

PALMETTO CASILE



Summer 2016
Volume 8/Issue 3



From the Commander

Summer is certainly flying by and I can hardly believe that we are in the last weeks of the season. We have started to notice that relaxed feeling slipping away as we finish the vacations and send our children back to school. It is the same feeling here at the District because we have entered the last quarter of our 2016 Fiscal Year.

My team has not taken a vacation from being dedicated to delivering quality services and products to our valued customers and partners. Our focus is on you and it will be an extremely busy time between now and the end of September. We are committed to expeditiously delivering high-quality training facilities at Fort Jackson, refining our plans for the Post 45 Harbor Deepening Project, protecting our environment and allowing for balanced development by issuing timely regulatory permits. All this while negotiating and awarding contracts for all of our customers.

This issue of the Palmetto Castle is filled with some of the exciting things the District has been doing this summer. I am very pleased to share with you that we are the first federal agency in Charleston to start a bee pollinator program. This is one of the Obama Administration's priorities and our property at the Cooper River Rediversion Project was the perfect place to host the hives (see page 12).

Some of the construction work at Fort Jackson recently took an unexpected turn and experts at the Huntsville District had to be called in to search for unexploded ordinance at a project site (see page 4).

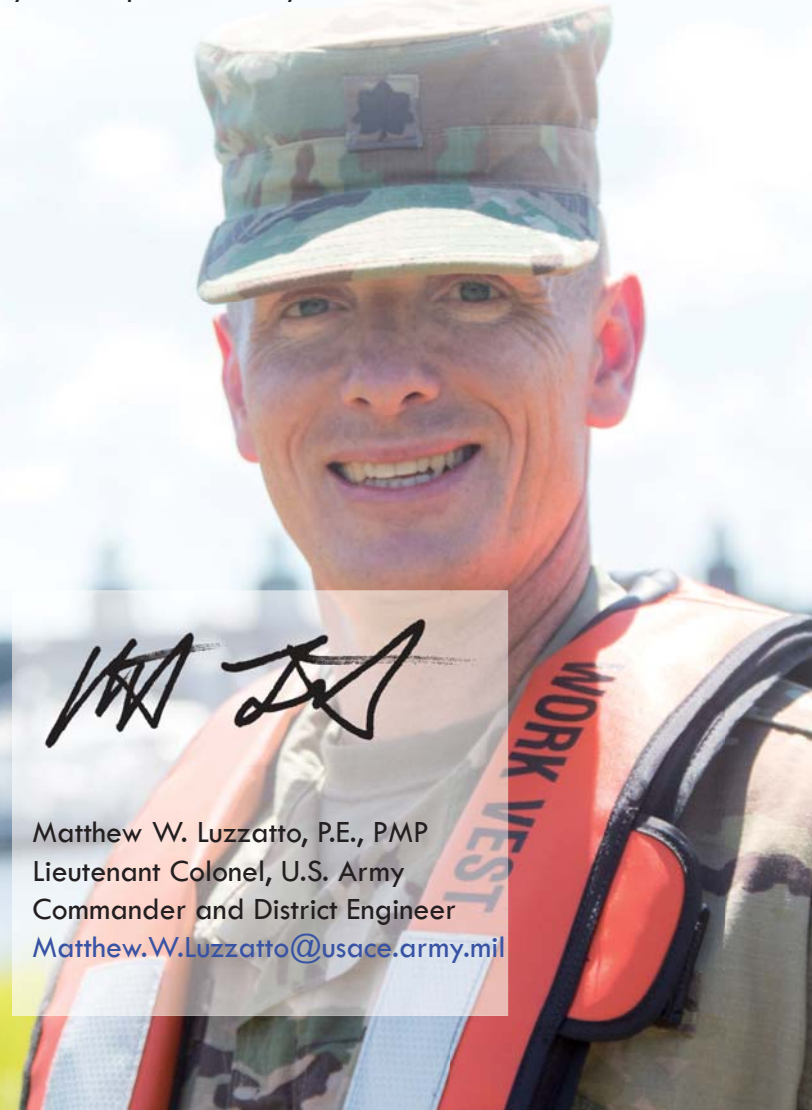
A unique partnership with the South Carolina Aquarium came to fruition with the opening of an exhibit highlighting the fish passage facility we run with DNR at the St. Stephen Powerhouse. Having this display at the aquarium will allow thousands of visitors from around the world to learn about this fascinating resource in the Lowcountry's backyard.

A highlight of the summer for me was our annual Corps Day awards program where I was able to recognize many of the hardworking employees of the District while celebrating the Corps' birthday. I could not be prouder to lead this team of professionals who give their best each day for the citizens of South Carolina and our nation. Our vital missions could not be accomplished without their dedication. The District STEM team was recently

honored in Washington, DC by receiving the USACE national Science, Technology, Engineering and Math Outstanding Team Achievement Award for their work with local schools last year. The start of the new school year will give us another opportunity to influence our areas youth and we are exciting to be a part of this important community responsibility.

Finally, each summer brings a leadership change to the District. I would like to thank Lt. Col. Nate Molica and his family for their wonderful dedication to the District these past two years and wish them luck at their new duty station in Ft. Hood, Texas. Nate will be missed and he made a huge impact on the District. He worked hard to "leave it better than he found it;" something we heard many times throughout his time here. You will enjoy meeting my new deputy, Maj. Jason Legro, on page 21. He will be out meeting our stakeholders over the next few months and I am sure you will find him to be a great addition to our team.

Enjoy these last few weeks of summer and please wear your life jacket when you're out on the water.

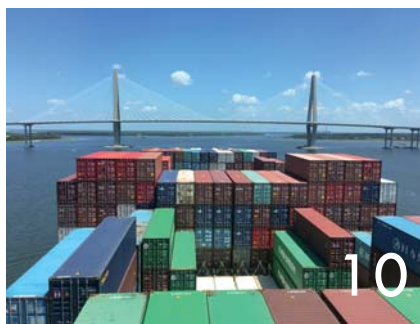


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Cover photo by Sara Corbett - St. Stephen Powerhouse has welcomed new residents- bees. To learn more about this innovative program turn to page 12.

