

# DISTRICT OBSERVER



Spring 2012



US Army Corps  
of Engineers  
Philadelphia District



## ON THE COVER

The Nord Mariner leaves the Fairless Turning Basin and heads back down the Delaware River after delivering a cargo of road salt to the Bucks County, Pa., port. In the foreground is the Danica, a ship in the process of unloading fertilizer via a conveyor system. The photograph was taken by Richard Gonzalez, operations manager for Kinder Morgan, one of two major cargo handling companies that work the port.

Last fall the Philadelphia District of the U.S. Army Corps of Engineers, working with the Bucks County Redevelopment Authority, contracted to lower the depth of the turning basin from 37 to 40 feet. That deepening, along with maintenance dredging of the upper Delaware, made it possible for more—and more fully-loaded—ships to travel past Philadelphia and up to ports and piers in Bucks and Burlington Counties. You can read more about the Bucks County port and its turning basin in an article on page 10. And for some thoughts on the river itself, see the Commander's column on page 4.

## SAVE THE DATE

The Philadelphia District will bid farewell to LTC Philip Secrist and welcome its 57th commander, LTC Chris Becking, on June 26th in the Crystal Tea Room.

The District will also host its annual summer picnic on June 22nd at Tall Pines Day Camp in Williamstown, NJ

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# “Fight’n” to let the river run

I believe Mark Twain once wrote that “Whisky is for drink’n and Water is for fight’n”. I tend to agree with Mr. Twain. It is a great privilege and an awesome responsibility to work the Delaware River the way the District does. This extraordinary river forms the spine of the Philadelphia District, around which we are organized and on which we work in a myriad of ways every day. I do not make an annual “State of the River” address, but I’d like to take this opportunity to point out some of the activity on the river of late and to congratulate those involved.

The deepening of the main navigation channel from Philadelphia to the Sea, the granddaddy of District projects, got a double dose of good news recently with the announcement that the Army Corps has allocated close to \$17 million to the project this fiscal year and that President Obama included \$31 million for the project in his fiscal year 2013 budget. Together with the unwavering support of the local sponsor, the Philadelphia Regional Port Authority, this federal funding means that the project will be moving forward and adding to the 17 miles of channel already deepened. Congratulations to all those involved... and there are many.

While these folks were working on the deepening from Philadelphia to the Sea, other District employees were carrying out a project that has had a major impact on navigation in the river above Philadelphia.

Working with the Bucks County Redevelopment Authority as the local sponsor, the District contracted to lower the depth of the Fairless Turning Basin in Bucks County from 37 to 40 feet, thus enabling ships to take full advantage of the 40-foot navigation channel that extends that far up the river. You can read more about the project elsewhere in this edition of the Observer. But let me add my thanks here to Adrian Leary, who oversaw the planning and design of the project, and to Charlie Myers, who facilitated the dredging as it was carried out by the Norfolk Dredging Company. The project has already reaped much praise from federal, state and local officials, not to mention the operators of the port itself, all of whom have attested to the economic benefit derived when shipping interests are granted full passage.

That passage would not have come about had it not been for the Dredge McFarland and her crew. The District’s own hopper dredge cleared shoals from the channel in the upper river in the days leading up to the deepening of the turning basin, making fully-loaded navigation of the upper river a real possibility.

No one spends more time on the river (other than the otters, perhaps) than John Bensch and Charlie Yates, and these past few months have been no exception. The Ops watchdogs have been busy monitoring the dredges Essex and Charleston and checking the sluice boards, dikes and water quality at disposal sites from Money Island to Killcohook.

Meanwhile, in other areas of endeavor on the river, Terry Fowler has been immersed in a “comprehensive” study of ways to reduce flood risk on the New Jersey side of the river. She and her cohorts in Planning and Engineering have just completed a series of three public meetings in New Jersey, at which they outlined the possibilities and explained the challenges of reducing the damage this awesome natural resource is capable of inflicting.

Mike Hayduk in Regulatory waded through a massive amount of information too, carrying out the review that led to permits for a new port in Paulsboro, N.J.

Brian Bogle is overseeing construction of a seawall at the old Philadelphia Navy Yard that will help protect what’s there now: One of the city’s most promising new industrial parks.

Biologist Barbara Conlin, following up on the re-seeding of oyster beds that she and Bill Malloy oversaw a couple of years ago, continues to study ways to encourage both the oyster and the sturgeon populations in the river.

Beth Brandreth in Planning instills a sense of appreciation among future generations for the Delaware as she coordinates our support of the Adventure Aquarium’s educational mission in Camden, a newly designated Coastal America Learning Center.

And so it goes... just some of the amazing work progressing on the Delaware by our great Team!

Thanks for all you do! 🇺🇸



**Lt. Col. Philip M. Secrist III**

***Lt. Col “Flip” Secrist is commander of the Philadelphia District***

# Summit Bridge gets new steel, fresh paint




The Summit Bridge, one of four high-level bridges maintained and operated by the U.S. Army Corps of Engineers Philadelphia District, is undergoing steel repairs and painting to protect against corrosion. Repairs began in April 2011, will take about 18 months to complete and cost an estimated \$10 million.

By Sarah M. Rivette

The Summit Bridge, one of four high-level bridges maintained and operated by the U.S. Army Corps of Engineers Philadelphia District, is undergoing steel repairs and painting to protect against corrosion.

The job started in April 2011 and is expected to be completed by the end of 2012. The large, \$10-million project includes sand blasting the entire bridge in order to repaint it with corrosive protection, installing gusset plate stiffeners that will reinforce the bridge beams and trusses and installing a new gusset plate connecting the bridge beams and girders to the columns or trusses. The installation of the gusset plate required the bridge to be closed for a weekend in December.

