





COL Jon J. Chytka

On the heels of the Revolutionary War our fledgling nation would find itself again at war in 1812 with the superpower of that time, Great Britain. As in our first war with Great Britain, the outcome was uncertain and potential costs were great.

In our lifetime we have felt the devastation of war, most recently the 9/11 attacks on the World Trade Center and the Pentagon. We can surmise that Americans living in the War of 1812 era felt a similar uneasiness as we did on September 11th as we witnessed those tragic events. On August 24, 1814 many Americans witnessed and gave accounts of the almost complete destruction of Washington, D.C. including the burning of the White House, the Capitol (with its Library of Congress), the Supreme Court, the War Department, the United States Treasury, and other key federal buildings. The nation's anxiety of that era resonates in the prose of Francis Scott Key which he penned while watching the bombardment of Fort McHenry. The first verse of his poem, *The Defense of Fort McHenry*, is littered with questions including "O! Say does that star-spangled banner yet wave o'er the land of the free and the home of the brave?" The poem's more notable verses would later be set to music to become our National Anthem.

The successful defense of Fort McHenry and Baltimore Harbor, as well as successes and failures elsewhere along the U.S. coasts showed our vulnerabilities. These gaps in defense certainly played into the reasoning for the Chief of Engineers Brigadier General Joseph Swift ordering Lieutenant Hipolite Dumas to the Gulf Coast on May 4, 1815... "to place the works in a permanent state of defense...(and you) will select positions on which it may be necessary to erect works for the additional security."

From these rudimentary beginnings the U.S. Army Corps of Engineer's efforts would continue almost uninterrupted for 200 years, growing from an individual position with a limited mission to a robust Army unit which we endearingly call the Mobile District, with its essential, extensive, and diverse missions as set forth by Congress and the chain of command. As you turn through this special edition of the Mobile you can sense the important work that the district and its predecessors have been charged with and our successful completion of these tasks, even the most daunting ones. The projects and missions that we have built and executed on occasion have extended beyond our very large designated areas of responsibility in order to support the warfighter in the field or other national priorities. Many of these efforts are noteworthy and many are continuing to fulfill their purpose, some have been re-purposed, and some are restored testaments to American history pointing the way for future generations.

Case in point – the story of Fort Morgan: Although the United States and Great Britain had penned the Treaty of Ghent on December 24, 1814 to end the War of 1812, the treaty was not yet ratified by the U.S. Congress. The final land engagement of the war was fought at Fort Bowyer on Mobile Point. The wooden fort fell to British forces on February 12, 1815 after a five-day siege. With Mobile Bay open, both sides began to prepare for a general siege of Mobile when news arrived of Congress' ratification of the Treaty of Ghent, ending hostilities. Mobile Point was quickly identified as key terrain and it was there that U.S. Army Corps of Engineer's coastal defense mission would begin with the survey, design, and construction of Fort Morgan (circa 1833). Fort Morgan would be the U.S. Army Corps of Engineers Mobile office until Captain Jeremiah M. Scarritt moved the



office to the City of Mobile. Today, Fort Morgan continues to serve as a Museum that helps to tell our American story.

Mobile District has always answered the call by our national leaders to increase our capability and capacity to meet the nation's priorities. In civil works, our mission has continuously grown with the passing of a series of River and Harbor Acts and other legislation which charged us with navigation along the Gulf Coast and inland waterways and later flood control and hydropower. The nation has continued to ask more and more of its Army and the Army's engineers as it matured. These missions also include our support for other federal agencies. Mobile District is very proud to have been selected to support and build many vital facilities for our fellow federal partners so that they are able to deliver on their core missions. Mobile and Gulf Coast folklore credits the U.S. Army Corps of Engineers for building numerous roads, hospitals, ports, and customs facilities. Many of these facilities' official records are now lost to the ages, but there are countless other remarkable projects from lighthouses and tunnels to administrative facilities and dams. Many one-of-a-kind structures and their impacts are carved in our history both in the olden times and the present.

Whether building facilities that enabled the U.S. Army space program to send Explorer 1 into orbit on January 31, 1958 or constructing test stands in preparation for NASA's moon mission, Mobile District's support to national priorities has helped impact the nation's move toward the future. As is our American way, truly extraordinary achievements are possible with the right team.

The District recognizes that true credit goes to the full team's efforts from the public's requirements to Congress' appropriations, to the careful and deliberate direction of supported commands and agencies, to our contractors' expertise, innovation, and building prowess, and to USACE's and Mobile District's relentless drive to execute high-quality projects in a transparent and accountable matter.

As you wade through the history in this edition you can hear the voices of the people that have poured their lives into building this legacy and they can be heard echoing "ESSAYONS! (LET US TRY!)." It is these conscientious professionals who have done their part in building a strong United States with its vibrant economic engine and an unsurpassed national defense – they have also purposefully built a Mobile District legacy that is uniquely American.





Congressional Record

PROCEEDINGS AND DEBATES OF THE 114th CONGRESS, FIRST SESSION

WASHINGTON, MONDAY, MAY 18, 2015

HON. BRADLEY BYRNE
OF ALABAMA
IN THE HOUSE OF REPRESENTATIVES

200 Years of Exemplary Service from Mobile District, U.S. Army Corps of Engineers

Mr. Speaker, on May 4, 1815, the Chief of Engineers issued orders to Lieutenant Hipolite Dumas, which began the long and proud history of engineering service to the Gulf Coast and Mobile.

Mobile District, U.S. Army Corps of Engineers is celebrating 200 years of exemplary service to the Southeast region, the U.S. military and the Nation.

For its first 70 years in Mobile and along the Gulf Coast, these engineers surveyed and fortified the southern coast from St. Marks River in Florida to Lake Pontchartrain to the west. Forts were the key elements of the coastal defense system, but complementary structures such as lighthouses and towers were also constructed. In addition to the coastal fortifications, Gulf Coast engineers also began surveys to look at connecting the inland waterways with the Tennessee-Coosa River canal study.

Following the Civil War, in 1870, an engineer office was opened in Mobile, Alabama. Eighteen years later the Mobile District was officially established in a formal reorganization of operations at the national level.

The nation turned toward rebuilding the economy after the Civil War and developing the nation's transportation system became a positive, tangible means of measuring progress. Major navigation surveys were conducted on Southeastern rivers such as the Coosa River, the Apalachicola-Chattahoochee Flint, the Black Warrior, Tennessee-Tombigbee, and the Alabama River between 1870 and 1879.

When Mobile District was established in 1888, the District's boundaries were from the Escambia River westward to the East Pearl River. Montgomery District had responsibilities from the Escambia River eastward to St. Marks River in Florida. In 1933 the two districts merged into one, the Mobile District. The District also was also given responsibilities for all military construction for the Army and Army Air Corps in Mississippi, Tennessee and Alabama.

