



US Army Corps
of Engineers®
Nashville District

DistrictDigest

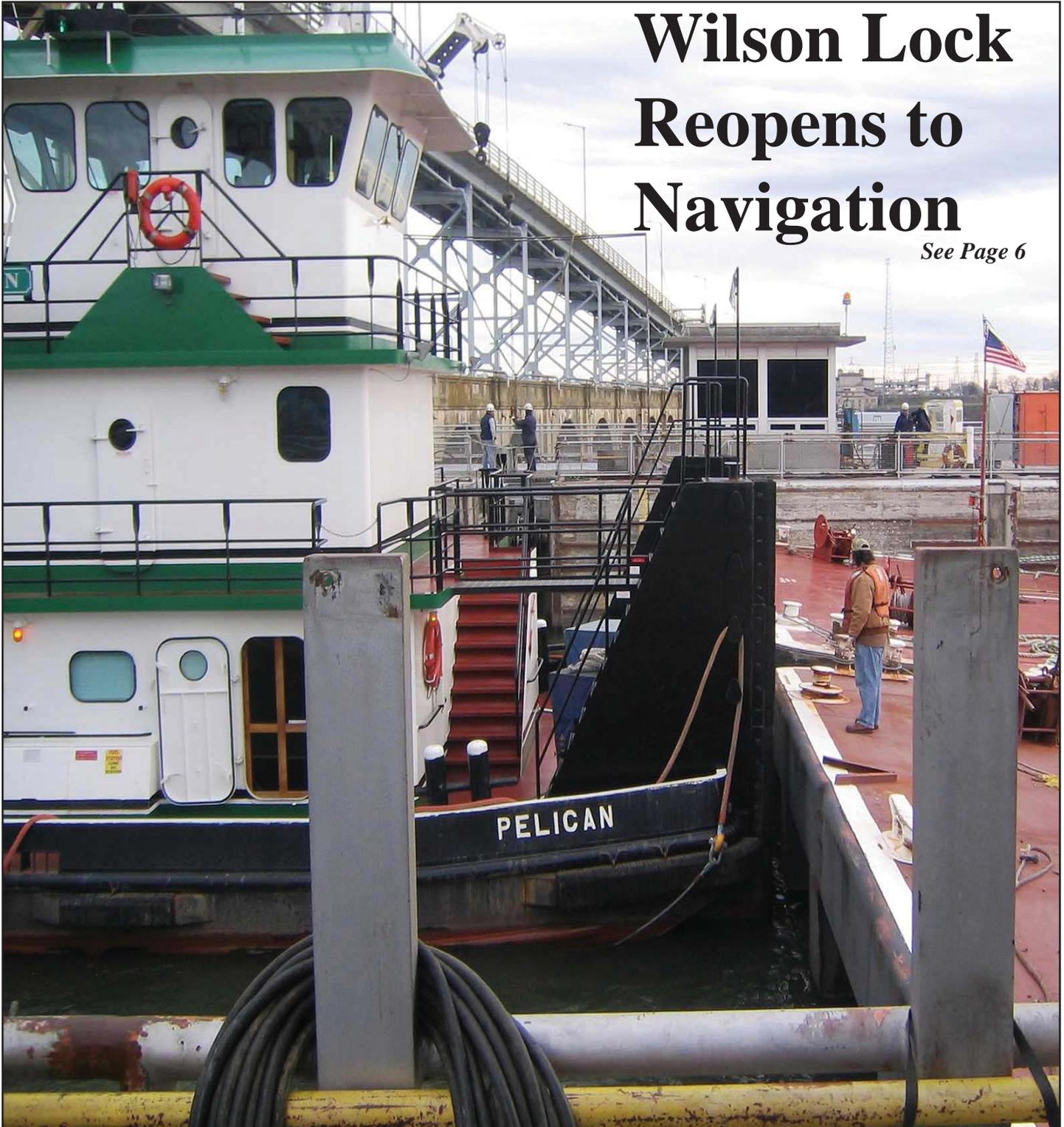
Volume 106, Number 12

Relevant-Ready-Responsive-Reliable

December 2006

Wilson Lock Reopens to Navigation

See Page 6



Contents

Commander's Corner.....3
 November Employee of the Month.....3
 Colvin Honored for Resource Management Excellence4
 Toys Collected for Children in Harlan, Kentucky5
 Cooperation Key to Wilson Lock Repair.....6
 Old Hickory Pair Serves Nearly 80 Years.....8
 Tim McCleskey Wraps Up a Corps Career.....9
 NARFE Works for Retirees' Benefits.....9
 The Corps Crowd.....10
 EAGLEs Graduate at Belmont University10
 Readiness Update.....11
 Coast Guard Auxiliary Asks Boaters to Take a Safety Course.....11
 Workers Inspect Damage from Second Wilson Lock Accident12
 Just To Be On the Safe Side - Winter Driving Hazards.....12

Civilians Authorized to Wear Award

All civilians employed with the Army Corps of Engineers between June 1, 2004, and April 15, 2005, are now authorized permanent wear of the Army Superior Service Award (ASUA). Military personnel may wear the ribbon while civilian employees may wear an ASUA lapel pin. The ASUA is an Army Superior Unit Award.

The ASUA Lapel Pin is authorized for issue and wear by Department of the Army Civilians employed by the decorated organization. Those individuals employed with the unit during the cited period may



wear the lapel pin permanently. Those currently employed with a decorated unit, but who were not employed during the cited period, may wear the lapel pin on a temporary basis as long as they remain employed by the unit.

The ASUA Lapel Pin is also authorized for optional purchase and wear on civilian clothing by qualified military personnel. Permanent and temporary wear is governed by the provisions of AR 670-1.