The contractor, Marinis Brothers Inc., New Castle, Del., will continue working through the spring and summer as weather conditions improve and the corrosion protection can properly adhere to the bridge. There will be periodic lane closures that will be coordinated with the Delaware Department of Transportation. 



Workers for contractor Marinis Brothers, Inc. perform below-deck repairs.

Photos: C&D Canal Office




# Corps divers suit up and inspect dams

By Sarah M. Rivette

The U.S. Army Corps of Engineers Dive Team conducted a routine inspection of the Blue Marsh Lake Dam intake and outlet works in November of 2011. The dam safety inspection is completed once every five years and assesses the overall condition of these structures. This Blue Marsh inspection also looked for any damage sustained by recent storm events. This is just one of many inspections completed on the dams.

The dive team is comprised of members of the Philadelphia, New England, Detroit and Buffalo districts and travels across the country to assess underwater structural components at Corps maintained and operated dams and locks as one of their missions.

The inspection team also conducted underwater inspections at Francis E. Walter Dam, White Haven, Pa. in November and returned in 2012 to inspect the other Philadelphia District dams: Beltzville, Prompton and Jadwin. The five dams provide flood damage risk reduction, recreation, water supply and water quality in the Delaware River Basin. 



Corps divers from New England, Buffalo and Philadelphia Districts prepare to inspect the intake and outlet structures at Blue Marsh. The regional team inspects dams around the country. Philadelphia District Hydraulic Engineer Steve England, picture above, serves on the team.



Photos: Tim Boyle



# Historic breakwater is repaired

By Steve Rochette

The Harbor of Refuge Breakwater and its historic lighthouse off Cape Henlopen, Del. are listed in the National Register of Historic Places. This past year, the breakwater received much needed repairs through a U.S. Army Corps of Engineers Philadelphia District project.

The project involved placing 91 capstones, each weighing approximately 10 tons, and filling in voids along the breakwater with other stones and concrete.

A severe nor'easter storm damaged the Harbor of Refuge breakwater, which compromised part of the lighthouse's foundation. The District obtained repair funds through the Flood Control & Coastal Emergency program.



**Above:**The Corps completed repairs to the Harbor of Refuge breakwater in December. The project involved placing 91 capstones. **Top right:**The historic lighthouse sits atop the breakwater.




"It took significant coordination to get the project funded," said Project Manager Charlie Myers. "The breakwater certainly needed these repairs and the Delaware River & Bay Lighthouse Foundation was very happy with the results."

Reilly Construction Inc. served as the prime contractor for the \$2.62-million project while R.E. Pierson Construction Co. completed much of the stone work. The project team began work in July of 2011 and finished in November.

Myers said weather, tides and then-tropical storms Irene and Lee proved challenging to the project's schedule. Stones for the project were quarried in Pennsylvania, barged to the site and placed by crane.

"Chuck Sutphen and the Engineering Team did a great job ensuring we received quality stones for the project," said Myers.

The Harbor of Refuge breakwater was constructed by USACE between 1897 and 1901 and has been repaired numerous times throughout its history. The historic, cast-iron lighthouse was constructed in 1926, replacing a previous lighthouse. 

Photos: Ryan Moore



# Revitalizing Dover Air Force Base

By Steve Rochette

The Philadelphia District continues to build, upgrade and renew facilities at Dover Air Force Base.

The District is managing a construction program that has constructed a host of new facilities in recent years, including a new air traffic control tower and a state-of-the-art medical examiner's facility.

The District is currently overseeing construction projects, including a new chapel, a facility to store and maintain aircrew equipment, and a maintenance training facility. This is on top of recently completed construction of the new tower, the Armed Forces Medical Examiner System Facility and a Fitness Center among other projects.

**"The state-of-the-art facilities we've built have improved the quality of life for the airmen..."**

—Tom Lavender

"It's fulfilling to see our completed projects making an impact in a number of different ways," said Tom Lavender, Project Manager-Forward for the Philadelphia District. "We've had a large program and helped transform and modernize the base."

The program includes two projects in design phase, seven in construction and a number of facilities that are occupied by customers and going through the financial close out process. The facilities have diverse functions, but all tie in to the base's core missions: Honoring fallen service members and their families; and providing strategic global airlift capability by transporting equipment around the world.



The Philadelphia District is building a new chapel at Dover Air Force Base. This artist's rendering depicts the \$8.7 million facility which is expected to be complete in the summer of 2012.

"The state-of-the-art facilities we've built have improved the quality of life for the airmen, increased the efficiencies of delivering cargo to the war fighter, and provided enhanced capabilities to return our fallen heroes and their personal effects to their families with dignity, honor, and respect," said Lavender.

## Fitness Center

The District completed construction on a new fitness center at Dover Air Force Base. The 58,000-square-foot facility is approximately twice the size of the old facility.

The new \$12.8-million fitness center includes a health and wellness center, two racquetball courts, and a large open gym with basketball courts. Customers can take group exercise classes and health and wellness classes.

Fitness Center Director Mindy Rolkowski said the new digs are a vast improvement.

"The fitness center is wonderful for our customers and our staff—we're very excited," she said. "The increased space is probably the biggest improvement because it enables us to run more programs and classes."


Customers can take a wide variety of classes, including healthy eating and smoking cessation in the health and wellness center. Zumba, Pilates and other fitness classes are offered in the 2200- square-foot group exercise room.

## Chapel

The new chapel center will be vital to the mission of honoring the fallen and their families. The \$8.7- million project is scheduled for completion in the summer of 2012.

