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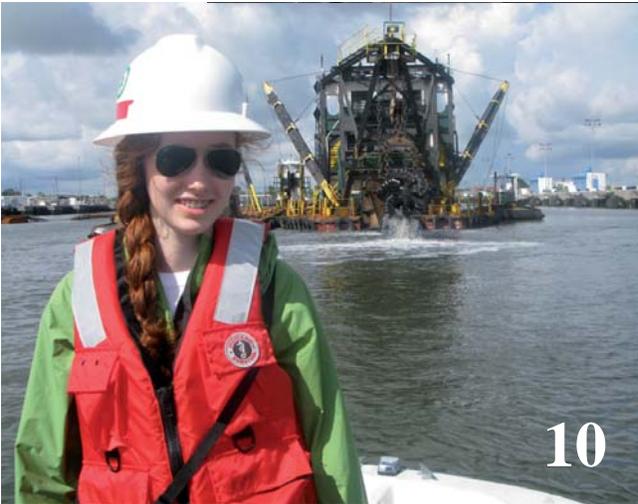


Summer 2013 Volume 5/Issue 3



The 85th Commander

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Corps of Engineers, Charleston
District

Commander:
Lt. Col. John T. Litz
843-329-8000

Deputy, Programs and
Project Management:
William Stein
843-329-8055

Corporate Communications
Office:

Corporate Communications
Officer:
Glenn Jeffries
843-329-8123

Editor:
Sean McBride
843-329-8103

Writer:
Sara Corbett

Circulation: 1,100

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From the Commander

Greetings teammates, friends and stakeholders of the Charleston District.

It's truly an honor to be a member of the Charleston District as the 85th Commander and District Engineer. I'd like to thank the District staff and volunteers for coordinating a great Change of Command ceremony and for the warm welcome you gave to my family and me.

My first U.S. Army Corps of Engineers district experience was a few years back in the Louisville District where I got a first-hand look at what the Corps is all about. Since then, I've heard many times about a great district tucked away in the South Carolina Low-country. My enthusiasm could hardly be contained when I found out a little more than a year ago that I was selected to serve as your commander. We are all extremely fortunate to work in this high-performance organization in arguably the best Corps location in the country. The Charleston District has the reputation for being incredibly responsive, technically competent and customer-focused. I am proud to have joined such a well-respected District and look forward to providing the same services to you.

The partners, stakeholders and customers of this District are critical to building the nation. The District values your business and we appreciate the opportunity to serve your needs and those of the nation. During the next few weeks, I'll be making a deliberate effort to get around to see you if I have not had the opportunity to meet you already. I have the utmost confidence in the District's ability to execute our mission and deliver your programs and projects on time and within budget. If you have any concerns or feedback, please contact me at any time and don't feel you need to wait until the annual customer surveys.

I'd like to acknowledge our seven teammates that have volunteered to deploy and are currently serving in Afghanistan. Having deployed several times, and twice with the Corps, I know you are working hard and are serving the nation with honor. While deployed, I had the pleasure of working with Charleston District employees. It is never easy



working long hours in austere conditions while being separated from our families and loved ones. Your sacrifice is greatly appreciated and we wish you a safe return. I look forward to seeing you stateside soon.

Despite the current set of challenges we are facing stemming from fiscal uncertainty and an Army in transition, I remain optimistic. The District leadership has developed a resilient organization with a diverse business portfolio that is recognized throughout US-ACE. Thanks again for the warm welcome and I'll see you around soon.

Building Strong, Army Strong.

John T. Litz, PMP
Lt. Col., U.S. Army
Commander and District Engineer
John.T.Litz@usace.army.mil

Dredging on FIRE

By: Sean McBride

Beginning in August, the U.S. Army Corps of Engineers, Charleston District will be conducting a controlled burn on Morris Island to clear vegetation in order to repair the perimeter dikes of the disposal area and prepare the site to receive dredged material from the Charleston Harbor federally-maintained anchorage basin.

The 165 acre Morris Island placement site hasn't been needed since it was last used in 2004 when more than 426,000 cubic yards of dredged material were deposited. Due to this time lapse, the site has become overgrown with vegetation. The preparation of the site will require heavy construction equipment, which will be barged to the island, to clear the vegetation and repair the dikes around the perimeter of the area. The dike along the beach side of the placement area is being moved in by approximately 150 feet to account for the erosion that has occurred since 2004. The cleared vegetation will then be burned in accordance with regulations set by the South Carolina Department of Health and Environmental Control's Bureau of Air Quality, and is expected to regenerate within a few growing seasons.

"The burn and dike work will take approximately 90 days and the subsequent dredging will take approximately 70 days," says David Warren, project manager. "The District will be pumping dredged material with a cutter head pipeline dredge from the anchorage basin in the federal channel into the Morris Island placement area."

Anchorage are provided near the entrance to some ports for vessels awaiting berthing space, undergoing repairs, receiving supplies and crews, or awaiting inspection.