The 1930's were a busy time for the Mobile District. Modernization of the Black Warrior River system began, taking the number of locks required to transit the waterway from 17 to 5.



Construction of Brookley Field, the Southeast Army Air Depot and the Mobile Air Service Command during World War II began. The Flood Control Act of 1936 set into motion a national flood protection plan and gave the Corps jurisdiction over federal flood control protection investigation and river improvements.

As busy as the 1930's were, World War II resulted in the largest wartime mobilization effort ever for the United States. The magnitude of Mobile District's work can be judged by expenditure for construction. Between December 1941 and December 1943, nearly \$1 billion was expended in the District on facilities that included 32 Army airfields, an ordnance training center, two arsenals, three Army ground force depots, five harbor defense installations, nine Civil Aviation Administration airfields, two Army Air Force supply depots, one Army Air Force cantonment, six ordnance manufacturing plants, nine Army ground force cantonments and six special installations.

In the 1950's construction of Buford Dam in Georgia was initiated, Jim Woodruff Lock and Dam was completed, Walter F. George Lock and Dam construction began and the Army Ballistic Missile Agency was established at Redstone Arsenal, Huntsville, Alabama in 1956.

In 1959 NASA was established at Redstone Arsenal for the Saturn Project. The construction of facilities for the Saturn project, a rocket program that was the work of the von Braun team at Redstone, was one of Mobile District's biggest projects. The District was responsible for the testing facilities at Redstone Arsenal associated with the Saturn booster, and eventually one of the major construction projects of the post Korean War period, the Mississippi Test Facility.

In the 1960's, the District continued the legacy of improving and developing the Nation's inland waterway transportation system. West Point Dam was authorized, Carters Dam on the Coosawattee River and Millers Ferry Lock and Dam on the Alabama River began. Construction of the Claiborne Lock and Dam and Robert F. Henry Lock and Dam also began in the 60's.

In the 1970's Mobile again took on new responsibilities. Construction responsibility for Cape Canaveral District was shifted to Mobile. Military construction in Florida, the Panama Canal activities and Central/South America programs were also shifted to Mobile. The 1970's also saw construction begin on the Tennessee-Tombigbee Waterway, at the time the largest Civil Works project in Corps history.

The 70's ended with Hurricane Fredric hitting Mobile on September 12, 1979. Under Public Law 84-99 the Corps was authorized to provide emergency assistance during disasters. The States of Alabama, Florida and Mississippi were all declared Federal disaster areas. Mobile District has been a national leader in emergency response actions for the Corps. Through the District's innovation the Corps developed a national-level Detachable Tactical Operations System to provide immediate support to disaster stricken areas. This was never more evident than after 9/11 when the District supported the New York City police and fire departments with these units.

The 80's saw innovation within the Corps, with Mobile District once again leading the way. Life Cycle/Project Management was first tested and then established in Mobile District. It has



now become the standard for Corps management. This decade also saw the opening of the Tennessee-Tombigbee Waterway to navigation, creating the transportation artery from the Gulf Coast to the Nation's mid-section first envisioned in the mid 1800's. Base Realignment and Closure also began in the 80's. Mobile District has been involved in all the BRAC National Environmental Policy Act requirements for BRAC from 1988 until the present.

The closing decade of the 1900's once again revealed Mobile's innovation. In 1994 the Scanning Hydrographic Operational Airborne Lidar Survey, or SHOALS, was first tested. This innovative 3-D technology was adapted for underwater mapping. When later combined with the U.S. Navy's CHARTS system, the team became a world leader in underwater mapping. The 1990s also saw the completion of the J-6 Large Rocket Test Facility, the completion of the John J. Sparkman Center located at the U.S. Army Arsenal at Redstone, Alabama. The Sparkman Center and follow on phases, encompasses more than 1 million square feet and is one of the most modern military facilities in the world.

As the Nation entered the new century Mobile District continued its record of excellence. The Von Braun Center at Redstone Arsenal was completed in 2014 and is home to the Space and Missile Defense Command and the Missile Defense Agency. The District responded to and assisted in recovery operations when four hurricanes struck the State of Florida in 2004. In 2005, Mobile District began a comprehensive analysis and design for the Mississippi coastal counties to make them more resilient and less susceptible to risk from hurricane and storm damage following the devastating landfall of Hurricane Katrina along the Mississippi coast. From this analysis came the Mississippi Coastal Improvement Program, an innovative approach to achieving the goal of a more resilient coast.

Since 2000, Mobile has also completed four Headquarters complexes for major key commands, U.S. Central Command, U. S. Southern Command, U.S. Army Material Command and the U.S. Special Operations Command. They also were the design and construction agent for the new cantonment area and training ranges for the 7th Special Forces Group (Airborne) which relocated from Fort Bragg, North Carolina to Eglin Air Force Base, Florida. They are also responsible for the construction of various facilities at Eglin Air Force Base to support the Joint Strike Fighter program.

Mobile District continues to serve a variety of programs and missions in Alabama, Florida, Georgia, Mississippi, Tennessee and Central and South America. While I know my colleagues from these States are as appreciative as I am for their work, I am especially proud to have the District Headquarters in my District and in Mobile.

It is with pride that I say, Happy Birthday to Mobile District on your two hundred years of exemplary, innovative and dedicated service. On behalf of a grateful Nation, thank you to all the civilian and military members of the Mobile District for all you have done.



1ST LIEUTENANT HIPOLITE DUMAS, THE GULF COAST'S FIRST ENGINEER

A certificate of appointment was issued to Hipolite Dumas, a native of France, commissioning him as a 1st Lieutenant in the Corps of Engineers signed by President James Madison and Secretary of War James Monroe, January 3, 1815. The Chief of Engineers, Brigadier General Joseph G. Swift expressed concern with harbor fortifications in correspondence with the Secretary of War on March 21, 1815. He reported that he had discussed the matter with Secretary of State James Monroe and had arranged to send officers of the Corps of Engineers to important ports from Maine to New Orleans. They were to give full reports of the fortifications, and, where necessary, select sites for new works to protect the principal positions on the coast and the avenues to those sites.