"The chapel will have a large room for up to 100 family members of fallen service members to gather," said Lt. Col. Chip Sturgill, Dover Air Force Base chaplain. "It will also provide a boost to our programs, having more space for Catholic and Protestant religious education."

Sturgill also noted that the facility is in a more accessible location on the base and will help them better cater to service members and civilians.

The Project Team broke ground on the fitness center in Oct. of 2009. Fitness Center staff moved into the new facility in Dec. of 2011. 



# Dredging clears way for Cape May ferry



The Cape May-Lewes ferry has transported more than 11 million passengers throughout its history.

Photos: Steve Rochette

By Steve Rochette

The Philadelphia District completed maintenance dredging along the New Jersey Intracoastal Waterway near the Cape May ferry terminal in November of 2011.

The completed work was part of a \$448,000 contract with Southwind Construction Corp. to remove 32,000 cubic yards of sediment from the channel to enable the Cape May-Lewes ferry and other vessels to safely navigate the waterway. Work took approximately three weeks to complete.

Funding to dredge the remaining portions of the New Jersey Intracoastal Waterway (NJIWW) has been limited; however, the Philadelphia District dredged other stretches of the waterway in recent years with funds from the American Recovery and Reinvestment Act. In the Corps' 2012 work plan, funding included \$257,000.




**Above:** Southwind Dredging Company employees adjust subline as part of a dredging project in the New Jersey Intracoastal Waterway.

**Top Left:** Sunrise over the bridge in Cape May as pictured from the stern of a Southwind launch.

The NJIWW project provides a safe and reliable navigation channel for nine U.S. Coast Guard stations and for the fishing fleet that operates out of Cape May and Wildwood. The local fleet is one of the largest and most commercially valuable fishing fleets on the East Coast. Other commercial users and many recreational boats also ply the intracoastal waterway. The Delaware River and Bay Authority operates the Cape May-Lewes Ferry out of the Cape May Canal, which forms the southern end of the intracoastal waterway in New Jersey.

The New Jersey Intracoastal Waterway extends along the New Jersey Coast from the Atlantic Ocean at Manasquan Inlet, about 26 miles south of Sandy Hook, N.J. to the Delaware River about 3 miles north of Cape May Point, a total project length of approximately 117 miles.

The Cape May-Lewes ferry has transported more than 11 million passengers between New Jersey and Delaware during its 40-year history. 



# Deepening at Fairless Hills beco

By Richard Pearsall

A “deepening” project completed on the Delaware this fall?

You bet.

Not “the” deepening — the much-publicized and oft-debated quest to lower the depth of the navigation channel between Philadelphia and the sea.

But the removal of an additional three feet of sediment from a turning basin in Bucks County, well upriver from piers in Philadelphia and Camden.

Under the watchful eyes of Charlie Myers and Adrian Leary, the U.S. Army Corps of Engineers’ Philadelphia District increased the depth of the Fairless Turning Basin from 37 to 40 feet.

That deepening, along with the removal of shoals from the upper river between Bucks County, Pa., and Burlington County, N.J., has made it possible for more and more fully loaded ships to travel north to ports and piers on both sides of the river and, just as important, to turn around to make the return trip.

The project also shed light on two activities that take place routinely, albeit largely out of the spotlight: Deep-draft navigation of the river above Philadelphia, almost to Trenton; and dredging — or deepening — of the river on a maintenance basis.

Built by U.S. Steel in the early 1950s as part of its sprawling Fairless Works, the turning basin serves both as a port in its own right and as a means for ships to reverse course.

The deeper a port, the lower vessels can ride and the more cargo they can transport. and that makes a big



The Nord Angel, out of Panama, unloads road salt at the Waste Management Terminal at the Fairless Turning Basin as the ever-present flock of seagulls waits for something tastier to materialize.

difference economically, says Myers, the Army Corps’ operations manager for maintenance dredging from Philadelphia to Trenton.

“Every foot of lost draft costs these large vessels an average of about \$100,000,” said Myers, “so you can see why they’re excited about having a deeper port to work with now.”

The deepening of the basin will eliminate the additional operating costs that come from lightering or waiting for higher tide stages, and reduce the loss that comes when ships are diverted to other ports that accommodate deeper drafts.

Located at the northernmost point of the Delaware’s main navigation channel, which is maintained at 40 feet, the Fairless Turning Basin enables large ships to execute a turning maneuver they cannot perform in the relatively narrow width of the channel itself that far upriver. The basin is used by the ships that dock there, using terminals run by Kinder Morgan on one side of the basin, and by Waste Management on the other. It is also used by ships that dock further down the river, in Burlington and Bristol, then travel further up the river to turn around.

The Army Corps contracted with Norfolk Dredging Company to perform the deepening of the existing 17-acre basin at a cost of approximately \$1.2 million. The Dredge Charleston arrived at the port Oct. 18. It began dredging Oct. 22 and completed the work Nov. 1.

Just days before the work on the turning basin commenced, the Army Corps’ own hopper dredge, the McFarland, cleared shoals south of the turning basin.

The combination of maintenance dredging and the basin deepening cleared the way for a free flow of traffic to and from Fairless and its Port of Bucks and drew praise from elected officials.

“This latest dredging project, along with the completion of the turning basin at Fairless Hills, will promote job creation and economic growth,” Rep. Mike Fitzpatrick, R-Bucks said.

“Philadelphia and Bucks County have grown up around the Delaware River, and the work done by the Army Corps and the crew of the McFarland will ensure that this vital waterway remains passable,” Fitzpatrick said.

