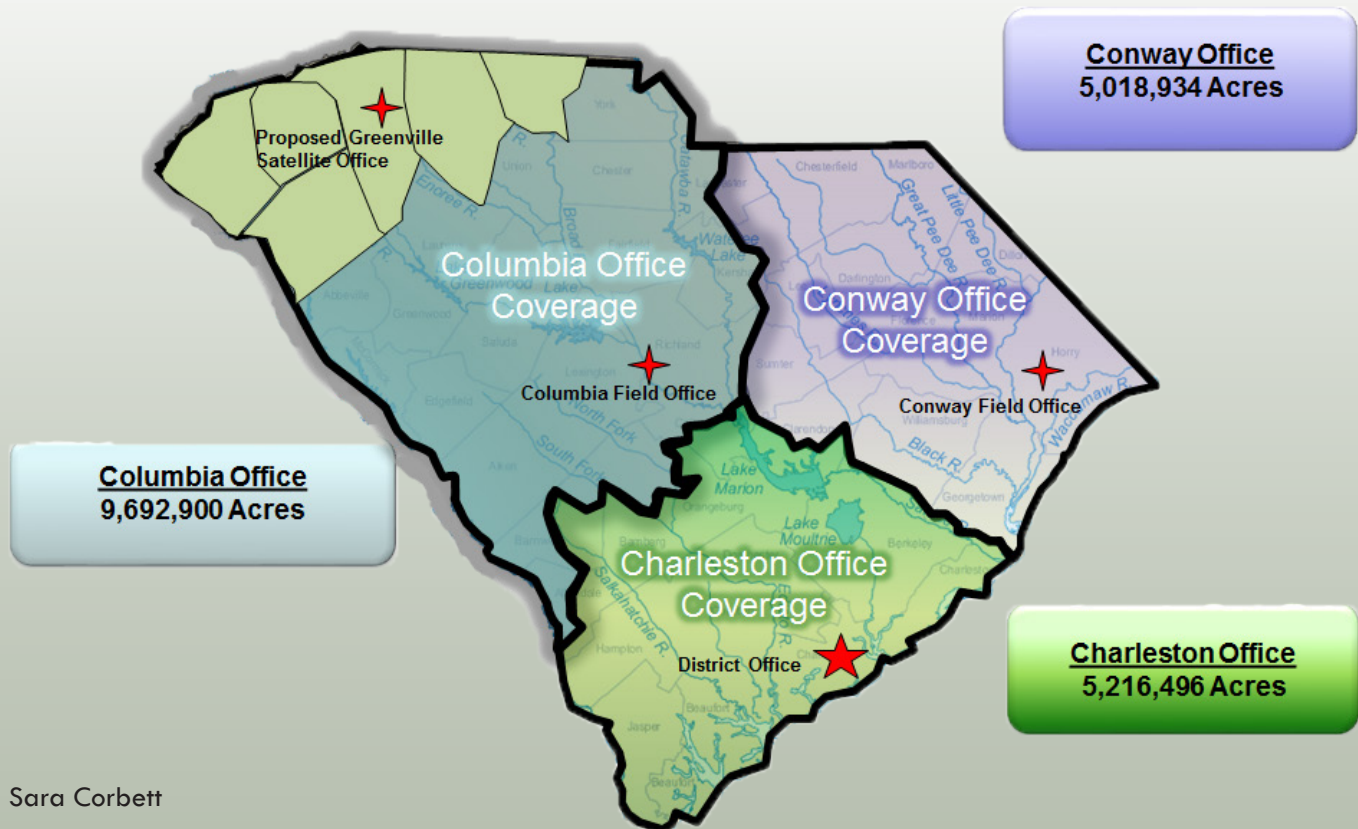
the Obama Administration's 'We Can't Wait' Initiatives," said Holly Carpenter, Post 45 Project Manager. "It has become the framework for other USACE deep navigation projects around the country as it was one of the first projects to go through the Corps' new Civil Works planning process from start to finish, completing the feasibility study in less than four years."