This \$3.8 million dredging effort will result in filling the Morris Island placement area with approximately 400,000 cubic yards of material. The newly dredged anchorage basin will give the Charleston Harbor Pilots room to work when providing crucial service to vessels entering Charleston Harbor without having to take up room at a port terminal. This will save both time and money to the shipping company and the port.

The dredging contract also allows for an option to dredge approximately 166,000 cubic yards of material from Shem Creek, if funds become available in the future. The Shem Creek dredging would cost approximately \$800,000-\$1 million and would benefit the local seafood industry, allowing vessels safe access to open water in an effort to boost the local economy. The Town of Mount Pleasant is also looking to dredge additional parts of Shem Creek for new shrimp docks that have recently been constructed.



A look at the “Royal Home” one year later...

By: Alisha Means, biologist

In May 2012, oyster castles were installed near a U.S. Army Corps of Engineers, Charleston District disposal area south of the Isle of Palms. The purpose of this pilot project was to assist in the prevention of erosion and benefit the natural environment by establishing habitat and encouraging oyster recruitment. Since the installation, the District’s contractor, Aerostar Environmental, has visited the site quarterly throughout the first year to monitor the progress of the castles and the surrounding area.

Each inspection has shown positive growth. There has been a 97 percent growth rate in oyster shell height from 15 millimeters at the first visit to 29 millimeters at the second. However, due to their growth in height, there has been a decrease in the number of oysters per square meter. Spartina grass and sediment elevation behind the castles has increased by more than 3.5 inches, promoting bank stabilization and habitat structure formation.



District employees joined Aerostar for the fourth quarter site visit on June 21, where evidence of other aquatic species was observed, such as different species of crabs, fish and snails, as well as signs that birds had been feeding on the oysters. These castles have not only begun to protect the shoreline, but have established a habitat for many other species besides the oysters.

“We hope that the positive results obtained from this oyster pilot project will encourage support for more opportunities to protect our shorelines,” said David Warren, project manager. “The project will also enhance local species population growth, which will benefit the Atlantic Intracoastal Waterway’s ecosystem.”

After hearing of the success of The Nature Conservancy’s oyster program in Cape Romaine, the District thought this was an exciting, low-cost solution for erosion control and oyster restoration. TNC is pursuing the installation of the castles at James Island County Park.

“We used volunteers to build human chains for loading and unloading the blocks, stacking the blocks, and ultimately building a reef about 60 feet long by 3 feet wide,” said Joy Brown of TNC. “This promotes oyster substrate growth and animal species population growth.”

The continuation and promotion of oyster castle installation will offer benefits to the environment for years to come.



Short Stays; Long Memories

By: Sean McBride

Many U.S. Army Corps of Engineers districts maintain recreation areas for the public to enjoy, but because of watershed boundaries, no recreation areas fall under the jurisdiction of the Charleston District. However, Joint Base Charleston maintains the Short Stay Recreational Area in Moncks Corner, SC, as part of its Morale, Welfare and Recreation program, which can be used by any federal or military service member.

Short Stay offers a beautiful recreation area for people to rent space for a few days of rest and relaxation. The site, which offers camping, an RV park, fishing, a beach, a marina and more, is located on the banks of Lake Moultrie. This area offers wonderful views of the water, but also constantly feels the effects of Mother Nature.

Short Stay's location means it is victim to strong northeastern winds coming across Lake Moultrie, which causes large waves to crash into the embankments of the park. After a constant barrage of waves crashing over the wooden





Before



After

lakewall supporting the bank and gouging out the earth behind it, JBC contacted the Charleston District to replace the lakewall with something that would better stand the test of time and Mother Nature.

For this project, the District exercised the Job Order Contract, a blanket contract awarded in 2012 to Northcon, Inc., allowing for task orders less than \$1 million to be issued without going out for new bids. The project was designed by the District's engineers and executed by Northcon.

Steel sheet pile walls were driven more than 16 feet into the ground and about one foot further into the lake from the old wall. A concrete top was attached to the steel and thousands of pounds of boulders were placed in front of the wall to protect it.

"This will offer much more protection from the winds," said Bubber Hutto, engineer of record. "The wall will eliminate erosion problems even under extreme conditions."

This project was the first one completed under the JOC and showed the benefits of the contract as the whole project was awarded and completed in less than a year. The lakewall will protect Short Stay and ensure that campers have wonderful experiences that they will remember for a lifetime.

Sharing

The

Engineering

Motive

By: Clayton Buckaloo, student intern

“So what would you like to know?”

This is the question I was asked repeatedly over a two week period. Finalizing my junior year at Ashley Hall, I spent two weeks at the Army Corps of Engineers interning with the purpose of learning more about the engineering field and sparking an interest for a potential career. What did I want to know? I knew that civil engineers built roads, buildings, and parking lots, but that’s about all I could say. Much to my excitement, I was immersed into a constant learning atmosphere of science, technology, engineering and mathematics. Engineering creates opportunity for the individual and it



fosters opportunity for the greater community. It is a field with a purpose. Each day, I experienced a new and exciting project focused on an individual goal. The most rewarding aspect of it all was witnessing the systematic drawings done by the engineers being translated into the field and implemented on a real life scale.