The first official orders from the Chief of Engineers were sent to Lieutenant Dumas, on May 4, 1815 to survey the Gulf Coast Frontier. Dumas was instructed as follows:

Lieut. H. Dumas

New York May 4th, 1815

Corps of Engineers

Sir,

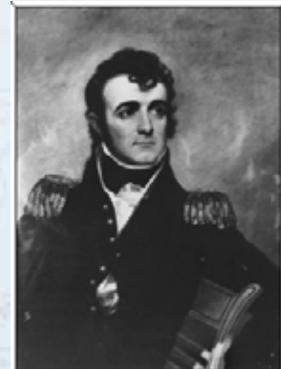
You will proceed to Mobile and New Orleans and examine the state of the works erected for the defense of those places, which you will report to me, together with the requisite plans and estimates for the repairs to place the works in a permanent state of defense. You will examine water courses, roads, and passes, leading to and from Mobile and New Orleans and will select positions on which it may be necessary to erect works for the additional security of the before mentioned places. I wish a good topographical map of the country from Pensacola to Lake Barataria, west of New Orleans. You can correct Lafour's map by your own observations, and particularly note all positions that have military advantages, including good air, water, and communications. Procure answers to the following questions. 1st. What draft of water can be carried thro' Lake Pontchartrain into Lake Maurepas, and what natural facilities there are to communicate with the Mississippi from the point of Lake Maurepas nearest the river. The Secretary of War requires you to "report to him the means that have been taken to secure, and the preservation of the artillery and other public property at the several forts and fortifications in your district, and also the number of men that would be necessary on a peace establishment to be kept at each fort."

A copy of the above required report you will enclose to me.

I am respectfully,

J G Swift (signed)

Lieutenant James Gadsden would succeed Dumas as Supervising Engineer on the Gulf Frontier in 1816. Dumas obtained the rank of a Captain on March 31, 1819 and resigned from military service in 1825. He died February 7, 1841.



Brigadier General Joseph G. Swift



The Corps' preliminary and follow-up surveys of the Gulf Frontier resulted in a string of fortifications along the southern coast from the mouth of Lake Pontchartrain in the west to the mouth of the St. Marks River in Florida. Furthermore, the report recommended a seaboard defense system and a site for a naval depot at Pensacola Bay. Although forts were key elements in the defense system, complementary structures such as lighthouses and towers were also built. Fort Gaines and Fort Morgan at the entrance of Mobile Bay and Fort Pickens and Fort McRee at the entrance to Pensacola Bay typified the state of military technology and funds in fulfilling a mission assigned to them by Congress. Both of these strategic coastal areas became part of the Mobile District.

THE FORTS IN ALABAMA

FORT GAINES

Fort Gaines on Dauphin Island was the first fortification begun for the defense of Mobile and it exemplified the latest engineering technology. A contract was awarded in 1818 and work began in 1819. Within two years, however, the project was halted by lack of appropriation as Congress called for a reinvestigation and reassessment of the need for the fort. Fort Gaines was reauthorized in 1846. In 1859, the fort was still incomplete; it was not finished until after it was occupied by Confederate troops. By the time the Confederates finished the fort, the south was unable to adequately arm it.

FORT MORGAN

The construction of Fort Morgan (formerly Fort Bowyer) was across the entrance of the bay on Mobile Point. Fort Morgan was completed and garrisoned, only to be taken over by the Confederates at the outset of the Civil War. Fort Morgan was a massive bastioned structure completed in the early 1830 at a cost more than \$1.2 million. Fort Morgan is distinguished architecturally from other Gulf Forts because it has a citadel in its center, a feature that figured prominently in the Battle of Mobile Bay.

Other important points emerged from the board's assessment by the Board of Engineers for Fortifications. The United States' acquisition of Florida in 1821 presented new tactical problems. The Corps of Engineers felt that without protection from the forts at the mouth of Mobile Bay, Mobile could easily be taken by enemy forces and then used as a base to secure the fall of Pensacola. Therefore, other Forts provided a seaboard defense: such as Fort Pickens and Fort McRee at the entrance to the Pensacola Naval Depot.

Bernard also recognized the strategic importance of rivers flowing into the Gulf of Mexico. These rivers extended deep into the US interior and could be cut off if an enemy controlled the access. The connection of the Tennessee River basin with the Gulf of Mexico was a major concern in early 1821. Bernard pointed out that the Tennessee connection will hereafter take place through Mobile Bay by artificial canal.



*Fort Morgan
USACE Photo*



1821-1829

PENSACOLA NAVY DEPOT



*1858 drawing of Pensacola Navy Yard
Univeristy of West Flordia Photo*

A seaboard defense system would include four classes: a Navy, fortifications, interior communications by land and water, and a regular army and well organized militia. A Navy had to be provided with proper facilities for repair, harbors for rendezvous, ports of refuge, and supply stations. Mobile Bay was deemed an especially important station and port of refuge for merchant and Naval vessels. The forts at the mouth of Mobile Bay would accomplish several strategic objectives: protect the bay, the watershed of the Tombigbee Alabama Rivers and the routes proposed to connect them with the Tennessee, protect the communication between Mobile Bay and Lake Pontchartrain via the barrier island channel, deprive the enemy of a station from which to act against New Orleans or Pensacola.

TENNESSEE- COOSA RIVER CANAL

A second important survey on the Gulf frontier involved determining the feasibility of connecting the Tennessee River with the Gulf Coast.

In 1827, Congress authorized a survey and one major problem was that the canal would cross the home of the Cherokee Nation, land that was not ceded by the Indians until the mid-1830s. The final determination was that a canal approximately 100 miles long, beginning at the head of steamboat navigation on the Hiwassee river and ending at the head of the steamboat navigation on the Coosa River, would best connect the Tennessee and Coosa Valleys. The construction would be a major undertaking and the report described the project as having great national importance.

Bernard felt that the canals proposed route made it too expensive, the alternative was to construct a railroad, in a different location, to connect the Tennessee Valley with the Gulf of Mexico. His suggested route was from Cotton Gin Port on the Tombeckbee, to Waterloo, on the Tennessee; connecting these two streams would procure the shortest communication between the mouth of the Missouri and the Gulf of Mexico. The Tennessee-Tombigbee Waterway, completed 150 years later, would align approximately with Bernard's suggested railroad route.

The plan for the canal system to connect the Tennessee and Coosa Rivers was abandoned as too ambitious. Nevertheless, the idea of connecting the Tennessee and Coosa Rivers was revived in the period of significant river and harbor improvements following the Civil War.