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Recently, during the excavation phase of the new Basic Training Complex Four construction project at Fort Jackson, the U.S. Army Corps of Engineers, Charleston District discovered white phosphorous grenades on the site.

“As soon as we saw white smoke erupting from the ground,” said Eric Jones, project manager, “we knew we had a problem. The area was immediately cleared and the Fort Jackson Fire Department and the Explosive Ordnance Disposal unit were called in to assess the situation.”

It was quickly determined by the EOD unit that the smoke was from white phosphorous grenades, also known as ghost grenades, which were used as a signaling device during World War II. The initial findings from Fort Jackson’s EOD unit concluded that eight grenades had ignited at once when the excavator being used on the project scraped the 75-year-old casings. The EOD unit did a surface sweep of the area and found 55 more grenades. They took all of the grenades and properly disposed of them at an approved range on Fort Jackson.

The Corps and Fort Jackson always prepare for anything and everything that could arise during a new construction project, including finding unexploded ordnance. Because of this, the two organizations worked together to remedy the issue quickly and efficiently.

While Corps employees were still on high alert, the immediate alarm subsided and the area was properly roped off by the EOD unit until Corps’ experts from Huntsville Center’s Military Munitions Design Center arrived. Since Fort Jackson’s EOD unit doesn’t perform sub-surface clearing, it was necessary that the Design Center personnel were called in.

“Since safety is the Corps’ number one concern, we wanted to ensure that the entire site had been swept and cleared before moving forward,” said Jones. “The Munitions and Explosives of Concern Reconnaissance (MEC Recon) team swept the area and provided step-by-step guidance to mediate the problem.”

It took the MEC Recon team two days to thoroughly sweep and search approximately 10 acres where they found four more grenades.

Due to finding the grenades, there are several additional precautions that must be taken before proceeding with the completion of this project and Charleston District and Fort Jackson are in the process of weighing all the options prior to making a final decision.

Just like most Army installations, Fort Jackson has a long history and over time locations of barracks, ranges and other facilities shift to different areas on the base, so finding unexploded ordnance on an old Army base is not uncommon.

Luckily, no one was injured in this event, but this provides an example of always being cautious. Even if they are old, munitions can be dangerous. If you think you may have found a possible military munition or an unfamiliar object, please practice the three Rs; Recognize, Retreat, Report. Under no circumstances should you ever disturb or pick up a possible munition.



10

acres searched

59

grenades found

8

grenades ignited

0

injuries

Top: An example of a WWII smoke grenade
Middle: The project manager and safety officer discuss the findings at Fort Jackson
Right: The project manager sweeps the area at Fort Jackson

Smoke Grenades Present Challenges to Fort Jackson Construction



*Please note, under normal circumstances, personal protective equipment is required on a construction site, however wearing a hard hat can pose as a hindrance during a sweep. Should the hard hat fall off and land on a munition, it could ignite that munition creating life-threatening situations.

Proposed I-73 Project Under Review

By Sean McBride

With any new proposed project, one of the first questions asked is, “how long until you can make a decision?” With every project, the answer is different, and the Charleston District’s regulatory division truly doesn’t know how long it will take to make a decision at the beginning of the process. That’s because there are reviews, studies, approvals from other agencies, and much more that goes in to each permit decision. But the first step toward a decision in the individual permit process is to ask for public comments on the proposal.

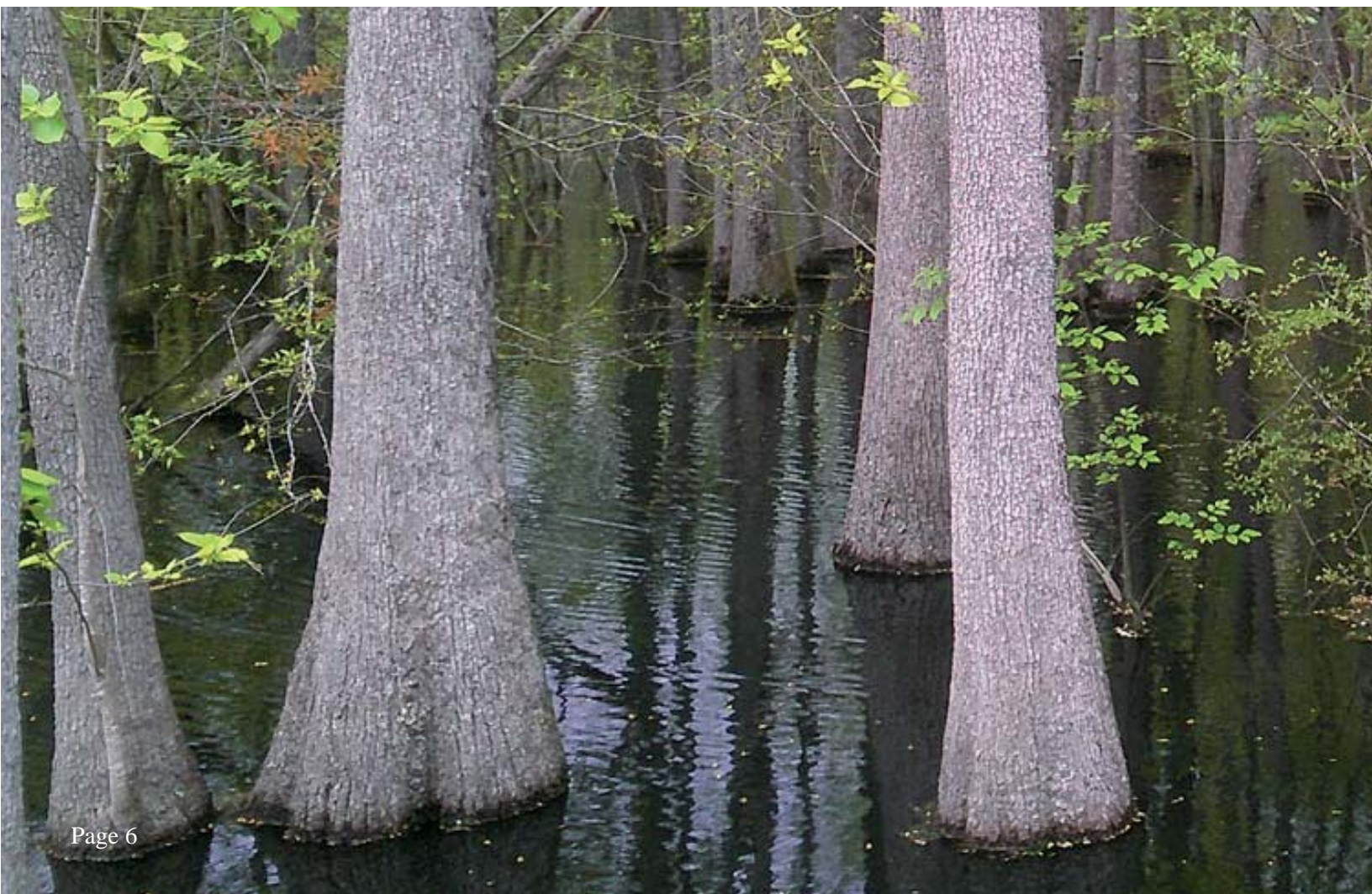
One project that has recently begun a new stage in the review process is the proposed Interstate 73 project from the South Carolina Department of Transportation. This project dates back to 1991 when the U.S. Congress passed an act identifying a potential new interstate in South Carolina as part of a highway system that would connect Detroit, Mich., to Charleston. After several studies by the SCDOT, this proposal was changed to have the highway lead to Myrtle Beach instead.