For instance, I got to see with my own eyes a dredge in Charleston Harbor. It was an immense machine with a large turbine-shaped saw, connected to a large pipeline depositing the sea floor of the harbor onto the Clouter Creek disposal site. For me, not only was I able to enjoy an afternoon out on the harbor, I was able to learn about the dredging process. We met the soil on the other end of the pipeline and witnessed a massive pool of mud collecting below the gushing exit of the pipe. On the other side of Clouter Creek was this same type of mud, but several months into the drying stage and being ditched by backhoes to allow more water to drain. I had the chance to touch the different sediments and to see the various layers of soil. Dredging is an intricate process, but it works.

To be an engineer, it is necessary to collaborate well with contractors, the public, other scientists and engineers, and any animal species that could be affected by a certain project. A dam to the average citizen is a blocked water passage. The dam at St. Stephen altered my point of view. Instead of a water passage that could only open and close, I saw an involved mathematical machine with the ability to manage water flow in the Lowcountry. Every specialty of engineering was involved in the dam. Someone had to design the organized maze of wires. Someone had to design and maintain the turbines. Someone had to account for the nearly one million fish, which passed through the locks and are still able to navigate their habitat on account of the functioning fish lift.

My experience at the Corps of Engineers was unique and enlightening. I realized the importance of my potential career field over the past couple of weeks. Taking everything I learned, from defining a wetland to building a veterans' center for post-traumatic stress disorder, it is now my job to show the next generation entering the work force that engineering is a field in scientific design that has a critical and rewarding impact. And now, I can ask those kids the same question – "So what would you like to know?"



Creating an environment

By: Sean McBride

On July 11th, Lt. Col. John T. Litz assumed command of the Charleston District from Lt. Col. Edward P. Chamberlayne, becoming the District's 85th Commander and District Engineer.

As a result of his military career, Litz has a broad and diverse background, which has led him to realize that the success of an organization is in the hands of the people within it. He is looking forward to working with the people of the Charleston District, who he believes truly love their jobs and the community, and wants to help them however he can.

"I believe that a leader's job is to create an environment for employees to thrive. You have to lead from the heart and trust the people around you."

Litz enters a diverse world of harbor dredging, environmental permitting, military construction and much more. While he is admittedly still learning, through in-briefs and meeting employees, Litz is very impressed with how enthusiastic everyone is to work for the Charleston District.

"The leaders here are extremely proud of their employees and give them the credit," said Litz. "The employees make me feel like I'm in a good place, so I'm thrilled to be here."

Litz joins the Charleston District from an assignment at Fort Benning, Ga., where he served as deputy commander for an infantry training brigade. He is not new to the Corps, having worked at the Louisville District and the Afghanistan Engineer District with the Corps of Engineers.

"I've had the opportunity to work a lot with both civilians and military and they really aren't much different," said Litz. "Everyone is out there to execute their mission."





Litz is looking forward to jumping into the District’s projects and helping in whatever way he can to push them forward to make more progress. He’s excited to oversee the regulatory permit actions going on throughout the state and seeing the renourishment of Folly Beach. As an Army officer, he also can’t wait to participate in ribbon cuttings at Fort Jackson because of the benefits those buildings provide for Soldiers during their training.