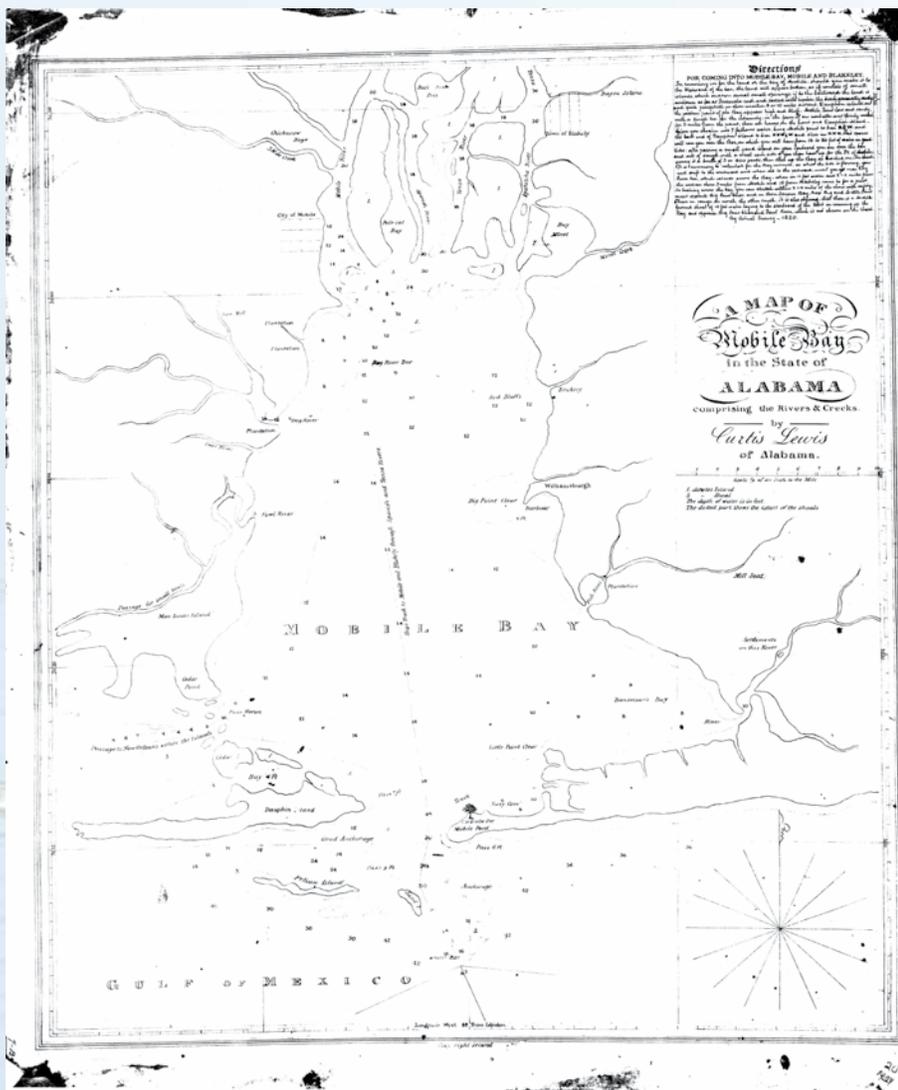


MOBILE HARBOR

In 1829, Captain William H. Chase, Supervising Engineer for Gulf fortifications conducted a survey between Mobile Bay and Lake Pontchartrain to determine where to build lighthouses and fix buoys for navigation. Work was already in progress at Pass au Heron on deepening the channel to accommodate the largest vessels entering Lake Pontchartrain. All of this was intended to improve the Mississippi Sound inland navigation route between New Orleans and strategic ports along the Gulf Frontier.

Work was authorized to improve Mobile's excessively shallow harbor, which was only 5.5 feet deep at Choctaw Pass and 8 feet at Dog River Bar. Under existing conditions the wharves at Mobile were inaccessible to larger vessels before reaching the city. This posed an economic disadvantage which placed Mobile in a weakened position to compete with New Orleans. Alabama legislators successfully petitioned Congress for some relief, and the Corps of Engineers undertook a project to improve navigation to the city.

The first phase of the harbor improvements project involved creating an unobstructed channel 10-foot deep and 200-foot wide from Mobile to the Gulf of Mexico. Unfortunately, pressure to maintain construction schedules for the forts at Mobile Point and Santa Rosa Island interrupted appropriations. Inadequate funding was compounded by contract difficulties and weather related setbacks. As a result, little was accomplished toward improving navigation until after the Civil War.