Between 2005 and 2011, several public meetings were held, comments were solicited, and Environmental Impact Statements were completed, and a Department of Army

permit application was submitted, however after much coordination with Corps, SCDOT decided to submit a revised application changing the mitigation plan as well as minor modifications throughout the project. Due to the changes in mitigation, the proposed project, and the lapse of time from the original public notice (2011), the proposed project was put back on public notice and the comment period officially ended on August 8th.

“Our permitting process balances the need from the project with the impacts that result from that to the environment; specifically wetlands and streams,” said Steve Brumagin, project manager. “We’ll be looking at the impact of the proposed road on the environment and how those impacts can be mitigated.”

More than 1,000 comments were received in the mail and they will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this project. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors.



> 1,000

comments received in the mail

> 7,700

letters of support received from the Myrtle Beach Chamber of Commerce

324.1

acres of wetlands the applicant proposes to impact

4,643

linear feet of streams that would be impacted

76

mile-long project

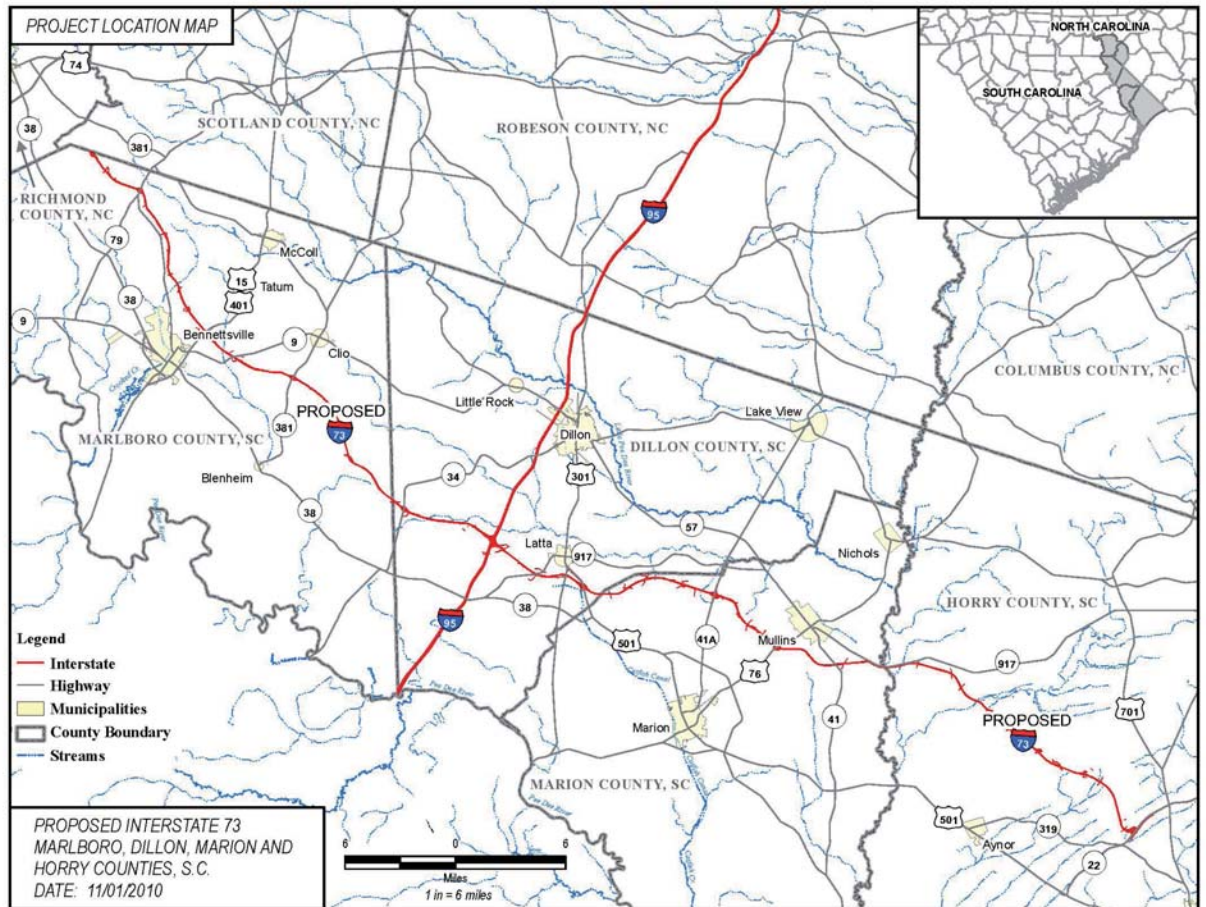
6,134

acre proposed mitigation site

“Comments are a crucial part of our permitting process and we received such a large number of comments because this is one of the largest SCDOT projects the Corps has been involved with,” said Brumagin. “The number of comments is relative to how large the project is.”