The Preconstruction Engineering and Design phase is underway and proceeding as aggressively as the feasibility study did and the District anticipates soliciting contracts late this summer if a Project Partnership Agreement between the federal government and South Carolina Ports Authority is executed and funds are provided for the construction. A late summer solicitation could allow work to begin in the entrance channel in December. Providing solutions to the nation's current and future water resource challenges while still being a good steward of taxpayers' precious resources has been one massive job to accommodate the massive ships, but the District is always ready to handle any challenges it faces.





# Improving Customer Service to the Upstate



By: Sara Corbett

To continue to provide the best possible customer service to the citizens of South Carolina, the Charleston District's Regulatory Division is expanding.

"The upstate has grown so much over the last few years that we can barely keep up with permit applications in that area now," said Brice McKoy, Chief, Regulatory Northwest Division, whose office in Columbia manages the midlands and upstate regions of South Carolina. "The expansion isn't slowing. To manage the enormous workload and improve customer service, it's necessary that we create a satellite office in Greenville to better-serve this area of the state."

Over the past five years, there have been a total of 1,705 regulatory actions in six upstate counties alone. That averages 341 actions per year in those counties. With the closest office in Columbia, it is not practical to conduct as many on-site visits and face-to-face meetings as needed due to the distance.

"A project manager is driving weekly from Columbia to Greenville, which is approximately 100 miles one way and three hours roundtrip," said McKoy. "By relocating two project managers from our Columbia office to the Greenville area, we would be able to reduce 204 hours of travel time per year to the upstate. We can accomplish a lot in 204 hours!"

The Greenville satellite office will start with two project managers from the Northwest office and cover six counties;

Greenville, Pickens, Oconee, Anderson, Spartanburg and Cherokee.

"History has shown that, with the establishment of a field office, the public's awareness of the program spreads because of our presence in the area," said McKoy. "This will maximize the effectiveness of the Corps' Regulatory program, and provide improved services to the citizens, businesses and governmental officials in the upstate area of South Carolina. This will ultimately increase the protection of the environment, which is the main mission of the Regulatory program."

Along with improving access to the people in the upstate area, this office cuts down on travel time and increases the efficiency of the Regulatory program by improving permit processing times.

"We want to be available to the public, but it's challenging when we are nearly 100 miles away in Columbia," said McKoy. "With the opening of the Greenville office, District employees will be out and about more which expands our visibility and creates a level of trust with the community."

The District is evaluating locations with the hopes of having the office up and running by the end of 2017. Stay tuned for more information about the new Greenville satellite office.



# Helping Pawleys Island Battle Erosion

By: Sara Corbett

Photos by: Jesse Helton

Approximately 2.7 miles of shoreline and 110,000 dump trucks of sand is how much of Pawleys Island's beach needs to be nourished.

Pawleys Island, one of the oldest summer resorts on the East Coast, was in good shape until it was hit by Hurricanes Joaquin and Matthew. While both storms did damage, Hurricane Matthew resulted in more dramatic beach and dune erosion with some areas of the beach showing more than 80 feet of recession, a complete loss of dunes and 80,000 cubic yards of sand lost. All this loss would require a nourishment to bring their beach back to normal conditions.

"The Town of Pawleys Island submitted their application for 1.1 million cubic yards of nourishment in early February," said Tommy Fennel, Regulatory Chief, Northeast Branch. "However, immediately after Hurricane Matthew, we authorized emergency work under a Regional General Permit to allow them to temporarily stabilize the beach and dune system."

The emergency work consisted of scraping sand from the beach to build up the dunes to prevent more erosion, protect existing infrastructure and restore habitat that is critical for endangered and threatened species.

While the Regulatory Division has been the most recent Corps branch to help, the Civil Works Division has a long history of assisting Pawleys Island in its battle against erosion. The Civil Works Division prepared Pawleys Island's first beach erosion study in 1949 in response to damaging northeasters and has since done several studies for them.