1820 Early Survey Map of Mobile Bay
Univeristy of West Florida Photo

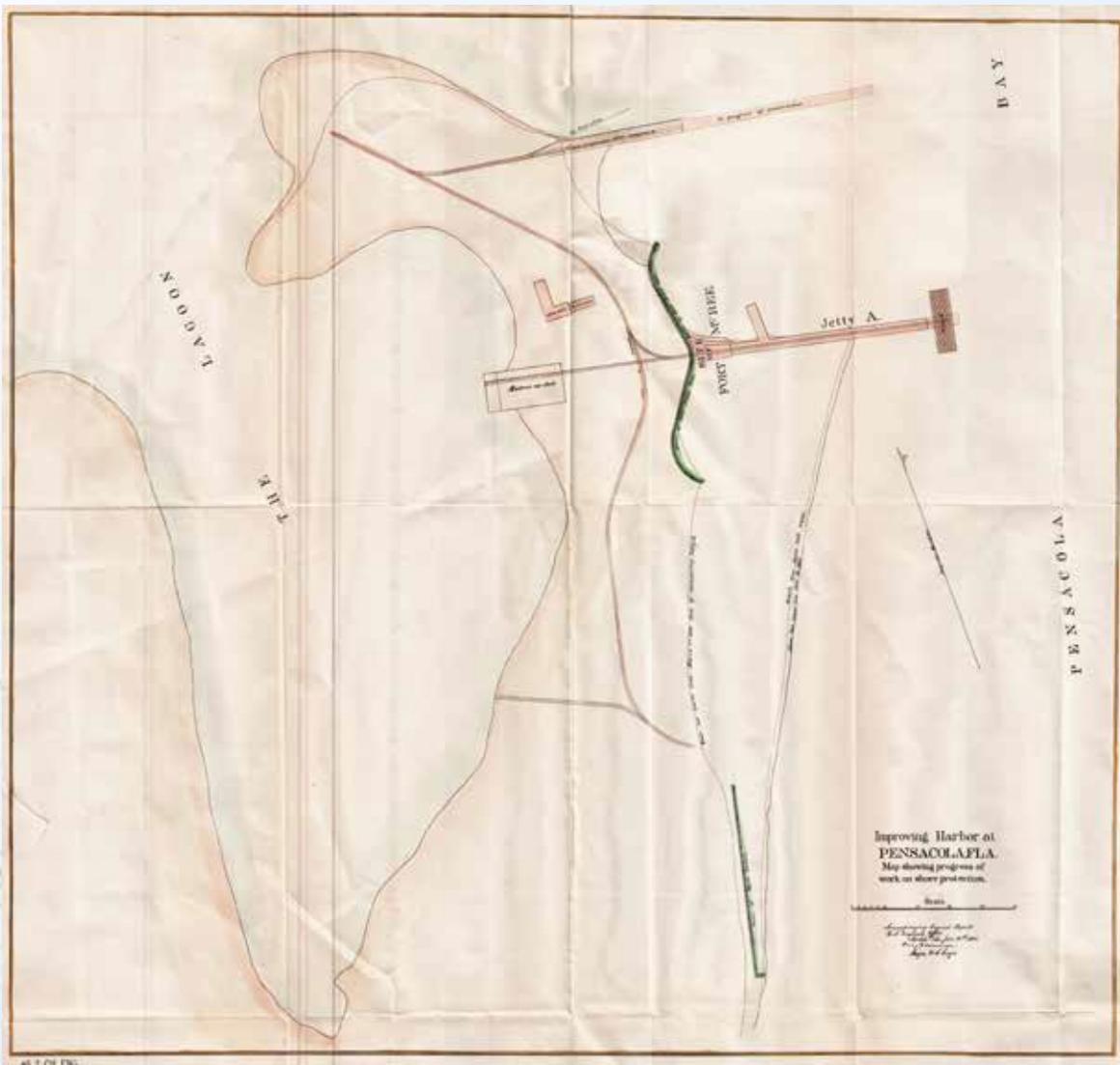


1830-1859

THE PENSACOLA-MOBILE CANAL

The Board of Engineers for Fortifications' 1817 reconnaissance of the Gulf Frontier highlighted the strategic advantages of Pensacola. The board proposed connecting Pensacola with the Mississippi River because New Orleans served as the major supply depot for the entire Gulf Frontier. A significant portion of such a link could be by way of the Mississippi Sound from the Rigolets to Mobile Bay. The board viewed the sound as a natural canal that could be extended by a manmade canal. The cost of Mobile-Pensacola canal was projected at \$2.2 million for the most efficient route and \$1.2 million for the most economical route. Although never constructed as envisioned the canal was one of the earliest proposals for an inland waterway connecting Florida's panhandle with the Mississippi River. The idea was realized with completion of the Gulf Intracoastal Waterway in the twentieth century.

- **The Early Surveys**
- **Fort Massachusetts**

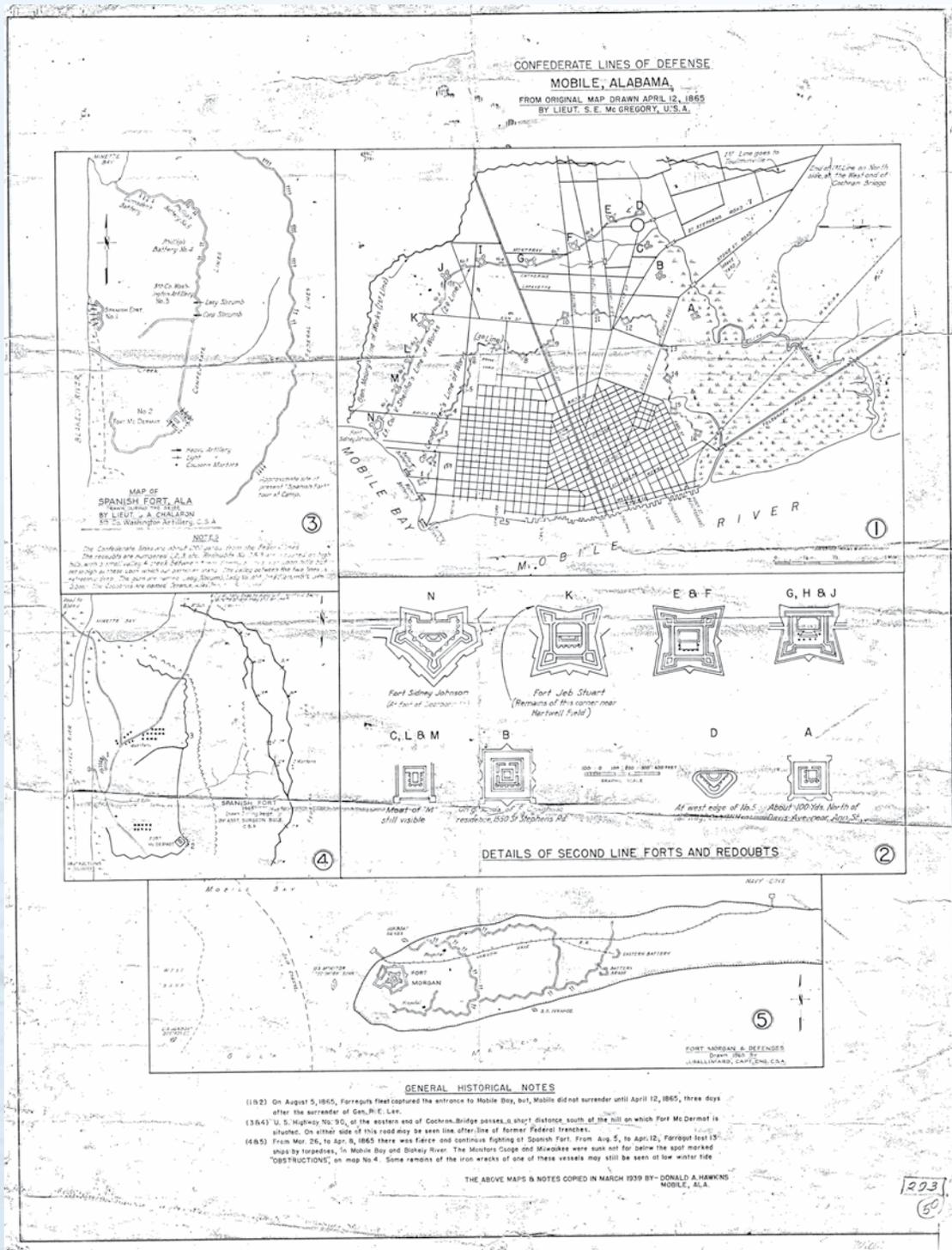


Survey Map of Fort McRee In Pensacola Harbor
Univeristy of West Florida Photo



**1860-1869
THE CIVIL WAR**

The Civil War was the first major interruption in operation of the Gulf Frontier since work began in 1815. By the end of 1861, a few Army Engineers were left in the Gulf area. A number of the best Engineer Officers, some of whom served on the Gulf frontier, swore allegiance to the Confederacy. The Civil War period in the Gulf area was characterized by Confederate efforts to stave off Federal advances against the seacoast forts and Union efforts to blockade southern ports.