The proposed I-73 project stretches approximately 76 miles from the North Carolina border, near Bennettsville, to S.C. 22, near Conway. The project runs mostly through rural South Carolina and would impact approximately 325 acres of wetlands and 4,600 linear feet of streams. The biggest difference in the new proposal is the mitigation for affected wetlands, which is proposed as protecting an 11 mile stretch of streams and swamps near the east side of the Little Pee Dee River known as Gunter’s Island, a 6,000 acre tract.

SCDOT hopes that I-73 will enhance connectivity in the nation and region while boosting economic development opportunities and tourism along the corridor. Additionally, SCDOT believes I-73 would alleviate possible congestion issues associated with hurricane evacuation.



FY 15 Civil Works

Customer Survey Results

By: Sean McBride

Our overall customer satisfaction score was

4.5

out of

5

This is down from

4.52

last year

The average score for our “tier” of districts (based on size of workload) was

4.37

This ranked us

6th

out of

19

in our tier

Here are our average scores for various topics addressed in the survey questions:

Attitude

- Customer Focus
- Listening to My Needs
- Reliability
- Treats Me as a Team Member
- Flexible to My Needs

4.6

Services

- Quality Products
- Satisfying My Requirements

4.52

Staff

- Responsiveness
- Technical Competency
- Managing Effectively

4.57

“Always learning... always growing. The Charleston District values our customers’ feedback.” - Lt. Col. Matthew Luzzatto

The response rate from our customers rose slightly to **50%**

We received responses from **23** out of **46** possible customers

This is a **4.5%** drop in population size

We had the **7th** highest response rate in our tier

Timeliness

- Timely Service
- Meets My Schedule

4.36

Cost

- Financial Information
- Cost of Services
- Focus on My Budget

3.79

Communication

- Keeps Me Informed
- Corps’ Documents
- Corps’ Correspondence

4.64

Problem Solving

- Notifies Me of Problems
- Timely Addressing Problems
- Problem Resolution

4.46

Partnering with the C

Article by Sara Corbett

With the U.S. Army Corps of Engineers, Charleston District mid-way through the Charleston Harbor Post 45 Deepening Project, there are a wide-range of agencies that the District works with for input, feedback and comments. The organizations that quickly come to mind are the South Carolina Ports Authority, South Carolina Department of Natural Resources and U.S. Fish and Wildlife. One group that might not be as obvious, but is equally as crucial, is the Charleston Harbor Pilots.

“We work very closely with the Harbor Pilots,” said Holly Carpenter, Post 45 Project Manager. “They have been very active in the project since its inception and we will continue to work with them through the remainder of the project.”

Most recently, the Harbor Pilots traveled to the Corps’ Engineer Research and Development Center in Vicksburg, Miss. to participate in the ship simulation phase of the project. This phase tested alternatives to help determine

which areas of the channel and turning basins should be widened, potentially saving on costs and construction time.

The Harbor Pilots were also previously very involved in the feasibility study, which was the second phase of Post 45 project. During the feasibility study, the Harbor Pilots participated in a desktop exercise the Corps hosted, which helped formulate the feasibility footprint. The Harbor Pilots provided input on turning basins and channel widenings during this phase and were then able to test their input during the recent ship simulation. The District will continue to work with the harbor pilots to coordinate the draft results before finalizing the construction plan. The results of the ship simulation will be incorporated and released in the final pre-construction engineering and design report.

The Harbor Pilots are the only people that can navigate container ships through Charleston Harbor and since they are the only ones, their input is vital to the success of the project.



20
Harbor Pilots

>3,700
ship movements yearly

208
ship simulation
runs completed

Charleston Harbor Pilots

"It's been a wonderful experience," said Whit Smith, President of Charleston Harbor Pilots. "I have been involved in three deepening's and the local Corps has been a wonderful partner to work with."

Becoming a harbor pilot is no easy feat, it requires a three-year apprenticeship with 1,200 supervised trips through the Harbor, satisfactorily completing testing and examinations throughout the apprenticeship, and successfully rising through the ranks until they reach Full Branch Pilot.

As a Full Branch Pilot, they work an unconventional schedule; they are on call for 24-hours with a week-on and week-off schedule. Sometimes they miss holidays and birthdays, but the Harbor Pilots love what they do.

"I love coming to work, every day is different," said Smith. "Sure it's hard missing holidays and birthdays, but I wouldn't trade this job for anything."

Most weeks there are 45-50 ships arriving to the Port of Charleston and all of them need to leave, so there are 90-100 movements in a week for the Harbor Pilots. There are usually nine Harbor Pilots on the schedule. They navigate three ships to or from the terminals and then are moved to the bottom of the list. Currently, there are 20 Harbor Pilots and three Apprentices.

Once becoming a Full Branch pilot, they are able to navigate ships through Charleston Harbor, including Post-Panamax ships. While the Harbor Pilots are able to navigate Post-Panamax ships through the harbor now, it is challenging and there are constraints, but once the harbor is deepened, it will be much easier for them to move in and out of the channels.

Moving forward, the Harbor Pilots will continue to advise the Corps on channel design and the Corps will keep the Harbor Pilots informed on the construction schedule. The Corps looks forward to continuing this great partnership.

*Second in a two-part series on the Charleston Harbor Pilots and the Post 45 project.



New BEEginnings at St. Stephen

Article and photos by Sara Corbett

BUZZZZZ. BUZZZZZ. A new sound is greeting visitors to the St. Stephen Powerhouse and Fish Lift; bees hard at work!

“With the continual loss of bees, a main pollinator, we are excited to welcome 10 hives onto the grounds in support of the Administration’s 2015 National Pollinator Strategy and the USACE Pollinator Protection Plan,” said Joe Moran, chief of operations.

Pollination is the act of transferring pollen grains from the male anther of a flower to the female stigma. The goal of every living organism, including plants, is to create the next generation. Pollinators are defined as animals that assist plants in their reproduction and are responsible for assisting with pollination in more than 80 percent of the world’s flowering plants.

To get this new pollinator program up and running, the Charleston District is partnering with Jim Strohm of Charleston Community Bee Gardens, who identified a local beekeeper to place hives at St. Stephen.