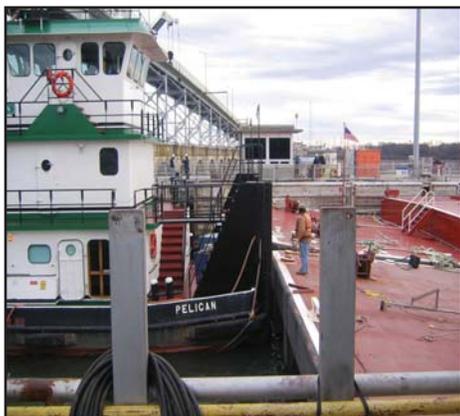


photo by Gerald Choat

On the Cover

The Motor Vessel Pelican is the first to exit the chamber at Wilson Lock Main on December 2, a full four days in advance of the scheduled completion and opening of the Lock after the Upper Gate was damaged by a barge August 3. Cooperation among employees and agencies was key to both the repair and the reopening. For complete story, see page 6.

District Digest

Commander

LTC Steven Roemhildt

Chief of Public Affairs

Bill Peoples

Editor

Dave Treadway

Special Contributors

Bill Bennett, Kathy Grimes, Gerald Choat, Niki Conolly, Joe Faustina, "Woody" Woodruff, Yvonne Hamilton, Laura Gerrity, Jared Gartman, Marsha Holder, Elizabeth Davenport

The District Digest is an unofficial publication authorized under the provisions of AR 360-1. It is designed through desktop publishing and printed by offset process for the Nashville District, U.S. Army Corps of Engineers. Circulation is 1,400.

The editorial views and opinions expressed are not necessarily those of the U.S. Army Corps of Engineers or the Department of the Army.

The District Digest is printed monthly and is a Command Information publication of the Nashville District, U.S. Army Corps of Engineers.

Articles, photographs, and other contributions are welcomed and encouraged. The editor reserves the right to make editorial changes to all material submitted for publication.

Story ideas and articles may be submitted to P.O. Box 1070, Nashville, TN 37202-1070. Details may be obtained from the editor at (615) 736-7163.

Written material may also be sent electronically to the editor at the following e-mail addresses: david.s.treadway@us.army.mil

Information about the Nashville District may also be found on the District's homepage at: <http://www.lrn.usace.army.mil>.

Lieutenant Colonel Steven Roemhildt

Commander's Corner

We will soon welcome in the year 2007. As we reflect on our many accomplishments this past year, I cannot help but think that our greatest moments are yet ahead of us. I am constantly reminded that the nature of this District is one of family; encompassing our strength through relationships. We certainly have had to use the strength of these relationships while negotiating various challenges, both personal and professionally, this year while simultaneously taking pleasure – even joy – in meeting every mission placed before this organization.

There were heroic efforts made in repairing the main gate at Wilson Lock. We made great contributions to the Combined Federal Campaign and Toys for Harlan County programs. We achieved almost every goal in the Nashville Business Plan. We have accomplished significant milestones; however, we certainly have challenges as we enter this next year.

Communication

We are taking on Dam Safety Projects at Wolf Creek and Center Hill Dams. Difficult decisions will be made relative to operating procedures and technical design for both structures which will define this District for the next century.

NSPS conversion is already here; development of standards is underway to facilitate conversion of supervisors in January, other GS employees in the fall, and wage grade employees sometime later. This year we expect to start and finish the Most Efficient Organization (MEO) and High Performing Organization (HPO) transitions in the Information Management and Logistic Management offices. We will see the start of the Navigation HPO study as well as Ranger 401/404 series conversions.

Safety always remains a focus and we are making great strides in this area. We did not have any lost-time accidents during the entire 1st Quarter of FY07. This is an amazing achievement and one in which we can all take great pride. This is the direct result of engaged supervisors and diligent efforts by everyone in maintain-

ing a high level of safety awareness and utilizing the components of composite risk management. Let's keep up the momentum.

I am looking forward to next year, as we work to meet our missions and take on all of our challenges. I am confident in each case because of the family we have here in the Nashville District. This is a great place to live and work and this is re-



flected in our everyday activities. Thanks to all and I look forward to seeing each of you in the New Year. ESSAYONS!



photo by Kathy Grimes

Nashville District representatives and members of the Tennessee Valley Authority plan their next step at Wilson Lock after the barge is removed from the chamber.

November Employee of the Month

Jim Deal, chief of Programs Management Section, was named Employee of the Month for November. During this period, Jim served as chief of the Programs and Project Delivery Branch while the incumbent was away.

His leadership helped the District end FY06 with one of the best program executions in the Division. He was also a key player in securing funding in early FY07 to continue District projects and programs during the Continuing Resolution Authority (CRA) period.

Deal's actions in securing this funding ensured that projects could remain on schedule and the District had adequate funding to cover workforce labor. He was responsible for the development of critical information needed in the defense of LRN funding requirements for the first two CRAs. During the OMB review of the proposed FY08 Corps budget, Deal

was instrumental in developing information requested to justify our FY08 project requirements. His expertise and leadership continue to ensure the District executes our program while also meeting the water resource needs in the Cumberland and Tennessee River Basins.

Senior leaders select the District Employee of the month from the many excel-



Jim Deal

lent employees identified by the District's chain of command. Selected individuals personify the seven Army values of loyalty, duty, respect, selfless service, honor, integrity, and personal courage.

Colvin Honored for Resource Management Excellence

by Dave Treadway

Bill Colvin, environmental compliance program manager for the Nashville District, was awarded the 2006 Resource Management Award for Excellence November 15 by the Tennessee Recreation and Parks Association.

Along with the citation, he was presented a hiking stick as a symbol of outdoor recreation and natural resources.

The organization cited Colvin's contributions to the resource management and recreation profession during the past 29 years. During that time he has served on the Resource Management Board, twice as the annual conference coordinator, and as Resource Management section chair in 1999. He has 32 years service with the Corps.