**Confederate Lines of Defense Mobile, Alabama
USACE Photo**

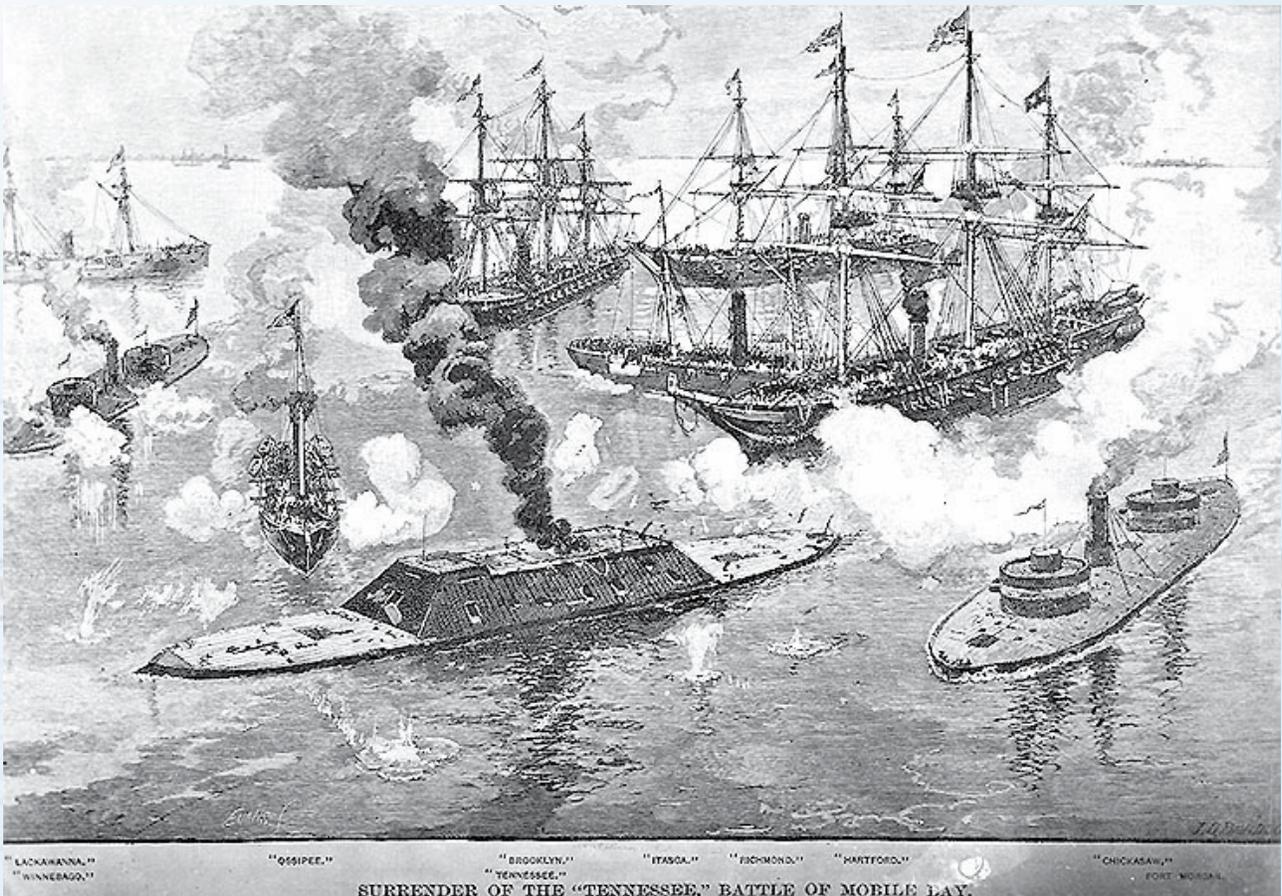


BATTLE OF MOBILE BAY

When Admiral Farragut began his campaign against the defense of Mobile, the eastern entrance of the Mississippi Sound was defended by Fort Powell, a small but effective earthwork located at Grant's Pass. The fort was situated so that any vessel approaching Fort Morgan from the Mississippi Sound was vulnerable to raking fire from Forts Powell and Fort Gaines.

A land assault had to be made for control of Fort Gaines, to cut off crossfire from the two western forts. The Union had hoped to lay siege to Forts Morgan and Gaines simultaneously, but were hampered by geography and insufficient troops. Farragut's plan to capture Fort Morgan involved an innovative maneuver. He lashed his smaller wooden vessels to the western side of his larger ironclad vessels. The idea was that the smaller vessels would be protected from the heavy fire and could act as tugs if the larger ships became disabled. Early on the morning of August 5, 1864 Farragut began his assault. In a brief but intense skirmish, the Federal ships managed to get past Fort Morgan and into Mobile Bay. Within three hours the Confederate naval defense was eliminated.

Fort Powell was abandoned by Confederate forces on August 5. Fort Gaines surrendered to Union forces on August 8. The siege of Fort Morgan was another matter. Fort Morgan was more substantial than Fort Gaines, better garrisoned, and more heavily armed. Union troops had to come ashore on Mobile Point from Bon Secour Bay, east of the fort. The soldiers encountered difficult terrain. The heavy fighting began on August 22, and on August 23, a white flag was raised from the fort. Union attention now focused on the capture of Mobile, but pressing events in other parts of the southern campaign postponed the attack on Mobile until early 1865. Hence, Mobile was under siege just as General Robert E. Lee, Commander of the Confederate forces was surrendering to the Commander of the Union Army, General Ulysses S. Grant at Appomattox Courthouse, VA on April 8, 1865, and the formal surrender of the Mobile came after the fall of the Confederacy.



SURRENDER OF THE "TENNESSEE," BATTLE OF MOBILE BAY.
Photo# NH 1276 "Surrender of the 'Tennessee' Battle of Mobile Bay"
by J. O. Davidson



1870-1879

FIRST CORPS DISTRICT OFFICE IN THE CITY OF MOBILE

Following the Civil War, Engineers once more were assigned responsibilities in the Gulf Coast region. General orders indicate that the Mobile District was established in 1888 in a formal reorganization of operations at the national level. Between 1815 and 1870 Mobile was used infrequently as an Engineer base; after 1870 engineers were assigned routinely to the city. For most of the antebellum period, most Gulf frontier engineering projects were directed from New Orleans and Pensacola. An engineer office was opened in Mobile in 1870.

(Picture of COL A Damrell)



THE EASTERN RIVER BASINS

After the Civil War, the Nation turned toward rebuilding the economy. Developing the nation's transportation system became a positive, tangible means of measuring progress. The desire to expand commerce and hence the United States position in the industrial world was partially manifested in the passage of Annual Rivers and Harbors Legislation. Only a body as large as the Federal government was believed capable of financing the huge expenditures needed for river and harbor projects. The Corps continued to be responsible

for examinations, surveys, and recommendations to Congress relative to the feasibility of projects. The Corps was also tasked with the design, construction and maintenance of various internal improvement projects.