“I am bringing five hives to start and will bring five more a little bit later in

the summer,” said beekeeper Don Graham. “Each hive will average 20,000 bees in the fall and will build up to around 50,000 in late spring.”

Pollinators like bees, butterflies, and bats contribute substantially to the economy of the U.S. and are vital to keeping fruits, nuts and vegetables in our diets and keeping us healthy. Honey bees alone add more than \$15 billion in value to agricultural crops each year by pollinating everything from almonds and apples to blueberries and squash. Pollinators need lots of land, native forage, and a water supply to thrive, making St. Stephen the perfect location.

“Large tracts of land with ample native wild forage are important for honey bees and all pollinators, and are becoming increasingly harder to find,” said Graham. “As a beekeeper, I feel programs like this will help us turn the tide on the dwindling presence of pollinators in our environment.”

Unfortunately, the buzz around the bee industry is bad. Last year beekeepers reported losing about 42 percent of honey bee colonies. The rapid decline is due to infectious diseases carried

by varroa mite larvae, Colony Collapse Syndrome, and insecticides. This alarming number is just one of many reasons the District started a pollinator program.

Nearly all of St. Stephen’s 2,500 acres are a South Carolina Department of Natural Resources Wildlife Management Area (WMA) and the District will be working closely with SCDNR to potentially utilize this initiative as a template for a statewide WMA Pollinator program.

“One of the goals of the Corps’ Pollinator Protection Plan is to improve habitats for pollinators on its 12 million acres,” said Moran. “SCDNR has more than 1.1 million acres in their robust WMA system, and introduction of a WMA pollinator program would greatly increase the numbers of pollinators. The impacts could be substantial.”

The Charleston District looks forward to hosting these new residents at St. Stephen. Future plans include working with our STEM school partners to design and plant pollinator gardens, and to plant milkweed to host monarch butterflies.





1st

federal agency
in SC to start
pollinator
program

10

hives installed

500,000

bees



Left: The hives are set-up on a stand
Top Right: Don Graham, bee keeper, Jim Strom,
Charleston Community Bee Gardens, Joe Moran,
USACE, and Jim Cater, USACE, inspect the newly
placed hives.

Bottom Right: Bees adjusting to their new habitat.



A World of Experience

By Sean McBride

Sometimes your job requires you to sit at a computer and crunch numbers or write proposals. Sometimes your job requires you to head into the forests of third-world countries and build life-changing infrastructure.

That's what Dan Klingshirn was doing before joining the Charleston District to work as a project manager on construction projects at Joint Base Charleston.

After serving four years in the U.S. Navy, Klingshirn took a job with NAVFAC in Honolulu doing humanitarian assistance under the Theater Security Cooperation Program.

"It's a big Department of Defense program that not many people know about," said Klingshirn. "We work with U.S. Embassies all over the world who have the idea that if they help foreign countries build infrastructure, then peace, stability, and prosperity will follow."

The infrastructure Klingshirn worked on included schools, clinics and roads in Southeast Asia. He also worked on building barracks for the United Nations' peacekeeping program. These projects enabled these areas to grow and survive on their own.

"The most rewarding thing was when you went to a project site in the middle of nowhere in Asia and they are

so poor but so excited because you are delivering something to them that's going to change their lives," said Klingshirn.

After five years of travelling back and forth from Hawaii to Asia, Klingshirn and his family moved to Naples, Italy, for a new job under NAVFAC serving as a project manager to build more humanitarian assistance and counter-narcotics projects. His new territory was an underdeveloped, yet beautiful, area of East Africa, which included Uganda, Tanzania and the island nation of Seychelles.

Here, Klingshirn did much of the same type of work, but there was one example that he will always remember. It was the renovation of a 40,000 square foot building for the Tanzanian military officials that had been slated for a two story building years before.

"Halfway through construction, their government wanted it changed to a three story building," said Klingshirn. "They did that, but then ran out of money for walls, electrical work and everything else necessary, so it was unusable. It was a shell of a building."

Klingshirn's team went in and finished the building. These jobs are part of the goal of building facilities and hosting training so that, after construction of facilities, the U.N. and

neighboring countries can handle security missions in the area on their own.

While much of the work was generally the same between Asia and Africa, there was one notable difference. In Asia, NAVFAC had an established contractor base that was familiar with the U.S. government's policies and were fairly self-sufficient. In Africa, not so much.

"The contractors in Africa hadn't worked with the U.S. government before and weren't used to our level of calculations and engineering," said Klingshirn. "They always just went out and built a project. We had to start doing pre-bid and pre-construction site visits with them so that they would understand our requirements."

Now Klingshirn is in Charleston, where he passed up his rights to return to Hawaii to be near family instead. He'll be working on projects at Joint Base Charleston, including a water intrusion repair project to keep the naval hospital running while ripping out leaking walls and keeping new water out.

Klingshirn brings a world of experience (literally) to the Charleston District and joins a team ready to serve our customers.

You can contact Klingshirn at Daniel.J.Klingshirn@usace.army.mil.



Partnership with New York District

By Sean McBride

You can't always do everything by yourself. That's why every great organization is made up of great team members. Sometimes, great organizations have to pair up with another great organization to accomplish a task. That's why the U.S. Army Corps of Engineers' Charleston and New York Districts are teaming up in Brooklyn, N.Y., for a high-priority project for the Marine Forces Reserve.

Along with our sister district in New York, the Charleston District is renovating MARFORRES' reserve center at Floyd Bennett Field, which will allow for more drill units to complete their monthly reserve duties at that location. Enhancing the capabilities of this facility will allow MARFORRES to eliminate some of their other, older facilities and be more efficient with more units in one place. MARFORRES currently has approximately 100,000 reservists at 160 Marine Corps Reserve Centers and is the largest command in the U.S. Marine Corps.

Floyd Bennett Field is a historic site in Brooklyn. Before JFK and LaGuardia Airports, Floyd Bennett Field was New York City's first airport. Opened in 1930, Floyd Bennett Field has served as both a commercial airport and naval air station and much of it is currently managed by the National Park Service.

"[I'm] glad to see New York and Charleston working together," said Lt. Gen. Todd T. Semonite, USACE Chief of Engineers. "Our Marines deserve the talented expertise of both of our districts. Let's ensure we get this done in a manner deserving of putting the Corps Castle on the side of the building."