Adrian Leary, an Army Corps



# reckons more ships up river



Photo: Richard Pearsall

Charlie Myers, operations manager for the Philadelphia to Trenton stretch of the Delaware channel, notes that ships such as the Nord Angel, behind him, will now be able to carry bigger loads in and out of the basin.

project manager who oversaw the planning of the Turning Basin deepening, returned the compliment, thanking Rep. Fitzpatrick for his support of the project and thanking too the Redevelopment Authority of Bucks County, the local partner who fought hard to obtain the 25 percent local share of funding required to carry out the \$1.2-million project.

Coal barges and other, shallower draft vessels travel further up river, to power plants. But for deep draft cargo ships Fairless is the end of the line.

At the height of its operations, U.S. Steel's Fairless Works employed 7,000 people. But the company began scaling back in the 1980s and today employs less than a 100 workers at a small finishing plant on the 2,500-acre site. The remainder has been re-developed as the Keystone Industrial Port Complex.

The port serves a growing sector of renewable energy manufactures, including solar panels and wind turbines, in addition to historic users in the steel and building materials industries. The two largest terminal operators, Kinder-Morgan Bulk Terminals and Waste Management, handle steel slab, steel coils, road salt, coal, scrap metal, and gypsum, among other dry and liquid bulk cargo.

The cost of the turning basin project was shared on a 75/25 percent, federal/local, basis under a Project Partnership Agreement between the Army Corps of Engineers and the Redevelopment Authority of the County of Bucks. Acting as the Non-Federal Sponsor, the Redevelopment Authority received contributions from Falls Township, Kinder-Morgan, Waste Management, Keystone Industrial Port Complex, and the County of Bucks to help meet its



Photo: Charlie Myers


Adrian Leary, pictured here with the Kinder Morgan terminal and its cranes in the background, made frequent visits to the turning basin in his role as project manager of the deepening.

**“...the work done by the Army Corps and the crew of the McFarland will ensure that this vital waterway remains passable.”**

—U.S. Rep. Mike Fitzpatrick (PA-8)

share for design and construction of the improved Turning Basin.

The Port of Bucks handles about four million tons of freight a year. It also contributes significantly to the region's economic vitality.

Materials dredged from the basin were transported via pipeline down river to the Money Island contained upland disposal facility. 



# Delaware beaches get their fill


By Steve Rochette

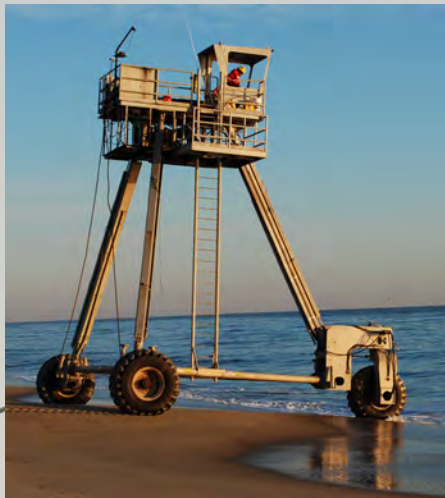
The beaches along the Delaware coast were a hub of activity throughout the winter months of 2011-2012 as the District completed a large renourishment project from Rehoboth Beach to Fenwick Island.

The project involved placing nearly three million cubic yards of sand onto the beaches of Rehoboth, Dewey, Bethany, South Bethany and Fenwick Island. A smaller project at Lewes, DE received approximately 100,000 cubic yards of sand. Much of the work was concentrated in Rehoboth, Dewey and South Bethany in winter months as contractor Great Lakes Dredge & Dock used multiple dredges – both hydraulic and hopper – to finish the job.

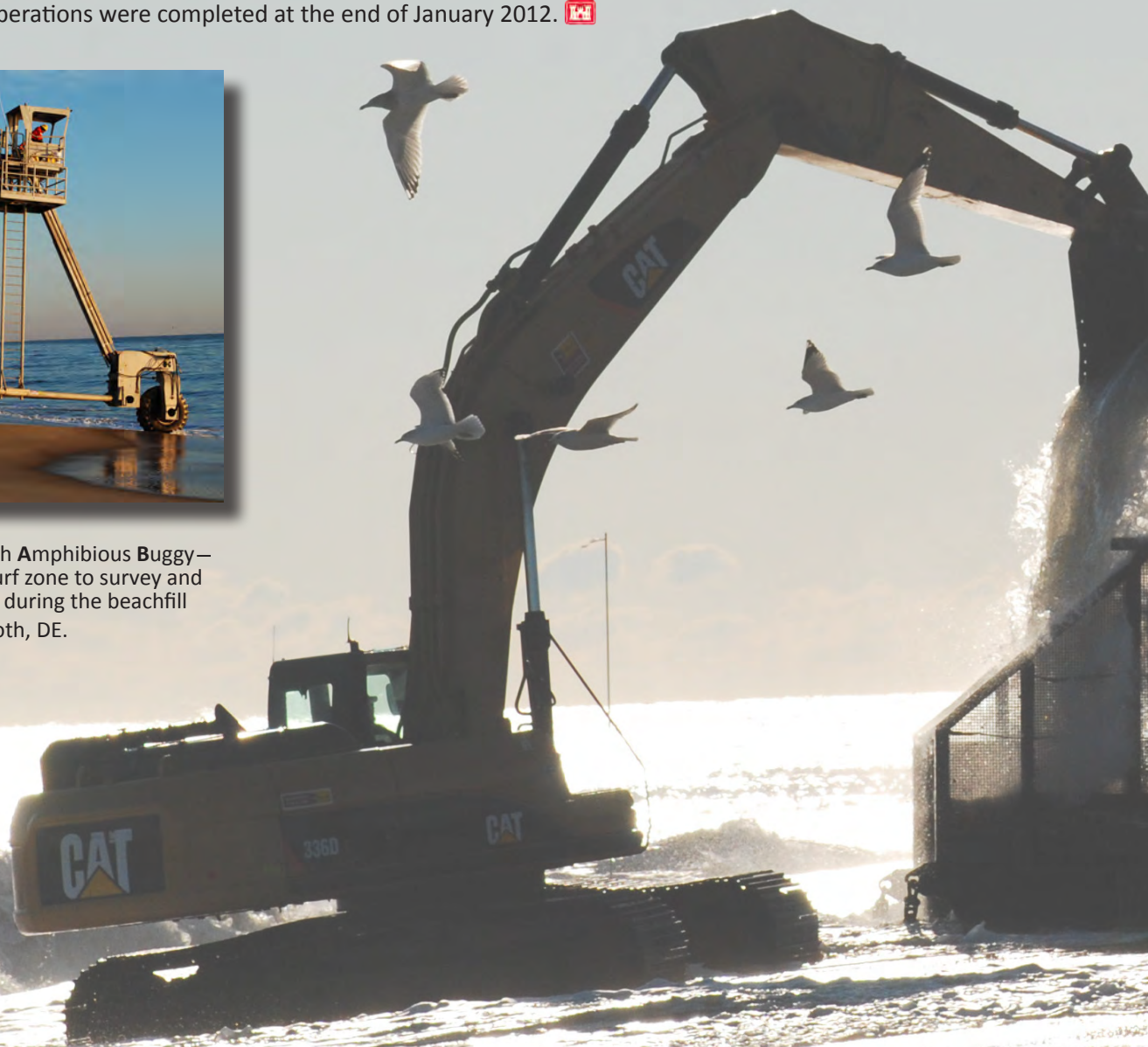
“Between the two contracts, we filled all of our projects along the Delaware coastline,” said Project Manager Paula Retzler. “This was important for the state of Delaware – they were very happy with the results.”