One such study the Corps recently conducted found two potential borrow areas with beach-compatible material, which Pawleys Island has indicated in the permit application it will use for nourishment. Borrow Area A is a 319-acre area with 1.1 million cubic yards of sand approximately one-mile offshore of the southern end of Pawleys Island. Borrow Area B would be the primary borrow area as it is an 832-acre area containing an estimated 2.5 million cubic yards of sand three-miles offshore.

The Town of Pawleys Island has nourished the beach two other times, in 1990 and 1999, and since then the beach has been relatively stable with erosion rates at less than two feet per year.

"Prior to the two hurricanes, the overall beach condition in July 2016 was healthier than it was in 1997, largely due to the success of the 1999 nourishment project," said Fennel. "We like to see long-term success rates like that, but if there is erosion due to a storm, the District is equipped to assist with emergency authorizations while simultaneously working with the applicant to reach a long term solution."

Public notice on the permit application ended March 14<sup>th</sup> and project managers are reviewing comments and coordinating with state and federal agencies to ensure the work authorized will be effective while avoiding adverse impacts to threatened and endangered species. Currently, it is anticipated that the permit will be issued later this year.



Above and Right: post-Hurricane Matthew damage is shown on Pawleys Island





## Fort Sumter National Monument

# 3rd Annual Federal Agencies Expo

Article by: Sara Corbett

Photos by: Sean McBride and Dennis Franklin

Boats, robots and a mini C-17 all in one place can only mean one thing- the 3<sup>rd</sup> Annual Federal Agencies Expo!

The Expo provides local federal agencies with the opportunity to explain the services they provide to Lowcountry citizens. The event was held May 5<sup>th</sup> at Fort Sumter National Monument at Liberty Square and celebrates Public Service Recognition Week, which honors the men and women who serve our nation as federal, state, county and local government employees.

"Thank you," said Mayor John Tecklenburg, City of Charleston, in his keynote kickoff speech. "Thank you for your service, thank you for your impact to Charleston's economy and thank you for your partnership with us as we serve our brothers and sisters."

Tecklenburg was followed by the National Park Service performing a historic weapons firing demonstration in front of dozens of wide-eyed children.

Nearly 25 federal agencies proudly presented their displays explaining their agencies, missions and jobs to the local citizens, students and visiting tourists that attended. The agencies ran the gamut from protecting citizens to deepening harbors to providing passports.

The Department of State hosted a passport fair which gave citizens the option to expedite the renewal of an expired passport or submit an application for a new one without having to make an appointment or pay the expedited fee for this level of service, saving \$60. They received 25 applications and provided application forms and passport information to another 137 visitors.

SPAWAR had a dancing remote controlled robot and the 841st Transportation Battalion used a large map with three-dimensional ships and trucks to show the layout of their operation. The National Park Service had a trivia wheel and a large map of the country with every national park, monument and historic site and guests could place stickers on their fa-





favorite site. The Charleston District showcased their GIS capabilities used during the Post 45 Harbor Deepening and beach renourishment projects.

"The Corps is dedicated to being open and transparent with the public and this expo gives us the chance to showcase how our projects help the community," said Joe Moran, Chief of Operations. "We've participated every year and the event just gets better each year."

A vacant field across from Liberty Square housed several vehicles and big equipment, which is always a big draw for crowds. The U.S. Coast Guard had a survey vessel that attendees were able to climb into and walk around. People were able to sit in the cockpit and cargo area of the mini C-17 airplane that the 315<sup>th</sup> Airlift Wing brought and the Joint Base Charleston Fire Emergency Services hooked up one of their fire trucks so that attendees could spray the fire hose.

This year, several schools, with nearly 200 students, were in attendance to learn about the different STEM and career paths federal employees have taken to get to where they are today. Federal employees talked with students about the positive impacts of a federal career in hopes they may become public servants one day.

"My time here today was wonderful," said Kayla Wilson, student. "I loved the Navy booth and I am considering joining after high school."