"I am fortunate Bill accepted the Environmental Protection Specialist position with Management Support Branch," said Dave Bethurum, chief, Management Support Branch, and Colvin's supervisor, "and oversight of the Division's environmental compliance program. He is a valuable asset to his team, the stewardship of natural resources, the U.S. Army Corps of Engineers, and Tennessee Recreation and Parks Association. He is very deserving of the 2006 Resource Management Award for Excellence."

Colvin started with the Corps of Engineers as a park ranger at Lake Cumberland in 1974, and later served in the same capacity at Cheatham Lake. In both roles, he planned and presented numerous programs for local groups on topics such as water safety and natural resources management.

His next assignment was as an outdoor recreational planner in the District Office, which he performed from 1977 to 1985. He helped establish guidelines for the shoreline management program to balance increasing demands for private recreational use and protecting natural resources for generations to come.

From 1985-1994, Colvin worked as the assistant resource manager at Center Hill Lake.

This preceded his biggest assignment, that of resource manager at J. Percy Priest Lake from 1994-2002, where he worked to ensure all Corps facilities and outgranted



photo courtesy of Niki Conolly

Bob Richards, President of the Resource Management Section of the Tennessee Recreation and Parks Association, presents Bill Colvin the 2006 Resource Management Award of Excellence Nov. 15 at Paris Landing State Park. A hiking stick is used as a symbol of outdoor recreation and natural resources.

areas such as commercial marinas there were constructed, maintained and operated in compliance with all local, state, and federal environmental policies, regulations and laws.

He determined the best management practices to minimize pollution and protect the natural, historical and cultural resources of the project. This assignment also involved balancing the uses of more than 30,000 acres of land and water for a variety of users. He helped obtain state designation for the Elsie Quarterman State Natural Heritage Area at the Lake. He also helped put in place the lease agreement with Nashville Metro Department of Housing and Development for YMCA Camp Widjiwagon on the south shore of J. Percy Priest. This first-class day-use facility was constructed to provide quality outdoor recreational experiences for youth in the Middle Tennessee area.

In his present assignment, Colvin helped complete 61 environmental assessments for leased or licensed land and water-based facilities. He coordinated the completion of OSHA and Environmental Team Assessments at 33 Corps of Engineers facilities, the results of which are now included in a national database. He

then followed that with similar assessments for 46 field sites and numerous out-grant areas, greatly contributing to the District's strong safety and environmental stewardship culture.

By transforming Nashville District's Environmental Compliance Program into a more customer friendly and pragmatic format, Colvin directly impacted land and water resources for which the Nashville District has a primary stewardship mission.

"Bill Colvin's dedication to human resources," added Bethurum, "the most important natural resource, has been demonstrated through the ongoing technical support he provides to 43 field sites on environmental issues. He has conducted environmental compliance training throughout the Nashville District for numerous Corps employees. He engages in personal and professional development through trade associations and formal training. He is a certified arborist with the International Society of Arboriculture. His involvement in the OSHA, ERGO and other special projects continues to have a positive impact on the District's workforce."

Toys Collected for Children in Harlan, Kentucky

Nashville District employees and retirees again opened their hearts and pocketbooks to help bring Christmas cheer to children in Harlan, Kentucky.

Danny Farrel filled a 12-foot-long trailer with toys collected by employees at the District Office, at the Martins Fork Project, at the Upper Cumberland Area Office in Pineville, Ky., and even by retiree James Traylor in east Knoxville, and delivered them December 4 safely to the an agency called Harlan Countians for a Healthy Community for wrapping by workers there.

All will be presented to more than 600 students from Harlan County Schools on Saturday December 16 at the National Guard Armory following the last day of classes on Friday. Needy students are chosen by the Agency with the help of school administrators through the Angel Tree Program. Trees were placed in businesses where individuals nominated children by first name, age, gender and size.

“Children range in age from newborn to 16,” said Teana Burns, administrative coordinator at Harlan Countians for a Healthy Community, “And this year will be the biggest yet, with 610 students receiving gifts. We could not have met the need without the gifts donated by the Corps of Engineers. This will be the fourth year we have participated in the program.”

When everything arrived Dec. 4, volunteers from the community turned out in force to help wrap the toys.



photo by Dave Treadway
Holly Taylor, Executive Office, (left) prepares to help Danny Ferrell load toys December 2 donated by employees from the District Office in Nashville. Ferrel then made several other stops before arriving back at his office in Pineville, Ky. with his load of Christmas cheer.

“As long as we are around, we will be helping with this program,” said Burns.

This marks the 19th consecutive

year the Corps has collected toys to help make Christmas better for young children in southeastern Kentucky.



photo by Elizabeth Davenport

Jerry Sizemore, (left) Pineville, Ky., Real Estate Office, prepares to load toys collected by employees in his office. He and Elizabeth Davenport, Martins Fork Resource Office, then played Santa Claus and helped Danny Ferrell deliver the toys to the Harlan Countians for a Healthy Community where they were individually wrapped.



photo by Elizabeth Davenport

Cooperation Key to Wilson Lock Repair

When a barge filled with xylene became entangled in the Upper Gate of the Main Lock at Wilson Dam August 3 while the chamber was filling, it inflicted extensive damage that backed up navigation traffic for miles on the Tennessee River.

To repair that damage and once again open the lock to traffic required a Herculean effort that would have been impossible without cooperation from several agencies.

Members of Florence Fire Rescue responded within minutes and took immediate measures to stabilize the situation and ensure the safety of the crew of MV POTOMAC, the tow pushing the barge, and Corps of Engineers employees on-site.

"They were prepared to evacuate all civilians within one-half mile of the Lock," said Mike Enschede, chief of Operations Division, "a monumental effort that was ultimately considered unnecessary."