Along portions of the Delaware projects, the dunes had eroded from both storm damages and delays in periodic renourishment due to lack of funding. When the District’s engineers laid out construction templates, DNREC agreed to perform all dune restoration and maintenance work.

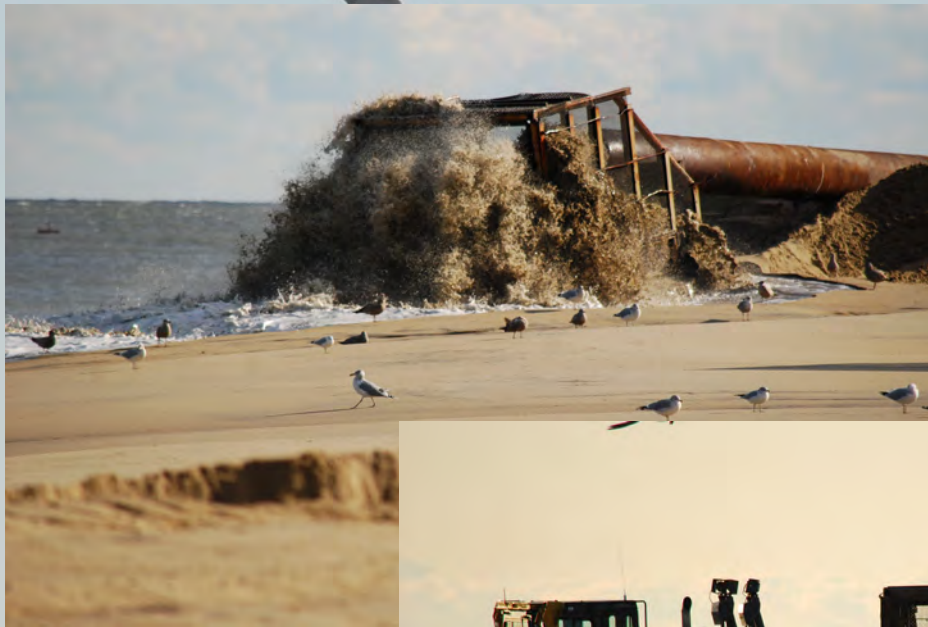
“This enabled the Corps to maximize the amount of sand we placed on the beach in the most cost-efficient manner,” said Coastal Engineer Randy Wise. “The berm elevation was constructed temporarily higher than design elevation to provide the sand quantity for the dune and then DNREC returned and bulldozed the additional sand to complete the template.” Pumping operations were completed at the end of January 2012. 



**The CRAB**  
—Coastal Research Amphibious Buggy—  
moves into the surf zone to survey and  
monitor progress during the beachfill  
project at Rehoboth, DE.







Sand and water is pumped through a basket at Rehoboth Beach. The baskets and a dredge screen are designed to prevent any discarded military munitions from getting on the beach. Material is then bulldozed into a beach template designed by the Corps.



All photos this article:  
Ann Cameron Siegal



# Coast Guard base, Cape May

By Richard Pearsall



Lt. Col. Philip M. "Flip" Secrist addresses the gathering in Cape May in January as Ben Keiser, manager of the Bureau of Coastal Engineering in the New Jersey Department of Environmental Protection, looks on.

Officials from the Army Corps of Engineers, the Coast Guard and their state and local partners gathered in Cape May, New Jersey on a cold and blustery day this winter to mark the completion of a \$9-million beach replenishment project. The celebration was held at the Coast Guard's Training Center in Cape May City.