For this project, Charleston is managing the project while New York oversees the actual construction. The Charleston District is currently partnering with 11 other districts to complete MARFORRES projects in various parts of the country. These projects are all examples of the Corps using the right resources to get the job done. The graphic on the next page shows more details about these projects we're partnering on throughout the country.



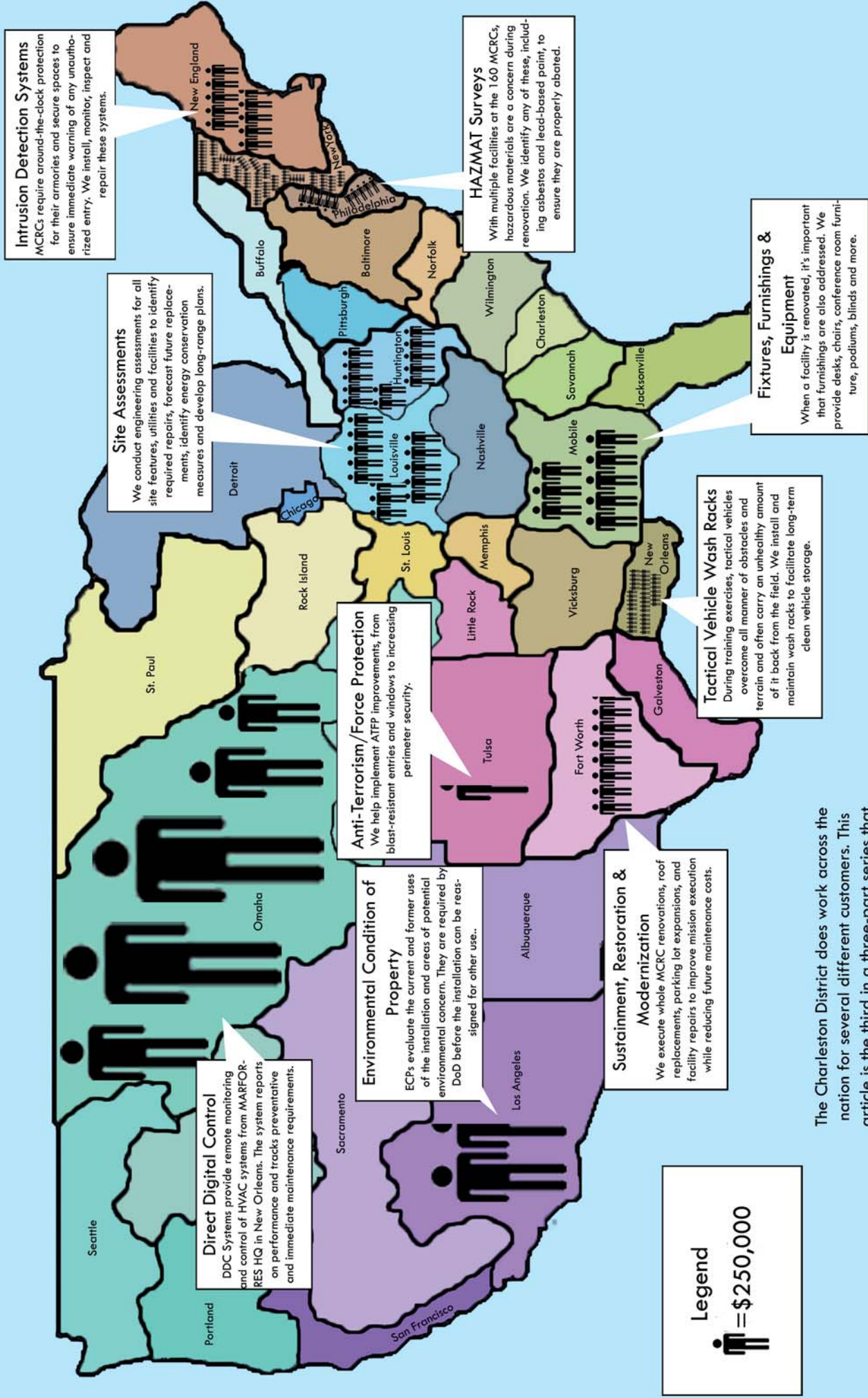
Top: Brandon Works, engineer, inspects the sub-floor.

Bottom: A group of employees meet in a MARFORRES project.

Marine Forces Reserve Program Support

By: Sean McBride

As part of the Interagency and International Services mission, the Charleston District executes projects throughout the continental United States for the Marine Forces Reserve. The Charleston District helps keep their Marine Corps Reserve Centers functioning and up-to-date through a variety of construction and service contracts. The below map features the boundaries of the U.S. Army Corps of Engineers districts in the United States. Districts with figures represent the districts we have recently partnered or are currently partnering with to complete projects for MARFORRES. Figures represent total costs of the projects in those districts. A few of them provide information on the overall types of projects we do for MARFORRES, but are not specifically tied to any one location.



The Charleston District does work across the nation for several different customers. This article is the third in a three-part series that highlights our diverse work.