The response of TVA Police throughout the incident allowed recovery efforts to progress safely and without delay.

Corps officials immediately met with members of state and federal agencies to discuss the processes for removal of the damaged upper lift gate. Members of TVA's Heavy Equipment Division, one of the first to arrive, remained on site and provided valuable and timely assistance throughout the entire process of stabilizing the lift gate, clearing the damaged barge, and removing and transporting the gate for repairs.

"Partnerships with those agencies all fell into place to deal with this potentially dangerous situation," said Jim Davis, operations manager, Middle Tennessee River Area, "and the towing industry, shippers and

riverside industry were continuously updated on our progress."

Nashville District employees also responded to the accident. Their work was complicated by the fact that xylene is highly volatile and created some obvious difficulties. Workers could not cut or weld in its proximity. Neither could they use a lot of electrical tools around the lock, including cell phones.

"When the emergency calls were made, Corps employees started showing up like clockwork. They worked continuously in the dangerously hot weather, far above the normal shift hours and responsibilities. Every one of these employees embraced the priority to get this lock in a safe and stable condition without any injuries to the team," said Davis.

"Our first priority was securing the damaged upper lock gate," said Roy Joines, chief, Maintenance Section, Cumberland River Operations Center. "Supports were fabricated on site to stabilize the gate." (with one exception – the Corps sent a truck to Pennsylvania for the steel to fabricate one set of beams because transport to Alabama by any other means was too slow). Fortunately the damaged barge did not leak product and it was successfully removed from the chamber on Saturday night, only two-and-one-half days after the accident.

Corps officials weighed several options for safe removal of the damaged gate because the structure weighed 210 tons. They decided the best option was the *Henry M. Shreve*, a heavy-lift derrick from the Corps' Louisville District.

Floating Plant Chief Lloyd Harlow delivered the huge derrick, capable of lifting 550 tons, and it successfully removed the upper lift gate 13 days after the

accident and placed it onto a barge, after workers welded lifting points onto the canted steel structure. The damaged lift gate was then transported to a nearby Tennessee Valley Authority Fleet Services area for repairs.

"After the gate arrived at the Repair Facility," said Jeff Ross, chief, District Navigation Branch, "a preliminary investigation of the damage was completed and a clean blast of the complete upper gate allowed workers to inspect the gate for possible hidden problems. A scope of work was written and repairs began."

The Navigation Branch devised a plan that used a floating caisson at the upper end of the chamber as a temporary gate that allowed limited use of the main chamber to reduce the backlog of 16 tows and 130 barges. On the first day of such activity, 10 employees volunteered to remain on duty and make the temporary gate work. Five days later the queue was cleared and each week since the accident the same procedure was used for that purpose.

On the date of the accident, five engineers and 37 members of the repair party responded. Two days later, that number had grown to 5 and 48, with augmentation by 6 more lock operators (the Wilson Auxiliary Lock takes a two-step process and three operators to make a lockage; nine operators are needed to work around the clock). The *Shreve* was augmented by two tow boats, two derrick boats, a caisson, several small cranes and a TVA barge.

Both TVA and the Corps were engaged to safely expedite the processes to repair the gate. Initial cost estimates for repair work were soon exceeded and here cooperation was also key.

"The estimated total cost to

return the main Lock to operation is \$5.8 million, not including additional overtime costs for extra operators to handle lockages through the auxiliary lock," said Enschede. "To cover the costs of the repair in FY06, funds were moved from other important projects, including a Kentucky Lock dewatering that was deferred."

More than \$3.5 million of that will go to TVA for critical work performed by that agency.

To return the main chamber to normal operation, the upper gate had to be repaired, along with replacement of a damaged lift gate chain, the operating machinery had to be inspected, and the gate slot and seal repaired. The upper gate received obvious damage on both ends and required a thorough inspection. To do this inspection properly, the entire paint system was removed. After the repairs were made, the gate was repainted and readied for reinstallation. Gate repairs were completed at the end of November and the refurbished structure was put back in service on December 2, four days ahead of schedule and just in time to reopen the River to navigation since another accident on November 28 closed the Auxiliary Lock which had been operating around the clock. Final repairs were completed on December 5.