The Charleston area boasts more government employees than any other city in South Carolina, with close to 10,000 government employees living and working in the tri-county area. All of these public servants strive to provide the best service possible to Lowcountry citizens every day and the Expo gives federal employees the opportunity to share these services with their community members.



# Charleston's skyline changed

Article by: Glenn Jeffries

Photos by: Paula Harrell, Ashley Hall

All of the sudden, one recent afternoon, there were 15 skyscrapers appearing in the historic Charleston skyline... or at least the skyline in the eyes of students from Ashley Hall School. About 50 students participated in a DiscoverE Girl Day activity, part of a worldwide effort to bring engineering to life for young girls.

The Charleston District challenged middle school girls to design and construct the tallest tower they could with the smallest footprint possible. Each team could use only one pair of scissors, 10 sheets of paper and one roll of masking tape and would be judged on their tower's width-to-height ratio.

The girls met the slender tower challenge head-on and four Charleston District engineers spent time sharing their enthusiasm for their professional field and listening to the teams present their thoughts on why they built their towers the way they did.

"It was great to see the students of Ashley Hall working in a team environment and researching existing projects to develop a solution to this challenge, said Holly Carpenter, Post 45 project manager. "Working in a team, with multiple disciplines from different points of views, can be challenging in the workplace and is a great skill to focus on developing early on."

Team work was vital in being able to successfully complete this exercise. It was obvious early on that the girls had spent

a lot of time learning and working together, so they collaborated well on designing and building their towers.

The engineers did a great job of stirring curiosity and creativity. They asked the girls "how," "why" and "what if;" important questions for any budding engineer.

Hanna Collins, a civil engineer in the District's navigation branch, spent time answering questions from the girls and stressed that engineering teaches analytic and problem solving skills that can lead to success in all types of fields.

Independent thinking was a theme Sara Brown, civil engineer in the District's Hydraulics and Hydrology Branch, wanted to highlight and one that Ashley Hall students are taught early on. She posed questions about some of the world's highest structures, such as the Burj Khalifa in Dubai, which one of the Ashley Hall teachers had just visited a few months earlier.

Drones were a very popular topic that Brad Ryczko, management support branch chief, fielded many questions on from curious girls. He has spent countless hours working on various drones and this certainly peaked the girls' interest.

Celebrating how engineers make a difference in our world and in the Charleston skyline, even if for only a few hours, was a fun and educational experience for Ashley Hall and the District and hopefully a few of these girls will be the next generation of female engineers for the Corps.





**(or at least for one afternoon)**



Left: Sara Brown shows Ashley Hall students ways to ensure their towers are stable.  
Right: Ashley Hall students work together to design their tower.



# Howling at the Wolves

Article and photo by: Sean McBride



For the third straight year, seniors at Timberland High School have learned how to make a good first impression on potential employers by attending the Charleston District's Dress for Success seminar.

Held during Timberland's "Senior Day," four groups of approximately 50 seniors each rotated through their auditorium to hear from Charleston District's Narissia Skinner (now working at our Division office in Atlanta) and Santee Cooper's Marcus Britt about the best ways to make a first impression at an interview. Skinner and Britt, looking pristine in their business attire, discussed topics such as hair, tattoos, clothes, eye contact, handshakes, scents and more.

"A lot of times, you only get one chance to make an impression on a potential employer," said Skinner. It's important that they feel like you fit their culture and would make a good team member."

Overall, Skinner and Britt talked about the general ways to dress for an interview, but also stressed that you need to be mindful of the type of office you are interviewing at. Britt

mentioned that if you are applying somewhere like a technology company that has a laid-back attitude and casual dress code, you would appear out of place if you showed up to your interview in a suit.

"It's all about knowing each place where you will be interviewing," said Britt. "There's no problem with calling a company before your interview and asking them questions."

Skinner and Britt also talked to the students about how to balance being yourself and acting the part. They say it's important to appeal to what the interviewer is looking for, but also to give them an honest representation of who you are. One student stood up and asked if their particular hairstyle would hinder them from getting a job. Britt said it's all about where you're applying and that he should take that into consideration when looking at potential jobs.