The mayor of Cape May and a top official from the New Jersey Department of Environmental Protection joined the military leaders in dispersing the ceremonial last shovelful of sand on to the beach at the training center. Those shovelfuls represented the last of some 620,000 cubic yards worth of sand that was pumped on to the training center beach from a "borrow" area offshore. The Coast Guard's beach serves as a feeder for beaches to its southwest. Ocean currents carry sand from the Coast Guard beach to beaches in Cape May City.

"If we were standing here a few, short months ago, we'd be in about six feet of water," said U.S. Coast Guard Capt. Bill Kelly, commander of Training Center Cape May. "The coastal erosion was the worst we'd seen here in decades, and coastal erosion was beginning to threaten our ability to conduct our vital missions here."

The replenishment, completed in mid-January, was the ninth in a series of replenishments carried out since the initial reconstruction of the Cape May beaches, which was completed in 1991.





# share sand the Corps delivers

Long-term erosion had left the Coast Guard base and the city of Cape May with little to no protection from the sea and little to no beach to enjoy by 1990.

A federal beach nourishment project was authorized and the Army Corps, the state of New Jersey, the Coast Guard and the city of Cape May joined forces to rebuild the beach from the Cape May inlet, at the Coast Guard base, to the end of the city beach at Third Ave.

Prior to this latest round, the last beach replenishment occurred in spring 2009. Since then, some of the worst coastal erosion in more than 20 years allowed water levels at the Coast Guard base to reach record heights. This allowed sea water to threaten the infrastructure of the training center as well as several areas used for training. This high coastal erosion also began impacting recreational beaches in the City of Cape May.

The increased threat posed by coastal erosion to Coast Guard operations at Training Center Cape May prompted USACE and the Coast Guard to make this project a high priority.

The agencies partnered with the N.J. DEP and began work on the project in October 2011.

"The project has more than paid for itself in a variety of ways, by protecting this vital Coast Guard base from erosion, by saving the precious community of Cape May from storm damage, (and) by ensuring that there are wide and inviting beaches for residents and tourists alike to enjoy," said Lt. Col. Philip Secrist, commander of the U.S. Army Corps of Engineers' Philadelphia District.

The Army Corps was the lead agency for this effort and contributed more than \$7 million to the project. As the lead agency, USACE also coordinated all aspects of the project's planning and execution. The Coast Guard supported the Army Corps, contributing more than \$1.2 million, and provided critical support and logistical services to the Army Corps and its contractors. The N.J. DEP contributed more than \$800,000 to the project and ensured alignment with environmental laws and concerns as well as coordinating with local municipalities. As the state's local partner in the project, the city of


Cape May contributed 25 percent of the state's \$800,000 share.

In addition to pumping sand from offshore to the beach, the Cape May project included a redistribution or "backpassing" of sand. Approximately 70,000 cubic yards was excavated from an area where there was an excess, in the vicinity of Convention Hall, and trucked to an area where there was a need, in the vicinity of Wilmington Ave.

The Great Lakes Dredge and Dock Company, the principal contractor on the project, pumped the 620,000 cubic yards of sand from the borrow area offshore to Coast Guard Training Center Cape May. A subcontractor, Arthur R. Henry, Inc., executed the backpass operation.

As part of the backpass operation, the Army Corps altered the grade or slope of the beach in the affected sections of the beach in an effort to address concerns about injuries. Critics contend that beach replenishment leads to an increase in injuries suffered by swimmers and body surfers.

Noting that the size of beaches, the extent of their use and the extent and nature of reporting injuries have all changed dramatically since 1990, the Army Corps says there is no evidence that beaches that have been replenished are more dangerous than beaches that have not. The ocean is a dynamic and inherently dangerous force, Army Corps officials' note.

But the Corps is committed to investigating the concerns raised, officials said, and mitigating them in the interest of safety if they prove valid. 

From left: Cape May City Mayor Ed Maheney; Lt. Col. Philip M. Secrist, commander of the Philadelphia District, U.S. Army Corps of Engineers; Capt. William Kelly, commander of the U.S. Coast Guard Training Center, Cape May; and Ben Keiser, manager of the Bureau of Coastal Engineering for the N.J. Department of Environmental Protection, shovel a ceremonial last load of sand on to the beach at the Coast Guard base.

Photos: Tim Boyle



# McFarland crew rescues boater



By Richard Pearsall

Called to Morehead City to remove hazardous shoaling, a dredge owned by the U.S. Army Corps of Engineers wound up responding to an emergency of a different sort early on the morning of Martin Luther King Day.

Crew members of the Dredge McFarland rescued a boater who had reportedly been floating in 48 degree water for nearly three hours and was only minutes away from being carried out of the harbor and into the open ocean when the McFarland crew spotted him and plucked him out of the channel.

James Cecil Arthur, 52, was in stable condition several days later, according to U.S. Coast Guard officials, who said that given the water temperature and the time that Arthur had already spent in the water, he was in imminent danger of losing consciousness when the Army Corps dredge came to the rescue.

The McFarland was called to North Carolina to perform emergency dredging there and had just arrived Friday and begun dredging Saturday.

The incident began at 7:05 a.m. with the dredge, which operates around the clock, working in the channel off Fort Macon State Park.

Spotting an object in the water ahead, the crew ceased dredging and approached for a closer look. On seeing what appeared to be a vessel and a man floating next to it, the crew, under the direction of Capt. Thomas Evans, notified the Coast Guard and lowered a launch.



By 7:12, the launch was alongside Arthur and his vessel. The launch crew, under the direction of Chief Mate Shawn Bailey, was able to secure a line around Arthur, who was suffering from hypothermia and unable to assist himself, and lift him into the launch. The crew administered first aid and, at the direction of Capt. Evans, who was in contact with the Coast Guard, took the victim directly to the Coast Guard Station at Fort Macon.