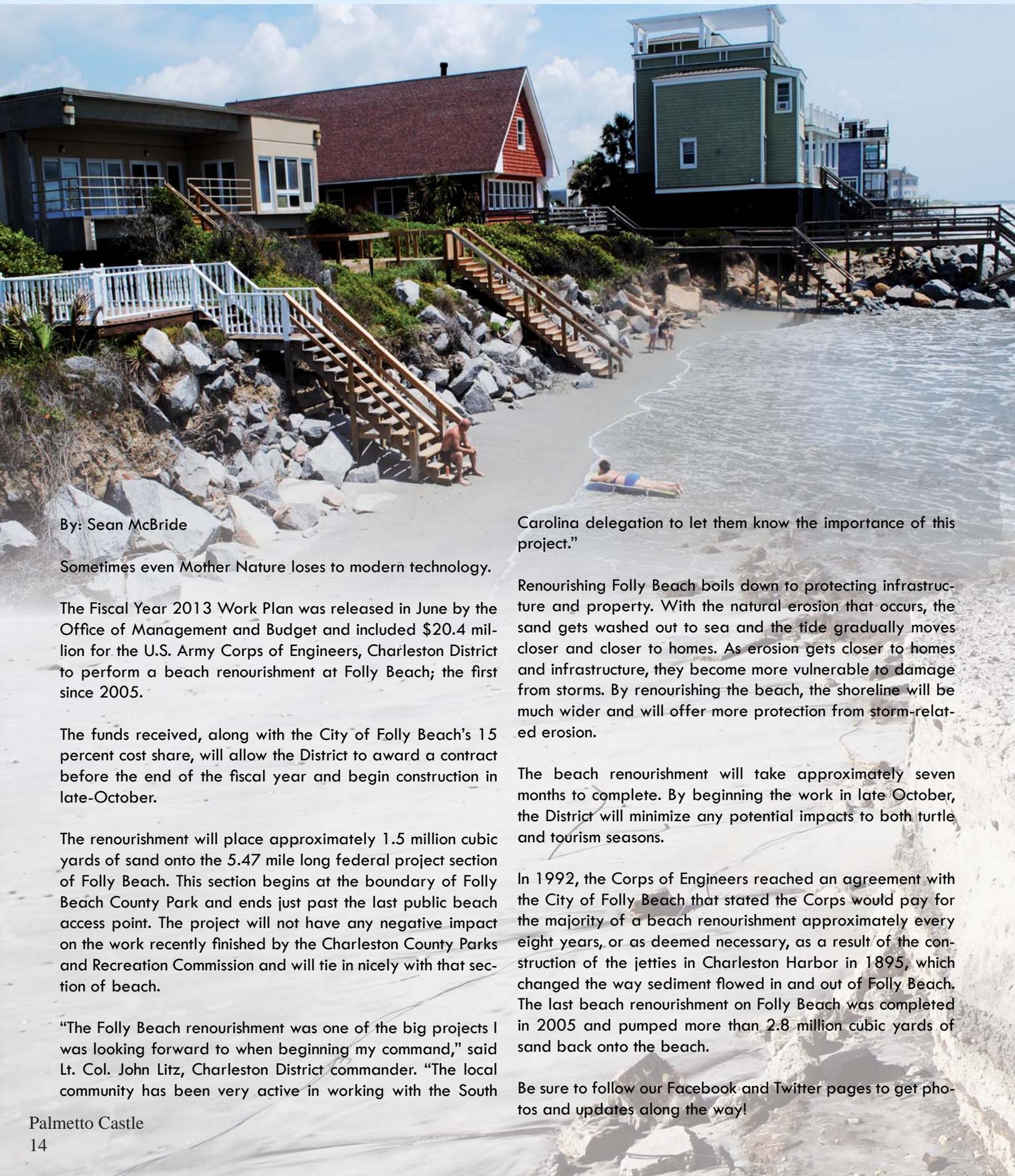
“I’m excited for my time here,” said Litz. “We are executing our mission for the nation and the state in so many ways and I’m proud to be a part of that.”

By the end of his two-year command at the Charleston District, Litz hopes to have positioned the District for future success in handling new work, establishing partnerships and maintaining technical proficiency.



*Special thanks to the South Carolina National Guard Honor Guard for their participation in the Change of Command ceremony.

Renourishment is no **FOLLY**



By: Sean McBride

Sometimes even Mother Nature loses to modern technology.

The Fiscal Year 2013 Work Plan was released in June by the Office of Management and Budget and included \$20.4 million for the U.S. Army Corps of Engineers, Charleston District to perform a beach renourishment at Folly Beach; the first since 2005.

The funds received, along with the City of Folly Beach's 15 percent cost share, will allow the District to award a contract before the end of the fiscal year and begin construction in late-October.

The renourishment will place approximately 1.5 million cubic yards of sand onto the 5.47 mile long federal project section of Folly Beach. This section begins at the boundary of Folly Beach County Park and ends just past the last public beach access point. The project will not have any negative impact on the work recently finished by the Charleston County Parks and Recreation Commission and will tie in nicely with that section of beach.

"The Folly Beach renourishment was one of the big projects I was looking forward to when beginning my command," said Lt. Col. John Litz, Charleston District commander. "The local community has been very active in working with the South

Carolina delegation to let them know the importance of this project."

Renourishing Folly Beach boils down to protecting infrastructure and property. With the natural erosion that occurs, the sand gets washed out to sea and the tide gradually moves closer and closer to homes. As erosion gets closer to homes and infrastructure, they become more vulnerable to damage from storms. By renourishing the beach, the shoreline will be much wider and will offer more protection from storm-related erosion.

The beach renourishment will take approximately seven months to complete. By beginning the work in late October, the District will minimize any potential impacts to both turtle and tourism seasons.

In 1992, the Corps of Engineers reached an agreement with the City of Folly Beach that stated the Corps would pay for the majority of a beach renourishment approximately every eight years, or as deemed necessary, as a result of the construction of the jetties in Charleston Harbor in 1895, which changed the way sediment flowed in and out of Folly Beach. The last beach renourishment on Folly Beach was completed in 2005 and pumped more than 2.8 million cubic yards of sand back onto the beach.

Be sure to follow our Facebook and Twitter pages to get photos and updates along the way!



Raising our Efforts



**Second in a two-part series on the Charleston Harbor Post 45 Deepening Project*

Article by: Glenn Jeffries

Photo by: Precon Marine, Inc.

The *Capt'n Ray* made its way into Charleston Harbor on a sultry August afternoon. Like many other vessels entering the harbor, she was headed to one of the South Carolina State Ports Authority's terminals to take on some cargo. But the cargo *Capt'n Ray* was picking up wasn't containers or BMW's. It was actually picking up a drill rig and team, as well as groceries and other necessities for the crew, to support the Post 45 study, and will be used as the platform for the rock core drilling being conducted in the entrance channel.