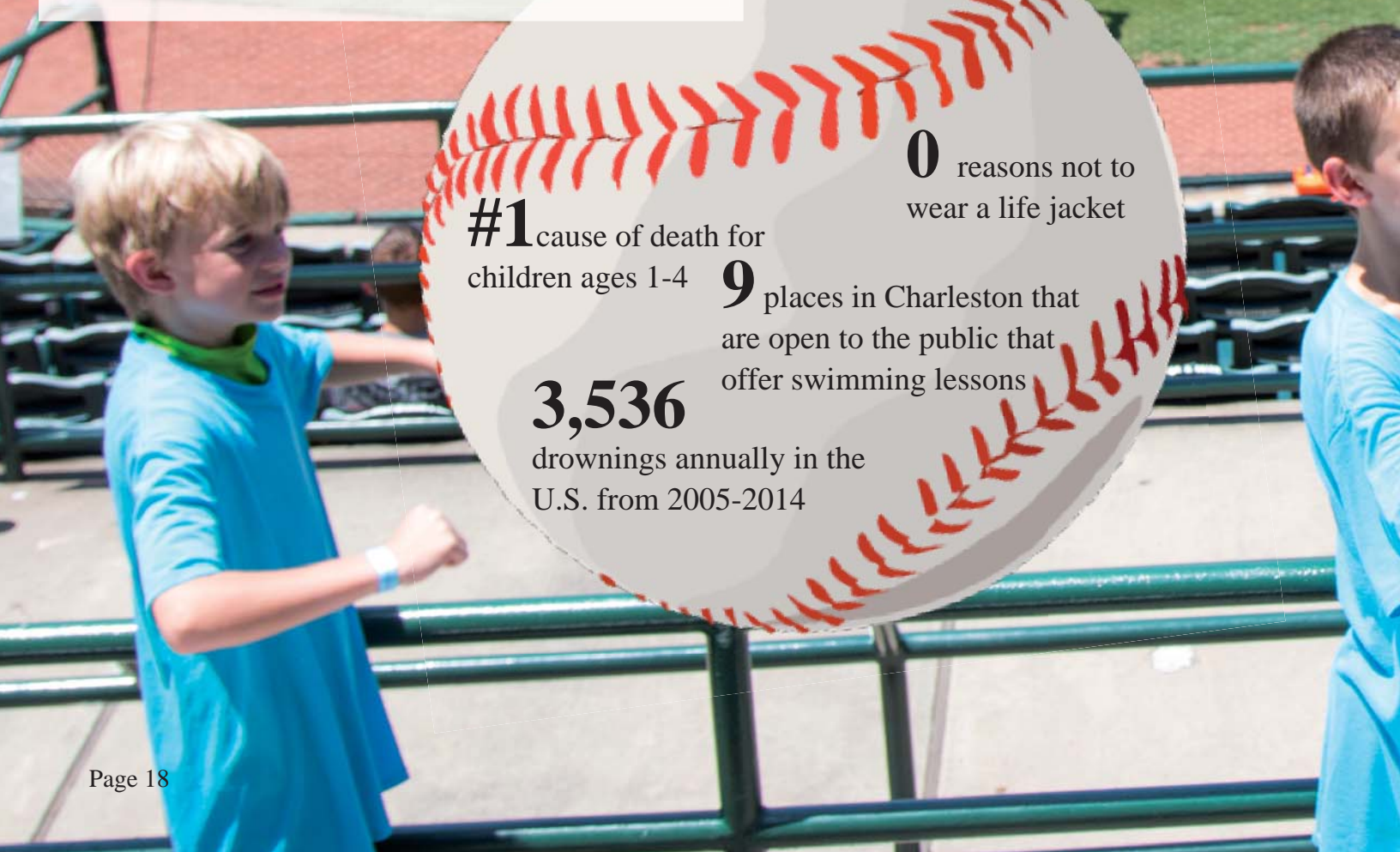
“Take me out to the ballgame!”

That’s what Bobber the Water Safety Dog has been saying this summer as the Charleston District has partnered with the Charleston RiverDogs to promote water safety in children this summer. The RiverDogs are the Class A baseball affiliate of the New York Yankees and are located just 300 yards from the District’s headquarters office.

This summer, Bobber has been appearing at RiverDogs games alongside his friend Charlie T. RiverDog. Bobber has greeted fans and players at several of the RiverDogs’ Military Appreciation Nights, where members of the military and their families are able to attend games for free. The Charleston District has always been a part of these evenings by throwing the first pitch. Now, Bobber is prancing through the stands reminding kids to wear their life jackets.

The most unique event of the summer was Big Splash Day, where members of the community came out for a day game armed with water balloons and squirt guns. Kids from camps across the area were ready to get wet, making it a perfect opportunity for Bobber to show off his life jacket and encourage kids to wear theirs while they are in or on the water.

Bobber continues to spread his water safety message across the Lowcountry and is thankful to have wonderful partners in the Charleston RiverDogs!



#1 cause of death for children ages 1-4

0 reasons not to wear a life jacket

9 places in Charleston that are open to the public that offer swimming lessons

3,536

drownings annually in the U.S. from 2005-2014



Family whom you've never met

By Narissia Skinner, Family Readiness Coordinator

The Charleston District boasts about our civilian workforce being a family. We don't just talk about it, we live it. Michael Glasch can attest to this truth. Glasch is currently deployed in Afghanistan as the Public Affairs Officer for the USACE Transatlantic Afghanistan District and recently came home on a break. Glasch is from the Columbia area and works at Fort Jackson when he is not deployed, but not for USACE. During his brief break, he and his wife Elizabeth made it a point to travel to Charleston to meet the Family Readiness Coordinator from the District that supports him on a continuous basis even though they have never met him.

"Several agencies speak of their civilian workforce being a family," said Glasch. "The Corps actually lives it."

Michael is no rookie when it comes to deployment. He has deployed two other times, once as a soldier during the Gulf War and once as a civilian to Afghanistan for six months as a public affairs officer for the NATO Training Mission Afghanistan. The support he received during this deployment has proven to be quite different than deployments in the past.

"The biggest benefit of having family readiness support is the peace of mind that it brings," said Glasch. "Knowing that someone is here for Elizabeth is one less thing that I have to worry about. You can't put a price tag on that."

While deployed, Glasch gets to visit unique projects such as Kajaki Dam, in the Southern Helmand Province. Until his trip there in March, no U.S. personnel had been allowed access to the site, due to security concerns. Special permission had to be given from the US Ambassador to be able to go to the work site. The dam controls irrigation for the farmers downstream. By controlling irrigation, farmers can rely on their own crops and not rely on that of the Taliban. Glasch's role as the Public Affairs Officer allows him to make sure that the work of the employees does not go unnoticed.

"I make sure to showcase the quality of their work, the sacrifices they are making and the dedication that they have to the mission as they work to build a more secure and safe environment for Afghanistan and the world," said Glasch.

Glasch feels that the sacrifice that he makes is nothing compared to that of his wife Elizabeth. She looks forward to Sundays when they can talk. It is by far the best part of her week.

"It is not easy," said Elizabeth. "Michael is my best friend and my rock, and without him being at home, I have to step it up a notch. I have to do what I have to do."