Examinations and surveys authorized in the Annual Rivers and Harbors bills were similar in nature. For each river basin, the Corps collected basic data in preliminary examinations. The Engineers were charged with determining the feasibility and cost of any proposed project. The Supervising Engineer used the data to prepare a detailed report that was forwarded to the Chief of Engineers. The Chief then used the myriad reports to write an Annual Report to Congress, submitted through the Secretary of War.

- **First major survey is done of the Coosa River 1870**
- **First surveys are conducted on the Apalachicola-Chattahoochee-Flint River system, including Apalachicola Bay 1871**
- **Last serious attempt is made to determine feasibility of connecting Tennessee River and Gulf of Mexico via the Coosa River 1872**
- **Surveys of Black Warrior River to determine feasibility of improvement 1874**
- **Tennessee-Tombigbee survey 1874**
- **Initial surveys are conducted for improvement of the Alabama River 1875**
- **A major survey on the Coosa River, recommended 31 locks 1879**

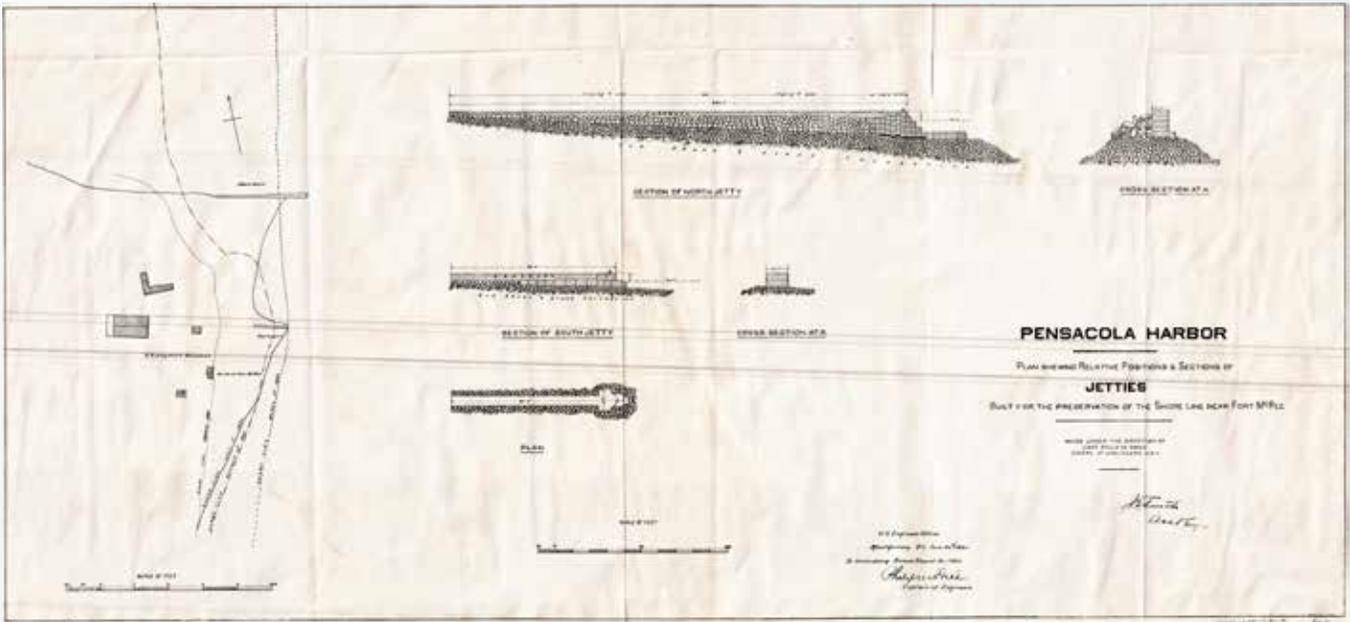


Improvements begin on Pensacola and Pascagoula Harbors 1878

In addition, to the various surveys and operations carried out in river basins, significant efforts were expended to improve navigation in the bays and harbors of the Florida panhandle, and to facilitate commerce between these bays and New Orleans. Pensacola Bay and Harbor was a principal project authorized for improvement. Pensacola Bay's strategic importance for control of the West Indies trade and for military defense of the Gulf of Mexico dates from the Spanish Colonial period.

Appropriations were made for improvement of the harbor in 1878, including a survey and an estimate for removing wrecks. During the same time period, limited improvements were made to the Mississippi Ports of Pascagoula, Biloxi and Gulfport.

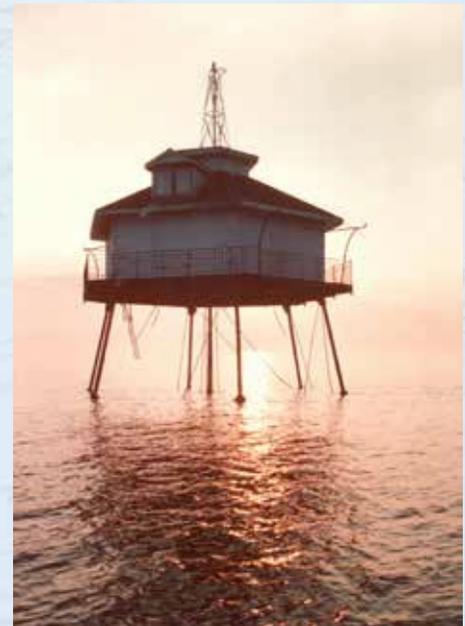
First surveys are conducted on the Pearl River 1879



*1890 Pensacola Harbor Jetties Improvements
Univeristy of West Florida Photo*

1880-1900

- Responsibility for improvement on the Pearl River system is shifted from New Orleans District to Mobile 1884
- Mobile Middle Bay Light
Built as a replica of Hooper's Strait Lighthouse (Maryland) in 1885. It was restored by the Middle Bay Light Centennial Commission in 1894, was further stabilized in 1993, and was restored once again in 2010 at a cost of \$270,000
- Black Warrior River authorized for improvement and navigation consisting of 17 locks
Black Warrior River Lock No. 1 was commenced 1888, five additional dams were completed by 1896
- Endicott Board is created in 1885



*Mobile Middle Bay Light House
USACE Photo*



MOBILE DISTRICT EVOLVES



During the early years, there were no actual Corps of Engineers districts, the Engineer in charge of work on the Gulf of Mexico was assigned projects which were often far removed from that area which became the Mobile District. Military responsibilities during the period before 1888, the year that the Southeast Division was established, were exclusively coastal defenses. Civil projects were largely harbor improvements with some channel clearing and dredging. After the Civil War, there was a tremendous expansion of river and harbor work, but almost no military projects until the eve of the Spanish American War.