The *Capt'n Ray* is a liftboat, yet another unusual vessel being used to support Post 45. This is the first time the Charleston District has used this type of vessel in many years. The *Capt'n Ray* has the ability to safely raise itself on three legs to a height of 75 feet using multiple hydraulic units. The legs utilize 12 foot by 24 foot stability pads on the bottom to give this boat a stout and stable platform to rest on the bottom of the ocean floor.

The *Capt'n Ray* boasts two massive engines, sleeps 8-10 people comfortably, and has a sophisticated steering and navigation system. A 60-gallon-per-hour fresh water maker and a full galley can support up to a 10 man crew for days. Many safety systems, including a man overboard alarm system, fire alarm systems, and stability monitoring systems, keep everyone onboard safe.

The drill team consists of employees from the Savannah District who will weld their drill rig onto the platform of the *Capt'n Ray*. A geologist from the Wilmington District will also be a part of the team. Since the operation is 24 hours a day, and seven days and six nights a week, the team is divided into two crews and will coordinate logistics with the Charleston District delivery team while in town. Work began on August 12th and will take approximately six weeks to complete.

Last spring, the Post 45 study team leased the *Miss Georgia*, a shrimp boat, as a solution to countering the harsh elements



of the sea that were interrupting the wash probe efforts to determine where hard material exists on the harbor floor. After analyzing more than 200 samples, the Post 45 team has been able to identify specific locations for the final phase of the field work to characterize the types of soil or rock expected to be encountered during the deepening.

Rock core drilling will be used to gather samples from the locations that the previous field work determined rock, or other highly-consolidated materials, may be located. Fifty-five rock cores will be taken with the goal of reducing the District's risk or uncertainty of what is actually on the ocean's floor in an area of the entrance channel that the District has not dredged before. The team does not want to over- or under-estimate the project cost, which could directly affect the economic net benefit to the nation in the recommended plan to Congress.

Once the samples are collected, they will be sent to a Corps' lab in Marietta, Ga., for strength testing. The results

of the strength test will help the team's engineers determine a reasonable method for dredging this material and the types of equipment that will likely be necessary. As of now, the team believes that blasting the rock, a much more expensive alternative, will be not be necessary and the dredging could be completed with dredging equipment more traditionally used within the Charleston Harbor channels. These tests will help confirm the team's beliefs.

Cost engineers can then develop more precise estimates of the cost of the dredging to various depths within the entrance channel. The development of these costs is an important step in the process of recommending a plan for improving Charleston Harbor that the Corps will complete by the end of September 2015.

To see more about the progress of the *Capt'n Ray*, please visit our website and Facebook page and read more in the next issue of the Palmetto Castle.

Innovative Partnerships

By: Sean McBride

In 2008, the military construction mission at Fort Jackson, in Columbia, S.C., was turned over to the U.S. Army Corps of Engineers, Charleston District from the Savannah District, resulting in an increasingly large workload to support the base that sees 50 percent of all Soldiers entering the U.S. Army each year. While this mission has thrived, it has also provided new opportunities to serve fellow Department of Defense agencies, like the mission the District is now handling for the U.S. Army Reserve's 81st Regional Support Command.

The 81st RSC is headquartered at Fort Jackson, so the District's portfolio and physical proximity to the base made this partnership a perfect fit. The U.S. Army Reserve is broken into four regional support commands, with the 81st RSC managing nine southeastern states and Puerto Rico, which cover approximately 700 Army installations, and are further broken down into 11 sub-regions, labeled by letters.