Arthur told Coast Guard officials that he had been unable to sleep so decided to take a ride on his "wet bike," launching it about 4 a.m. at a spot on the North River about nine miles from where he was rescued. He apparently struck something shortly thereafter, which knocked the boat plug out and caused the vessel to begin to sink. The wet bike had damage to the port bow which could have come from striking an object such as a log or a buoy, officials said.

The McFarland is an ocean-going dredge, one of four that the Army Corps of Engineers owns and operates to maintain safe navigation at home and ensure that the country can respond to national security issues abroad.

Since the beginning of 2010, the McFarland has been in what is called "Ready Reserve" status, meaning that she is limited to 70 days per year of training operations in the Delaware River unless called upon to meet emergencies elsewhere. The dredge will be in Morehead City for at least another 10 days on this Ready Reserve mission.

Capt. Evans praised the actions of his crew on the morning of Jan. 16.

"I am very proud of their quick and professional response," Evans said. "Thankfully he (Arthur) was spotted, because with a strong outgoing tide, he was only 20 to 30 minutes from being in open ocean and survival and rescue may not have happened."

Second Mate James Davidson was standing watch on the bridge with Capt. Evans and spotted the damaged vessel in the early morning light.

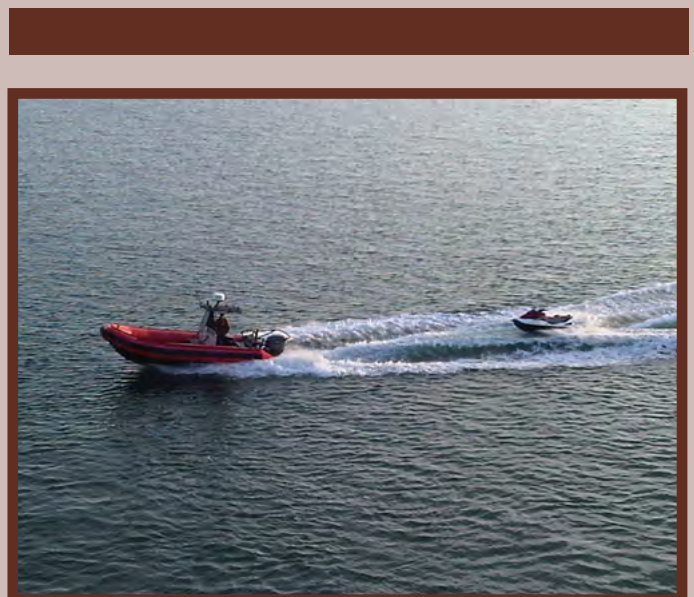
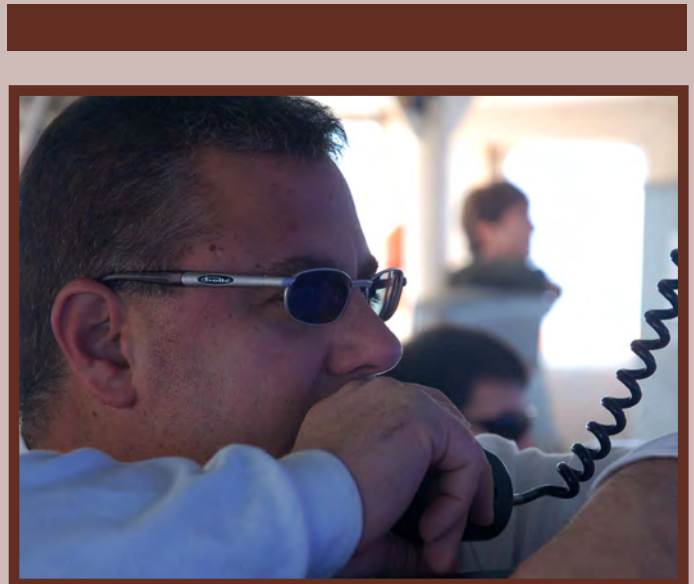
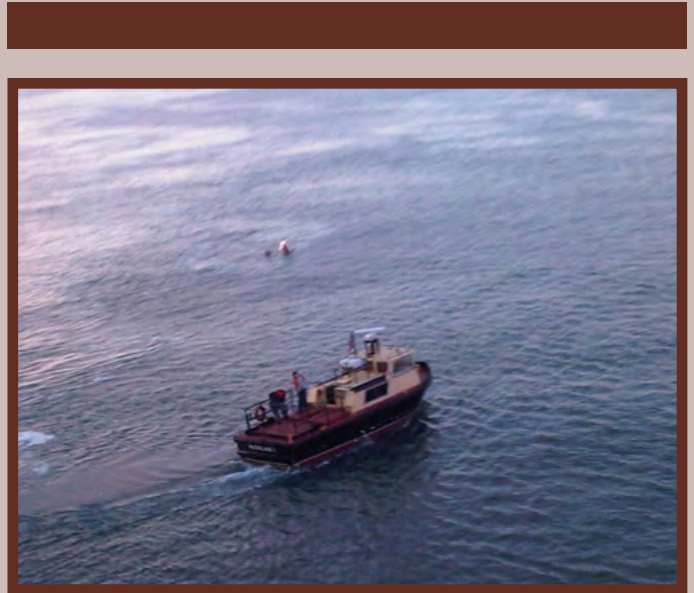
Bosun Larry Watts and Dragtender Art Rubolino manned the launch with Bailey. 🇺🇸

**Top:** The McFarland launch approaches the overturned jet ski and, next to it, in the water, James Arthur, its 52-year-old operator.