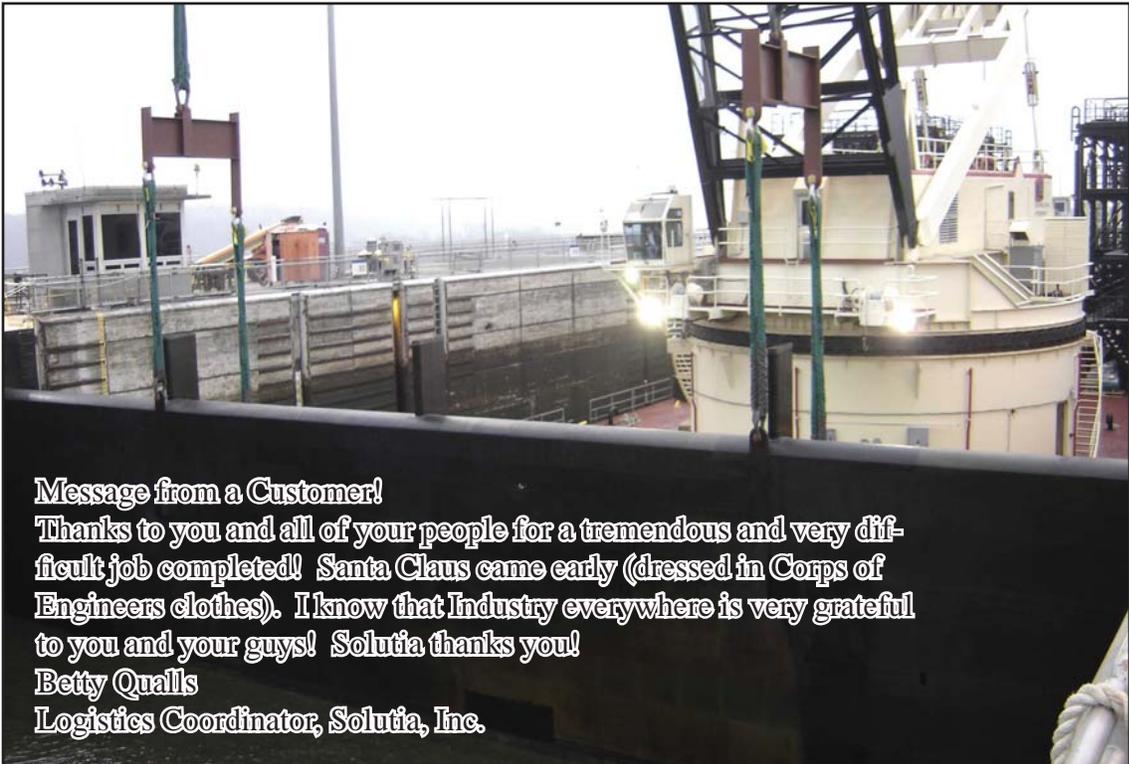
"We hope that we never have to respond to accidents like this," said Enschede, "but unfortunately, they are part of the territory. I believe the response of our folks to this accident epitomizes both the capability and dedication we have to respond quickly and capably. Our response also demonstrates the many resources at our disposal, including the resources of other districts and TVA – people, equipment, facilities, and materials."

The Operations Chief knows

how the work was accomplished.

“I am extremely proud of how the Corps team pulled together and responded to this accident and of the many personal sacrifices they made to stay at the site during this extended period. The Corps and TVA had crews working 24 hours a day starting on the day of the accident until the lock was operational again,” concluded Ensch.

- Sequence of events:
- Accident – Thursday, August 3, 2006, 5:26 am
- Removal of tow – Saturday night 5th (Accident + 2 days)
- Removal of gate – Wednesday 16th (Accident + 13 days)
- Elimination of queue – Sunday 20th (Accident +18 days)
- Repair, reinstall gate – Saturday, Dec. 2, 2006 (Accident +121 days)
- First Lockage – December 2, 1:30 pm



Message from a Customer!
Thanks to you and all of your people for a tremendous and very difficult job completed! Santa Claus came early (dressed in Corps of Engineers clothes). I know that Industry everywhere is very grateful to you and your guys! Solutia thanks you!
Betty Qualls
Logistics Coordinator, Solutia, Inc.

The Floating Crane *Henry M. Shreve* places the Upper Lift Gate back into Wilson Main Lock November 29 to complete a repair process finished ahead of schedule. The Lock reopened to traffic Dec. 2 and passed all waiting barges by the morning of Dec. 4.



photos by Joe Faustina

Anthony Certeza, Brian Pierce, Carl Scott and David Mullins work from Man Lift Baskets to remove the upstream lifting eyes from the Wilson Main Upper Lift Gate Dec. 1 after it was placed back into the chamber.



Manuel Harris (left) and Jenk Jenkins help maintain recreation equipment behind them at Rockland Recreation Area and other areas around Old Hickory Lake so thousands of visitors will enjoy their experience and make plans to return. Only one month separates them in time they have spent working for the federal government. photo by Dave Treadway

by Walker "Woody" Woodruff

The name of the Old Hickory Lake Project in Hendersonville, Tenn., could well be renamed Jenkins/Harris country in honor of two Corps employees with much more combined federal time than the project's current namesake.

Jackie W. Jenkins and Manuel Harris are two 'T-rexes' with nearly 80 years of combined service to the Nashville District.

The two have been at Old Hickory for what seems like ages. What keeps them coming back year after year?

"As long as we are still having fun while doing our job," said Harris, "we'll be here."

The pair has seen and been part of many changes, including the transition from Civil Service to contract work at the project. They have raised tobacco, grown tomatoes, poured concrete, built gates and buildings, all while watching their children and grandchildren grow up. Morning conversations run the gamut and include anecdotes like, "When we used to have a trash truck," to "What time will the poker game start?" or, "What about those old green dodge trucks . . . they were junk . . . what about the one that caught fire?"

Jenkins explained what happened.

"We were trying to start it - they were always hard to start - and the thing back-fired through the carburetor and caught fire. Harris was trying to put out the fire without a fire extinguisher. He was trying to use an old shirt to smother it and I

yelled, 'Forget the fire, Run!' I knew we could always replace the truck."

Their breakfast routine has changed because contract work has released them from most of the daily physically demanding work, but don't be fooled . . . lunch is still a part of their daily routine . . . They have the menu memorized at their favorite restaurants around the lake. In by-gone days Jacky Jenkins used to bring his horses to the annual District picnic, but both still enjoy attending the annual event.

And those who have been a part of the District picnic at Rockland Recreation Area have used some of their handiwork, perhaps totally unaware who keeps it up from year to year. Expert maintenance of the shelters, playgrounds, volleyball court and fishing platforms are all part of their 80 years at the project. They often joke about not being worth the money the Corps pays them, but with almost 40 years service each to their credit, the Corps has gotten it's money's worth from these two. Introduction of the newfangled computer has not even affected their performance. When not dealing with PR&Cs, they are out finding projects to upgrade or make safer for the visiting public. And that visiting public is significant, Old Hickory consistently ranks number one in the Nashville District in number of visitors hosted and near the top nationally.