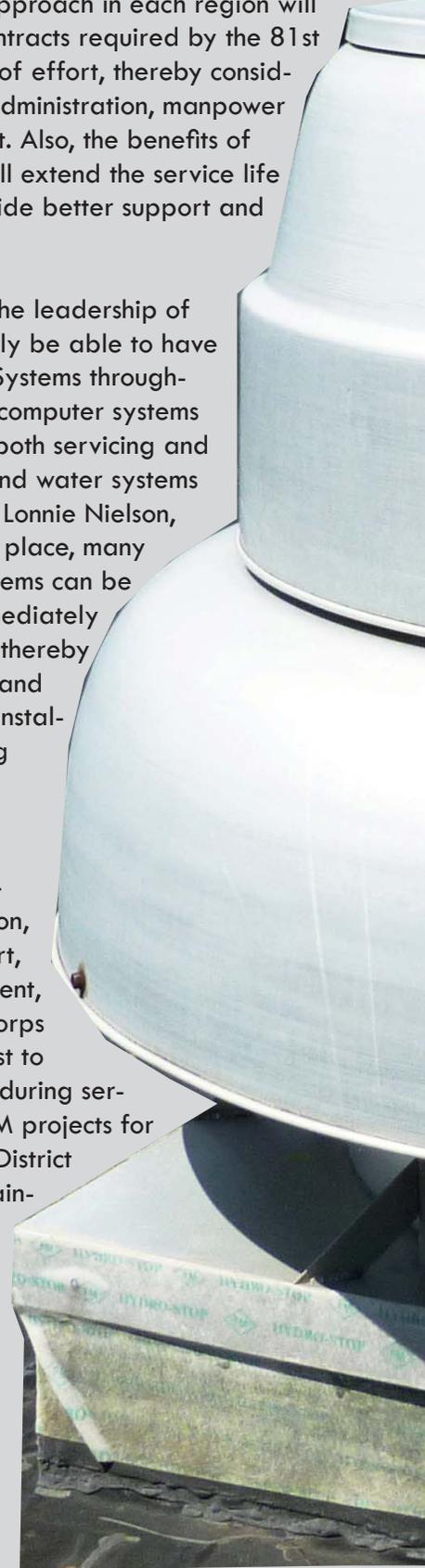
In fiscal year 2010, the 81st RSC's Deputy Director of Public Works, Frank Eubanks, requested support from the Charleston District. During FY 10 and FY 11, the District was given several design projects and sustainment, restoration, and modernization projects. After performing well with these projects, in FY 12, the District was asked to do a base operating services and preventive maintenance pilot project in Region A, which consists of Louisiana and part of Mississippi. The project included doing inventory on the installations in the region, performing tasks such as identifying equipment that needed maintenance and validating the square footage of facilities. The District then developed contracts for municipal services (custodial, pest, refuse and grounds) and preventive maintenance and emergency repairs in all facilities throughout Region A. The District also completed several additional SRM and design projects, including waterside repair in Morehead City, N.C., and HVAC resets in Vicksburg, Miss., and Fort Jackson, S.C. The success of the work completed by the District has warranted the receipt of preparing the BOS and PM contracts for the remaining regions of the 81st RSC's command, starting with Region G.

The District will soon be awarding a BOS and PM contract in Puerto Rico and is presently completing inventory on the remaining eight regions. Currently, in Puerto

Rico, multiple contracts exist for all BOS and PM work. Upon award of the contract in Puerto Rico, the various services will be provided by just one contractor who can perform all of the required services. Implementing this forward-thinking approach in each region will reduce the multitude of contracts required by the 81st to perform the same level of effort, thereby considerably reducing contract administration, manpower and cost to the government. Also, the benefits of preventive maintenance will extend the service life of all equipment and provide better support and care of each installation.

"The ultimate goal set by the leadership of the 81st RSC is to eventually be able to have Utility Monitoring Control Systems throughout the regions, which are computer systems allowing them to manage both servicing and usage of HVAC, lighting, and water systems at every installation," said Lonnie Nielson, project manager. "Once in place, many of their maintenance problems can be detected and isolated immediately at the headquarters level, thereby providing timely response and corrective actions at each installation while also conserving more energy."

The Charleston District is providing project management, contract administration, design, engineering support, and construction management, while collaborating with Corps districts across the southeast to provide quality assurance during service contract tasks and SRM projects for the 81st RSC regions. The District strives to create more sustainable solutions with all new projects, and this is one step forward.





“Phenomenal to work with”

By: Sara Corbett



A decade’s worth of accumulated sediment in Hilton Head’s Harbour Town Marina, Baynard Cove Creek and Braddock Cove Creek created a navigational hazard for boats attempting to access these areas. To rectify the issue, the South Island Dredging Association applied for a permit from the Charleston District to dredge.

SIDA plans to dredge approximately 300,000 cubic yards of sediment and pump it via pipeline approximately 4,600 feet from the shoreline to a 56-acre site at the mouth of Calibogue Sound where the strong tidal currents and a dynamic environment will disperse it. The Charleston District frequently processes applications for dredging permits; however, the SIDA project differed from others as it included open-water disposal within in-shore waters.