**Middle:** Capt. Tom Evans, pictured here on an earlier call from the bridge of the McFarland, directed the rescue effort and radioed the Coast Guard for guidance.

**Bottom:** With Arthur safely on board the McFarland launch and headed for the Coast Guard base, a private boat pulled the jet ski to the base.

Photos: McFarland crew members





# District Celebrates the Holidays






# s at Citizens Bank Park

## Home of The Philadelphia Phillies



250 District employees and family members attended this year's Holiday Party at Citizens Bank Park on Dec. 9. The event was a hit as attendees took tours of the ballpark, dugout and clubhouse. The party featured a buffet lunch and a visit from the Phillie Phanatic. 

Photos: Tim Boyle & Steve Rochette



# Scenes from The Philadelphia



Photo: Capt. Tom Evans

The Dredge McFarland has just passed through the Berkley Bridge in Norfolk, Va., in this photo taken early in the morning of Feb. 13. The dredge underwent repairs at Colonna's shipyard in Norfolk before returning to Morehead City, N.C., Feb. 13 to complete its emergency assignment removing shoals from the harbor there.

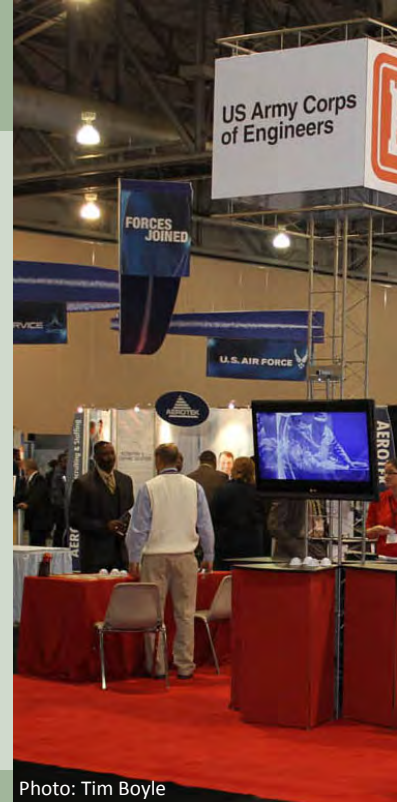
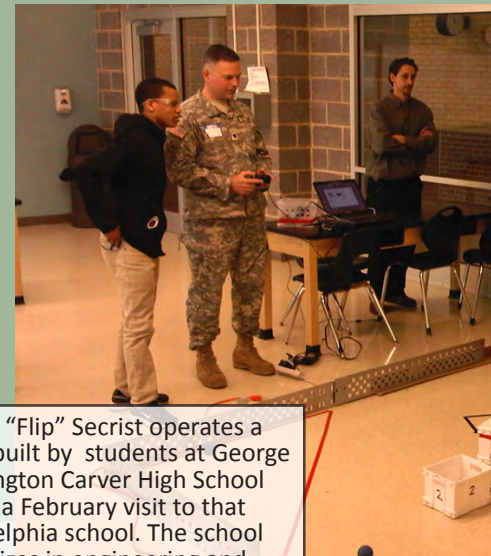


Photo: Tim Boyle



Photo: Richard Pearsall

A backhoe in the process of creating a new slurry wall at the Lipari Landfill outside Pitman, N.J. Working with the federal Environmental Protection Agency, the District oversaw the expansion of the contained area at the Superfund site. Here a trench is simultaneously excavated and filled with a slurry mixture that seals the walls of the trench and eventually solidifies.



Lt. Col. "Flip" Secrist operates a robot built by students at George Washington Carver High School during a February visit to that Philadelphia school. The school specializes in engineering and science and has developed a partnership with the District that includes an annual visit by District personnel to address a student assembly and visit classrooms.



# District



The Black Engineer of the Year Award conference was held in Philadelphia Feb 17-18, 2012. Corps personnel demonstrated a river model and spoke with students and young professionals about career opportunities with USACE.



Photo: Sterling Johnson



Photo: Richard Pearsall

With a glass wall between them and the shark in the background, Pete Blum, Chuck MacIntosh and Lt. Col. "Flip" Secrist are all smiles at the Adventure Aquarium in Camden this winter. The District leaders attended a ceremony welcoming the aquarium into the network of Coastal America Learning Centers and pledged their support to the aquarium in that educational mission.



Photo: Tim Boyle

The EPA, Philadelphia District and contractors are working to drill groundwater extraction wells at Prices Landfill in Egg Harbor Township NJ. The work is part of a \$52-million contract to build a groundwater treatment facility and complete other environmental remediation efforts.





This mile-and-a-half long span, the Reedy Point Bridge, is now undergoing major repairs. Corcon Construction, of Lowellville, Ohio, is repairing steel members and welds, removing old lead paint and applying new corrosion protection under the terms of its \$8 million contract with the Army Corps of Engineers. Constructed in 1969, the bridge crosses the eastern end of the Chesapeake and Delaware Canal, linking Delaware City to the north with the Port Penn area in the south. The narrowness of the bridge — it is only two lanes wide — will necessitate closing it to traffic during much of the repair work. Area residents raised concerns about the bridge closing, contending it would create economic hardship for local residents. Tim Kelly, project manager for the C&D, Jerry Jones, Chief of the Operations and Maintenance Section, and Gavin Kaiser, project engineer, attended a public meeting in Delaware City to listen to those concerns and explain the need not only to do the repairs, but to do them safely. Following the meeting the team met with the contractor and worked out a schedule that will minimize bridge closures on summer weekends, the time periods of most concern to residents. Work on the bridge is expected to be done by the end of the year.



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