Safety is number one on their list. No job is too big or too small for this unique team. Every time there is a project to be done they are aware of the hazards

involved. Before leaving on a project they review the job hazard analysis and use the proper personnel protective equipment (PPE). They give credit to the Occupational Health and Safety Administration (OSHA) for keeping them around so long. They take annual physical exams and are aware of eye protection, hearing protection and hazardous chemicals in which they may come in contact. Their daily tasks often include drowning hazards. And they are thankful for all the training the Corps has given them over the years which prepared them to overcome such hazards.

And 9/11 changed things for them.

"We don't like to go down town to the District because the metal detector (at the entrance) picks up my pocket knife, it's for cutting my "backer" you know!"

The realities of 9/11 also meant schedules were altered to 'pull security' at the project, but the duo applied their customary enthusiasm while securing the project with a billy club and flashlight, "by-gully and we got paid to secure that Dam." That event also meant more security lights, five new locking gates, passwords and CAC cards, but they made the transition.

What a relationship between two men!

They affectionately refer to one another as Jenk or Jenkins or Manuel or Harris. They speak softly and respectfully to each other. Who has the biggest story? Well, let's see in the morning. Will it be the 140 bowling game or the big fish that got away? To which Jenkins replied, "I'll get him this afternoon 'by-gully'".

Tim McCleskey Wraps Up a Corps Career

Story and photo by Dave Treadway

When Tim McCleskey retires later this month as the chief of the Soil Design and Dam Safety Section at Nashville District, he will wrap up more than 36 years service with the Corps of Engineers and almost 41 years federal service.

McCleskey came to the Corps in April 1970 after earning a bachelors degree from Tennessee State University in civil engineering in 1966 and pulling a three-year stint in the Army. He also worked for a short time for the Bureau of Reclamation.

"I cut my teeth on the Tennessee-Tombigbee Waterway," explained the soft-spoken engineer who first worked in Foundation and Materials Branch. He served as the geotechnical engineer on the project for nine years, from 1971 to 1980.

"That project," claimed McCleskey, "was about digging a big ditch and making environmentally friendly disposal areas with the excavated materials!"

He also had to concern himself with dredging, slope stability, slope armor, construction dewatering, deep wells, iron bacteria and erosion of the fine silty sand in the Divide Cut. At the time, claimed McCleskey, he was doubtful that vegetation would grow on some areas but found out 20 years later when he returned for an anniversary inspection visit that his doubts were unfounded. "There was well-established vegetation on all areas."

The middle part of his career, from 1980 until 1994, entailed serving as chief of the Instrumentation and Inspection Section, which meant being responsible for the safety of all the dams in the Cumberland River Basin and the Bay Springs Lock and Dam on the Tenn-Tom. During this time, he was the District Dam Safety Program coordinator, now called Dam Safety Program manager. It was also during this time that he was tasked with helping the Corps complete the non-federal dam safety inspection program after several dam failures in the 1970s awakened the nation to these kinds of tragedies, not the least of which was the Bureau of Reclamation's Teton Dam.

He then pulled a short stint as a Project Manager before entering what he called the last stage of his career where he



Tim McCleskey

currently serves as the chief of the Soils Design and Dam Safety Section, which involves geotechnical engineering for all District projects. These include the '202 in the upper Cumberland, Williamsburg, Middlesboro, Harlan, Kentucky Lock and Chickamauga Lock. The latest which have gotten much of his attention include

major dam safety rehabilitation at both Wolf Creek and Center Hill.

"Everything has changed in this arena," mused McCleskey, "risk methodology in now the process used to determine which projects, Corps wide, are high priority projects and how we view projects from a safety perspective." His work for the Nashville District has sometimes taken him to other countries. In 2000 he visited Nicaragua as part of a team sent there to inspect and recommend fixes for dams that sustained damage as a result of Hurricane Mitch.

He was also later sent to Southern Africa as part of a Corps team to inspect dams in Zimbabwe, Mozambique and Zambia following typhoons there. That trip was short-notice – a phone call Sunday afternoon for a Monday afternoon departure.

Travel abroad was not new. He had made several mission trips to Nigeria, Belize and Antiqua representing Schrader Lane Church of Christ, where he currently serves as an assistant minister. He has been a part of that church since 1962 and plans to spend a deal more of his time there once he leaves the Nashville District.

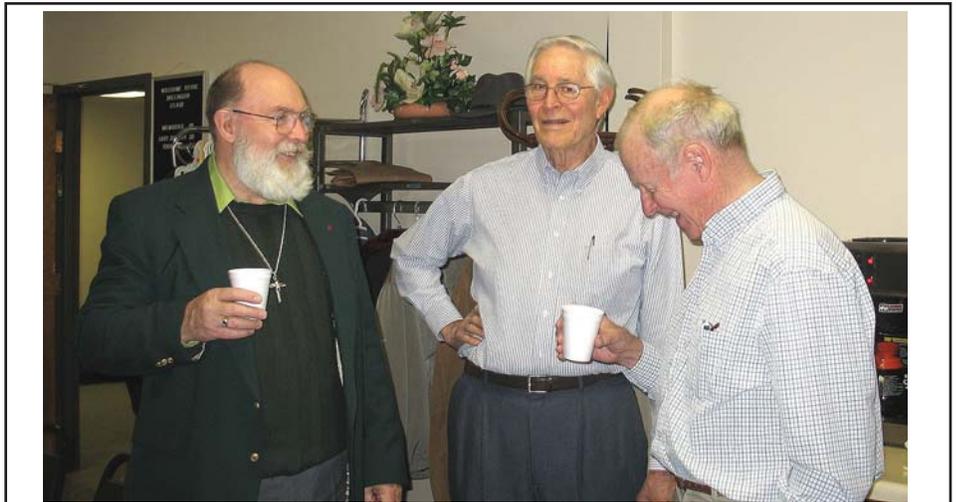


photo by Yvonne Hamilton

New Vice President Ed Evans (left) speaks with retiree Bob Thomas (center) and an unidentified retiree at a Dec. 5 National Active and Retired Federal Employees Association (NARFE) meeting of Chapter 1576 in Donelson. Joining the local NARFE chapter will allow you to contribute to your future benefits. NARFE has been improving and defending federal retirement benefits since 1921. A look at the history of the system will help viewers appreciate its impact on the retirement system. Membership began with 14 federal workers seeking to improve retirement benefits for nearly 400,000. They united to preserve the economic security and well-being of federal employees on the job and in retirement. CALL TOLL FREE 1-800-627-3394 or go to www.narfe.org for more information on an active local chapter. Enrollment includes membership in a local chapter and the national association, plus a subscription to NARFE's monthly magazine.