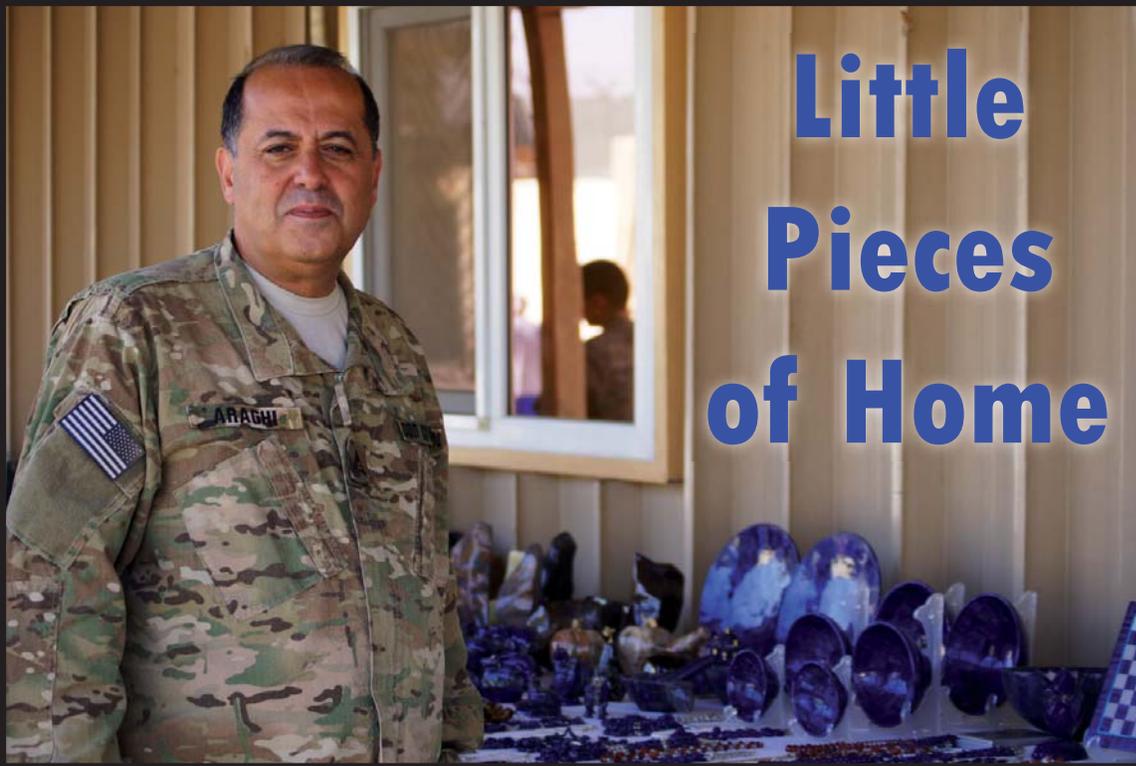
“Open-water disposal, such as this one, has not been authorized for private use before in South Carolina,” said Robin Collier-Socha, project manager for the SIDA permit. “There was significant concern among the environmental resource agencies and regulatory community regarding the potential environmental impacts and the potential for setting a precedent for other projects. However, the strong tidal cycles and high-energy environment of Calibogue Sound make this an acceptable location for this type of disposal.”

The Charleston District issued the permit July 11th and, the following week, a press conference was held at the marina where Gov. Nikki Haley spoke about the project.

“This really was team South Carolina at work...you saw the Corps of Engineers, which was phenomenal to work with,” Haley said at a press conference at Harbour Town Yacht Club. “Everyone came together and said, ‘how do we get this done?’”

While the permit has been approved, there are a number of special conditions that came along with it to provide environmental protection, including a requirement for a \$3 million performance bond to provide remediation if unauthorized activity occurs. A public website must be created prior to dredging and must be updated daily to keep the public informed. Special conditions are also included to provide protection for the West Indian manatee, which could enter the project during the warmer months of the year.

Through the entire six month project, which will begin in November, the Corps will be closely monitoring to guarantee it is in compliance with the conditions of the permit.



Little Pieces of Home

deployees, Araghi has a few family photos spread around. He also has a bottle opener that his son made, as well as a special comb that he cherishes that his daughters sent him as a joke. On his wall he has a Charleston District poster that was signed by his coworkers to remind him of the place he left and will return to before he knows it.

The District's Family Readiness Network ensures that Araghi maintains the connection to Charleston that he enjoys. He especially likes the thoughtful emails that he receives from the District's FRN, the District

By: Narissia Skinner, family readiness coordinator

Siamak "Mak" Araghi knows it is very important to have little pieces of home when you are far away. He's currently deployed to Afghanistan where he spends his days working in resource management. He is the only civilian working in his section with three military personnel. He is one of the few U.S. Army Corps of Engineers personnel embedded with NATO Special Operations Component Command- Afghanistan.

Araghi works 12-14 hour days, seven days a week. His usual day starts by going to the dining facility at 6 a.m. for a light breakfast before calling home to his family and parents as they get ready for bed. He then walks to his office, located next to the DFAC, which Araghi considers a curse; especially on "Pizza Fridays" when he occasionally he eats one slice too many.

If you were to go to Araghi's living quarters, you will find accommodations similar to a hotel room. But it's the little things that remind him of home that are important. Like most

Commander and the folks from RM.

"These efforts really make the deployment worthwhile and boost my morale," says Araghi. "Many people who are deployed do not receive any correspondence at all. I'm particularly proud of the special effort that the Charleston District makes to support our deployed."

As a means of trying to provide entertainment away from home, the base has a small Morale, Welfare and Recreation building with several pool tables and a TV. A small convenience store and barber are also located next to the MWR building. The base also has a gym that stays open 24/7, offering a great place to go for a workout or just take a walk on the treadmill to work off that pizza.

"Overall, it is a very small community and after a while you get to know everyone, just like in Charleston," says Araghi. "With all of the little pieces of home that I have with me while deployed, it feels like Charleston is so far away, but yet so close!"