Elizabeth is extremely proud of her husband because he is doing what he loves to do. He is an inspiration to her and she has so much respect for the work that he does and his love of the job. Both Glasch and his wife are thankful and grateful for everything the Charleston District has done.

It is one thing to support someone you know and work with every day, but it takes a special group of people to support someone that they have never met. That goes back to the Corps not just talking about being a family, but actually caring for all those deployed.



Photo right: Elizabeth and Michael Glasch stand with Narissia Skinner outside the Corps' office.

Meet Our: Maj. Jason Legro

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What is your role at the Charleston District?

I am the Deputy District Commander. As Deputy, I am the Commander's right-hand man and stand-in when he is unavailable. I manage all of the support staff and their missions, which range from resource management to emergency management and many other things in between. Every day is different and unique, but that is what makes it fun.

What are you looking forward to during this assignment?

I am excited to have the privilege of serving in the Charleston District. I feel very lucky to have received one of my top duty station choices. Professionally, I am looking forward to learning how the organization operates as I have heard so many wonderful things about this District and their work. Personally, I am happy to be able to live in the number one tourist city in the world for a few years and be able to explore and take advantage of all the things this great city offers.

What is the most unique skill you bring to the District?

I am able to look at issues and problems from a different perspective. Some of my past assignments include being an academic ROTC instructor, working in the Tulsa District as an engineer assigned to a mezzanine project for refueling jets, and deploying to New Orleans for Hurricane Katrina. These varied opportunities are not something that all active duty officers get to experience. They enabled me to see things differently since they were not all typical active duty assignments.

How do you like to spend your spare time?

I spend a great deal of time on physical fitness. This aspect of my life has always been very important to me, even before Army life. I go to Gold's Gym in the morning and the MUSC Wellness Center in the afternoon. Sometimes I mix up my routine by going to the Wellness Center in the morning and Gold's Gym after work. It has been fun to get to experience both of these fitness facilities. Additionally, I love to eat (another reason I exercise!) and Charleston has countless delicious restaurants so I have already begun trying out the hundred or so I have on my Charleston bucket list. Crust and Roadside Seafood are already favorites, along with Ye Old Fashioned Café and Ice Cream. I have also enjoyed running and driving through the back roads of James Island, as I explore my new home.

Highlight a notable milestone or memory

That is easy, passing the Professional Engineer exam on the second attempt! Another great memory is my time as the 8th Brigade Engineer Battalion Executive Officer. We had a tremendous team of professionals and it was an honor to serve with them.



Experiencing the Corps

By Cadet Dylan Allen, U.S. Military Academy at West Point

I had the opportunity to work with the U.S. Army Corps of Engineers, Charleston District as an intern, learning about the role of the Corps in the Army and gaining valuable engineering field experience. I spent time working with each division in the District shadowing and assisting the Corps professionals on job sites.

I began my time with the regulatory division going to pre-application meetings, performing delineations in the field, conducting compliance inspections, and ensuring the protection of wetland environments. My most memorable experience with this division was attending a pre-application meeting for a customer who wanted to construct floating cages for commercial oyster cultivation. The District's and environmental representatives' analyses showed that the proposed design posed a threat to marine life. However, I proposed a design change that eliminated the environmental threat and saved the customer money. The Corps, environmental agencies, and customer agreed with my engineering solution, deciding to implement it in the project.

Following my time with regulatory, I went to work with the operations divi-

sion at the Construction and Survey Annex field office and at the St. Stephen Powerhouse. Navigation gave me the opportunity to help calibrate the *Survey Vessel Heiselman* in the harbor and work with biologists tracking the possible effects of the Post 45 harbor deepening project on plant life. I also toured Fort Sumter and visited the Cooper River Re-diversion Project with the 133rd Construction Management Team from Fort Bragg. I found the tour of the CRRP to be one of my most interesting experiences. I thoroughly enjoyed looking at the mechanics of the dam and learning how a fish lift operates.

My last assignment before concluding my stay with the District was working with members in the construction division at Fort Jackson performing quality assurance inspections and learning about the role of a project engineer. I had a great time observing the different job sites and learning how the District oversees the contractors completing the projects. The work at Fort Jackson piqued my interest because I saw the engineering and design process applied through construction. An internship with the Charleston District was a great developmental tool

for both my engineering education and my future career as an Army Officer. I have many takeaways from this experience. The first is that all the work done in the U.S. Army Corps of Engineers requires a huge amount of teamwork, not only within the divisions of the Corps itself, but also with outside partner organizations. In order to reach successful project completion, each division in the Corps must work together and the job contractors must be willing to cooperate. Building on this point, I saw the great job the Corps does interacting positively with customers and contractors. The positive rapport the Corps builds with its partner organizations encourages these organizations to continue to work with the Corps in an agreeable fashion.

My final takeaway relates to employees in the Charleston District. All the people I shadowed or spoke with are passionate about their job. Because they are passionate about their work, they do great work. The atmosphere within this district far exceeds what I have seen in any corporate business firms and I thank everyone for helping make my experience rewarding and enjoyable.



EVANS
CORPS OF ENGINEERS U.S.
CHARLESTON S.C.

12 schools

The Charleston District was recently honored with a national USACE STEM (science, technology, engineering and math) Outstanding Team Achievement Award. In hopes of inspiring students towards a STEM career, the District partnered with **12 schools** and hosted approximately **500 students** at the Cooper River Rediversion Project in 2015.

500 students

Top: Cadet Allen helps secure the S/V Evans.
Left: Allen in front of a Corps project at Fort Jackson.



New South Carolina Aquarium Partnership!

The District partnered with the South Carolina Aquarium and now has a display highlighting the fish lift at the St. Stephen Powerhouse in the aquarium's Coastal Plain's exhibit. The District and the aquarium will continue to work together to enhance the display for a more interactive experience. This one-of-a-kind partnership will expose the fish lift's story to thousands of visitors from around the globe. Next time you visit the SC Aquarium, be sure to check us out!

Top photo: (left to right) Kevin Mills, CEO and President, South Carolina Aquarium, with Lt. Col. Matthew Luzzatto, Joe Moran and Alan Shirey of the Charleston District posing in front of the new display.

Left photo: Nigel Bowers, from the South Carolina Aquarium, installs the new display.