The Corps Crowd

Welcome to ...

...Donny Davidson, project engineer, who transferred in early November from the Memphis District and will now work in the Construction Field Office at J. Percy Priest.

Congratulations to...

...Cordell Hull Conservation Biologist Stephen Hurst, who is retiring after 34 years service to the government, and Corrine Paris, park office resource assistant, who is retiring after 36 years government service. Stephen will be starting a business called Blue Moon Graphics. Corrine plans to travel and spend more time with family. The best to both and thanks for your years of dedicated service.

...Navigation employees David Bethurum, Eddie McBride, Gary Bowling, Gerald Cunningham, and Mildred Cabaniss upon their retirement during December.

A reception will be held Thursday, Dec. 14, at 1 p.m. in the J. Percy Priest Shop Conference Room.

...the new 2007 LDP Class: Kathy Canaday, Joseph Conatser, Tim Dawson, Scott Fanning, Charles Hall, Ruben Hernandez, Bradley Long, Lannae Long, Cory Morgan, Rocky Reed, Benjamin Rohrbach, Travis Wiley, Courtney Wilson (Alternate).

Baby Brigade to ...

...Lisa and John Greg Forte, journeyman mechanic at Old Hickory Power Plant, on the birth of their son, John Tyler. Tyler was born on Nov. 11

weighing 5 pounds, 10 and 1/4 ounces and measuring 18 inches long.

"Grandpa" is retired Hydro-power employee Larry Forte.

...Courtney and Ryan Johnson, a Lock & Dam mechanic with the Tennessee River Operation Center, who welcomed their first child into the world Nov. 20. Luke Paul Johnson arrived weighing 9 pounds.

...Debbie and Walter Green, Project

Management, who welcomed their first



Ava McKenzie

granddaughter, Ava McKenzie Tabor, on Thanksgiving morning. Born to Ryan and Victoria Tabor, she weighed 8 pounds, 13 and 1/4 ounces, and measured 20 inches.

Sympathy to...

...the family of Wilfred A. Fischer, retired Corps of Engineers employee who passed away Nov. 7 at age 101. Fisher helped develop the Cumberland River power

projects from beginning to end, from Wolf Creek to Percy Priest. Fischer worked for the Corps from 1929 until 1973 after earning a degree in Architecture from Texas A&M University.

...Goodwill Contract Employee Thomas Carr, whose wife Angela passed away unexpectedly on Nov. 4.

...Ginny Selwyn, procurement analyst in Contracting Division, who lost her father-in-law, Herman Selwyn, Nov. 13 after a long illness.

...Elaine Bustillos, security assistant, Security Management Office, whose brother-in-law, Garry V. Pippin, age 58, drowned in Lake Multree (in South Carolina) Nov. 4 in a boating accident.

...the family of Shirley Wilson, Operations Division, who passed away Nov. 28. She is survived by several grandchildren, husband, John; son, Michael; and daugh-



photo by Dave Treadway

EAGLES Graduate at Belmont University

The EAGLE class of 2006 met for the final time in the Vince Gill Room at Belmont University. Classmates were asked to speak on the topic, "What is important to you?" Mimi Bliss, Belmont's communication's expert, was on hand to coach the class prior to presentation day. Most EAGLE class members chose to speak about their faith in God and the importance of families. Each member did an excellent job presenting themselves and telling their stories in the short time allotted. Mary

Fink presented each Wacky Olympic team with an award as a token of their fierce sense of competition for various events sure to make the short list of those included in the next real Olympics, i.e. an egg tossing contest that requires much dexterity and something called a hula hoop from the '50s era. District Engineer LTC Steven Roemhildt presented course completion certificates. The EAGLE class experienced a great year, thanks to the work of Coordinators Chip Hall and Kathy Canaday.

Readiness Update . . .

by Jared Gartman

Deployed Personnel: Civil Emergencies: 0 GWOT: 2
Total Deployed: 2

Deployment Trivia: Did you know it could take the efforts of 10 persons to deploy one team member? Being the deployee is sometimes the easy part of deploying.

Thank You Nashville District Team!!

2006 in Review. Since Hurricane Katrina devastated the Gulf Coast in August 2005, we have filled nearly 250 taskings to support the Global War on Terrorism and hurricane disaster operations in Florida, Louisiana, Mississippi, and Texas. We were still supporting the 2005 hurricane season when the 2006 hurricane season began June 1. The 2006 season officially ended Nov. 30 with only one alert and no Nashville deployments.

This has been an unusual weather year across the country. On April 3 and 7, two significant tornado events impacted several states including several hundred homes throughout western and middle Tennessee. Nashville was designated as the Lead District for this event. Fortunately, FEMA was able to find enough housing resources to relocate residents without issuing the Corps a housing mission in Tennessee. In October, Buffalo District had a Snow Emergency and Hawaii experienced a 6.5 earthquake. On average, Tennessee has a snow/ice event every five years. The last snow/ice event was nearly four years ago in January 2003.