Students also participated in mock interviews where they were able to put some of these tips to good use. Hopefully, after learning how to Dress for Success, senior Timberland Wolves will be ready for work!



# Awards Season

Article and photos by: Sean McBride

Did you know that “awards season” is such a common term that it actually has a Wikipedia entry? The Charleston District hasn’t received any Oscars or Grammys or Tonys, but we have recently received a few awards that would fall under those same levels of success in their respective fields.

At the end of March, the District’s Corporate Communications team (aka the group that brings you this Palmetto Castle) was notified that they were selected as a finalist for the Public Relations Society of America’s Silver Anvil award. This prestigious award is the highest honor in the public relations field and has only ever been awarded to one other USACE district in the past. The nomination is for the District’s “Pulling for Unity” campaign in the Multi-Cultural Public Relations Category. This campaign features the District’s annual sweetgrass pulling event, paired with STEM outreach to students and a final presentation of sweetgrass discs to the Mother Emanuel AME Church following the tragic shooting in 2015. The Corporate Communications team will find out on June 8<sup>th</sup> in New York City whether they receive first or second place.

Two weeks later, at the Fiscal 2016 Secretary of the Army and Army Chief of Staff Safety Awards in Fort Benning, Ga., the District’s safety officer, Shelia Sollis, was awarded with the SA/CSA Individual Award of Excellence in Safety. To be considered for an award, individuals and units must have made significant improvements and contributions to accident prevention efforts, among other criteria, during the previous fiscal year. Sollis earned the award for her part to reduce the number of accidents the Charleston District had in the prior year and her campaigns for various safety areas.

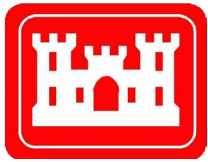
A month went by and another award was received, when the U.S. Coast Guard presented awards to several members of the Charleston District team for their role in Hurricane Matthew post-storm actions. Lt. Col. Matthew Luzzatto, district commander, and Maj. Jason Legro, deputy commander, were given military awards and the District’s Navigation team, consisting of Brad Schultz, Kenny Millbrook, Matthew Boles, Matthew Foss, Sonja Tyson and Scott Glass, received Civilian Certificates of Merit. The team quickly came back to Charleston after the state-wide mandatory evacuation to begin surveying the waterways to locate any problems for vessel navigation, which resulted in the Captain of the Port being able to open the harbor 24 hours earlier than expected.

One day later, the Charleston District received four awards at the annual Federal Executive Association Employee of the Year Luncheon. Sonja Tyson, Outstanding Technical Support Employee; Gwen Michael, Outstanding Administrative Support Employee; Scott Glass, Outstanding Federal Supervisor; and the District’s Survey Team, Outstanding Customer Service Effort, all earned the distinction of the top federal government employee in Charleston in their area for their efforts. Winning four of the possible nine categories eligible is a tremendous accomplishment.

In three months, the Charleston District has been recognized with numerous awards, many for the first time. The Charleston District is continuously humbled by these award bodies who chose our employees and teams for these prestigious awards. We won’t let these awards get to our heads and we’ll continue to serve the city, state and nation as we always have.







On May 13th, the COSCO Development cruised in to Charleston Harbor for two days of loading and unloading. The Development was the largest ship to ever call upon the Port of Charleston and is the first Neo-Panamax ship to visit the harbor. Seen here, the Development cruises past Castle Pinckney as it heads from Charleston to Hong Kong. This photo captures the historic and current link between the U.S. Army Corps of Engineers and Charleston Harbor. The Corps built Castle Pinckney in 1808, along with Forts Sumter and Moultrie. Since that time, the Corps has been maintaining Charleston Harbor to allow ships to pass safely through the harbor. In the coming years, the Corps will be deepening Charleston Harbor yet again, to better-accommodate the Neo-Panamax ships entering the harbor.