New Regulatory Branch Chief

Congratulations to Robin Collier-Socha for being selected for promotion to **Chief of the South Branch** of the Charleston District's Regulatory Division! Collier-Socha has been serving the Charleston District for 21 years as a watershed manager and will now be overseeing all regulatory projects in the lower third of South Carolina.

For questions in this area, contact Robin at:

Robin.C.Socha@usace.army.mil

Palmetto Happenings

Leadership Development Goes to D.C.

The U.S. Army Corps of Engineers' Leadership Development Program seeks to grow young leaders through training courses, projects, meetings with key officials and much more. In June, Trae Redmond (left), national disaster project manager, and Jeremy Johnson (right), civil engineer, two members of the Charleston District's current class of LDP students, traveled to Washington, D.C., and met with Sen. Tim Scott (center) during a meet-and-greet session at the U.S. Capitol.

"The D.C. trip was very insightful, informative and eye opening," said Redmond. "The Government Affairs Institute is top-notch."

The Government Affairs Institute is a Congressional operations seminar put on by Georgetown University. This week-long class provided an opportunity for the group to understand the inner workings of Congress and how it affects their work with the Corps. Redmond and Johnson heard from different speakers discussing the different roles in Congress. They also sat in on committee hearings and watched from the gallery while both the Senate and House of Representatives were in session.

"It was an amazing experience getting to learn from and interact with both current and former members of Congress, Congressional staff members, committee staff members, lobbyists, journalists and professors with vast knowledge of how Congress operates," said Johnson.



Influential Woman in Business

Tina Hadden, Charleston District regulatory chief, recently won the Charleston Regional Business Journal's 2013 Influential Women in Business Award. The award recognizes women who demonstrate leadership and excellence in one of four demonstrated categories: CEOs, executives, rising stars, and volunteers. Hadden was selected as the winner out of three finalists from the many nominations in the Executive Category of the annual competition.

Hadden was well deserving of this recognition for her work around the state. She is responsible for issuing permits and understanding the environmental, legal, and economic implications behind any proposed project affects waters of the United States in South Carolina. The basis of her job revolves around balancing economic development with environmental sustainability. Hadden was also just featured in the Moultrie News for her dynamic personality and successful 30 year career with the Corps, including being the District's first female engineer. Way to go, Tina! We are proud of you!



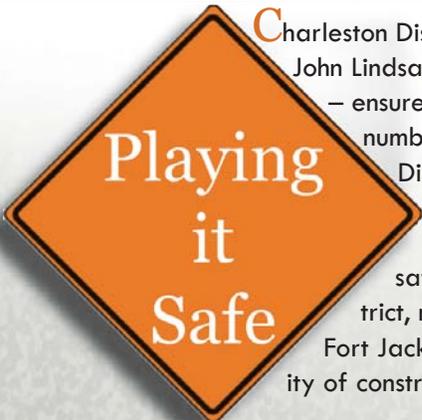
Growing New Leaders



Charleston District Program Analyst Mary Creese recently graduated from the Charleston Metro Chamber of Commerce's Leadership Charleston program. Leadership Charleston is an application-based leadership course for professionals in the workplace looking to strengthen leadership skills and network with other professionals and leaders in the community.

Creese's training included a two-day retreat and once-a-month sessions, featuring panel discussions, key note speakers, and visits to schools, hospitals, the Port of Charleston, military facilities, and the S.C. Statehouse. After completing the training, Creese brought back unique leadership skills, team-building practice, and strength of character to the District. She truly is a role model for the District.

Additionally, James Choate, assistant district counsel, has recently been selected for the next Leadership Charleston class.



Charleston District Safety Officer John Lindsay has one main goal – ensure that safety is the number one priority to the District and all contractors we work with. While ensuring the safety of the entire District, much of his focus is at Fort Jackson, where the majority of construction takes place.

Lindsay travels to Fort Jackson on a quarterly basis, or more often if requested, but he also depends on the alternate safety officer, John Tyson. Tyson is at Fort Jackson on a daily basis inspecting for quality and safety as defined by the Army Safety and Health Requirements Manual, as well as Occupation Safety and Health Administration construction standards.

All of the District's project managers, quality assurance specialists and engineers are trained in construction disciplines. These skills enhance their capabilities of finding safety discrepancies on construction sites, which helps keep our con-



struction mishaps low. The District has an outstandingly low rate of injury with only 0.005 percent compared to a 0.05 percent rate for outside contracting.

"I personally think it's important to praise the contractor for good safety practices that he is using," said Lindsay. "We want them to correct the discrepancies and we will help them make those corrections, but we also want them to know that we appreciate their actions on keeping the work site safe."

Lindsay and Tyson build rapport with contractors from the beginning of a project, which provides a safe working atmosphere for all. A typical safety inspection starts with meeting the contractor and going over their entire safety program. They also ensure that the contractor has all the required paperwork, such as his training records, qualifications, and safety bulletin boards, as well as any other program management requirements. After this meeting, the team visits the construction site, where they look for any construction-related safety discrepancies.

By having a "safety first" attitude and ensuring a safe environment before and during construction, the District is in safe hands, all the time.