2007 Look Ahead. Hurricanes are usually the largest events to which we respond, but we have seen an increase in no-notice type events that could significantly impact our daily operations. In 2007, there will be several training opportunities for employees designed to enhance the District's Readiness posture to support such no-notice events. During the second quarter, Tennessee River Locks will take part in joint exercises with TVA, senior staff will participate in a Continuity of Operations (COOP) exercise and volunteers will be sought to assist with other critical response planning and activities. These efforts will build upon our current New Madrid Earthquake planning and be exercised in June, during a Tennessee Earthquake Exercise with TEMA. 2007 promises to be a busy and exciting year for us all.

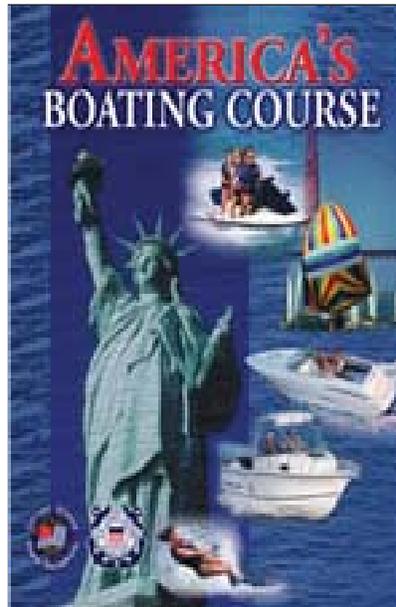
Persons interested in deploying should prepare now!

- Get your supervisor's approval
- Complete your Personal Data Sheet (PDS) and Medical Screening in ENGLink <https://englink.usace.army.mil>
- Get the Hepatitis A and Tetanus shots {Contact Safety Office for assistance}
- Update your immunization info on your PDS in ENGLink
- Get Personal Protective Equipment: Hardhat, safety boots, safety glasses, etc
- Hold a government credit card in good standing.

*Note: Supervisors, Timekeepers, and Travel Clerks should complete the 'Phone/Commo' section of their Personal Data Sheet. This information is required because it is displayed on the deploying person's PDS.

Be safe and enjoy your holidays! From the Readiness Branch...Kathy, Jared, and Jerry!!

Readiness, it's not just a job, it's a lifestyle.



Know Before You Go!

Coast Guard Auxiliary Asks Boaters to Take a Safety Course

Winter is an ideal time to improve your Boating safety education.

With boating season behind many of America's boaters, the Coast Guard Auxiliary is urging America's boaters to start thinking about taking one of many boating courses offered by the Auxiliary to enhance their boating skills.

Courses offered range from the most basic boating safety course, to advanced navigation courses. These courses are offered all across America by local units of the Coast Guard Auxiliary (called flotillas).

For non-boaters who might some day find themselves out with a boating friend who is suddenly incapacitated, the three-hour Suddenly In Command course provides the non-boater with enough information to deal with an emergency that incapacitates the captain of a recreational boat, such as getting help by radio, what to do in case of fire, boat basics, using life jackets, how to survive if in the water, avoiding collisions while at the helm, the dangers of carbon monoxide, and how to get help other than by radio.

America's Boating Course and Boating Skills and Seamanship generally satisfy state boater education requirements, and, in that they are given in person by professionals with years of boating experience, offer boaters wisdom gleaned from hundreds and sometimes thousands of hours on the water.

For boaters wishing to learn principles of navigation, courses range from the basic How To Read A Nautical Chart, to GPS for Mariners to the advanced Weekend Navigator course.

To find out about boating courses nearby, the Auxiliary encourages boaters to go on the Internet to http://nws.cgaux.org/visitors/pe_visitor/index.html.



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Nashville District
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Just To Be On The Safe Side . . . Are You Ready for Winter Driving?

Winter is here, so it's time to start preparing your vehicle for winter if you haven't already done so. The old adage, "An ounce of prevention is worth a pound of cure," certainly applies.

First off, check out your car. Make sure your battery and charging system are in good working order. Inspect all belts and hoses for signs of wear or cracking. Replace any that are not in good condition. It is also a good idea to change to a lighter weight oil, which will make your engine a little easier to crank during cold weather.

Make sure your tires have adequate tread remaining. Using an all-weather tire is a good choice for winter driving. Also check your antifreeze. Most automotive supply stores sell economical testers so you can test the strength of your antifreeze. Change your wiper blades if needed.

Fresher blades are more important in winter to push sleet and snow. Also make sure that your washer reservoir is full and contains a cleaning fluid for use in cold weather.

Now it is time to pack some items in your car. It is a good idea to check your spare to see if it is inflated and that your jack is in good condition.

Here are some of the items that would be good to carry in your car: a small tool

kit, a set of jumper cables, tire chains, a bag of sand or cat litter for traction, a flashlight and a knife. Some bottles of water and extra food bars might be in order as well.

Never let the gas tank get below half full for winter driving. You may need the extra gas if you get stuck in traffic. Make sure your tailpipe is clear to avoid build up

of carbon monoxide gas. And, of course, take your cell phone along. Should you get "stuck", it still may take a while for help to arrive. Remember, taking good care of your vehicle before winter is that 'ounce of prevention' which could be the difference between life and death in severe weather. **"Safety – Because You're Important!"**



photo by Marsha Holder

Nashville District's Jeff Ross and Gerald Choat inspect damage inflicted to the lower land leaf of the downstream miter gate of Wilson Auxiliary Lock November 28. The lock gate was damaged when a barge (foreground) being pushed by the towboat Skipjack, owned by Maryland Marine Inc., struck the Lock Gate about 1:20 p.m. No one was injured but the U.S. Coast Guard ordered the lock closed due to the accident. This closed the Tennessee River to navigation traffic since the upper gate on Wilson Main was currently undergoing repairs from an August 3 accident involving the same type barge.