The Corps of Engineers was reorganized in 1888. With increased responsibilities, the Nation was divided into Corps Divisions with a Division Engineer. The Divisions were divided into Districts with District Engineers. The District Engineers reported to the Division Engineers who, in turn reported to the Chief of Engineers.

The Mobile District fell in the Southeast Division, but became the Montgomery District with responsibilities from the Escambia River eastward to St. Marks, and the Mobile District from the Escambia River westward to the East Pearl River. This organizational structure remained until the two districts were joined in 1933. The boundaries and responsibilities of the Mobile District did not change significantly again until WWII.

The Corps of Engineers was given the responsibilities for all military construction for the Army and Army Air Corps. The Mobile District was given military projects from New Orleans, Vicksburg, and Nashville Districts and became one of the largest and most active engineering organizations in the world. They were further expanded when military responsibilities of Jacksonville District were assigned to Mobile District, and the Canaveral District was phased out and that responsibility was assigned to Mobile District.

The Civil District has remained definite since the joining of Montgomery and Mobile Districts in 1933. Boundaries are dictated primarily by river systems. The District as it emerged extends from St. Marks River, Florida to East Pearl River in the west and includes all the rivers and their tributaries between those points. This includes many harbors and a long coastline with the usual responsibilities for channel, harbor, and beach erosion projects. The district extends inland to include northwest Florida, Western Georgia, Alabama and about two thirds of Mississippi.



- **Mobile and Montgomery Districts are formally established 1888**

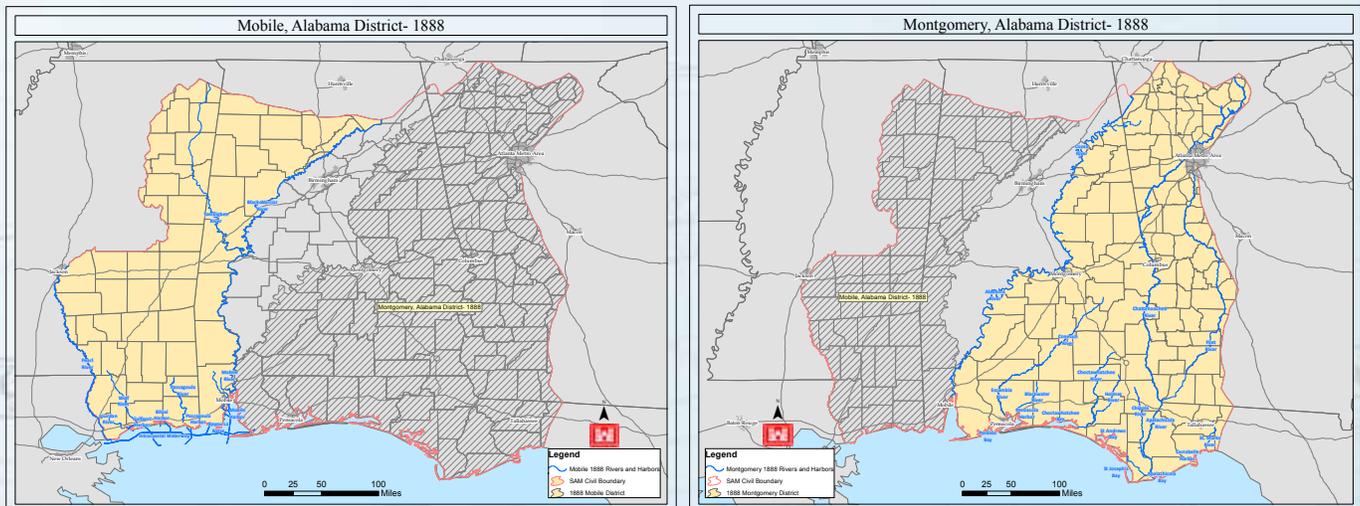
After 1880, specific areas started to be identified as Districts. In line with the reorganization in 1888, the Chief of Engineers established the Divisions and Districts. Mobile was placed in the southwest division under the supervision of Colonel Cyrus B. Comstock. Major Andrew N. Damrell was assigned as District Engineer in Mobile. The territory assigned to Montgomery was also under Comstock; Captain Philip M. Price was made District Engineer.

All streams forming the watershed of a particular river system were assigned to a Division for supervision. Division responsibilities were further subdivided among Districts which could efficiently manage projects within a smaller geographic. District boundaries for civil works are still based on river basins, an arrangement that has changed little since 1888.

Two Districts were created in 1888, within the territory now under Mobile's supervision. The Montgomery District encompassed the major watershed of the Alabama-Coosa-Tallapoosa Rivers and the Apalachicola-Chattahoochee-Flint Rivers. Small rivers included the Choctawhatchee, Chipola, Conecuh, and Escambia. In addition to the rivers improvement of Pensacola, St Andrews, and St Joseph's Bays and Carrabelle Harbor was included. The District was also responsible for portions of the Gulf Intercoastal Waterway. The District's operation extended from Fenholloway River in the eastern Florida panhandle to Perdido Bay in the West, and from the Gulf of Mexico inland nearly 350 miles to the vicinity of Rome and Cartersville, Georgia.

Mobile District included the watershed of the Tombigbee, Black Warrior, in Alabama, and the Leaf and Pearl Rivers in Mississippi. Eventually coastal operations included improvements to various ports in the Mississippi sound including Pascagoula, Biloxi and Gulfport. The District's territory extended from Mobile Bay in the east to the Pearl River system on the Mississippi and Louisiana state line in the west. Inland, the territory extended northward through much of western Alabama and eastern Mississippi close to the Tennessee state line.

- **Improvements begin on Gulfport Harbor 1899**



Images Created By Mobile District GIS



- **Aquatic plant control is authorized by Congress 1899**

The Mobile District has been involved in aquatic plant control since the turn of the century. The original authorization date 1899 and since then regular but limited funds have been made available. The project was intended to eliminate plants obstructing commerce from the navigable waters of the Gulf Coast from Florida to Texas. The Corps of Engineers was empowered to accomplish the project by mechanical, chemical, or any other means. In 1958, Congress expanded the program. Mobile District was only responsible for navigable waters, tributary streams, connecting channels, and other allied waters within its territorial limits. The major offender for eradication is the water hyacinth. With periodic authorizations, plant control has remained a continuing task for certain navigable channels in the District.



*Lake Seminole, Seminole Florida Personal Eradicating Aquatic Vegetation
USACE Photo*

1901-1910

- **Taft Board was created**
- **President Roosevelt persuaded Congress to fund surveys for purpose of a national inland waterway system, thus a significant year for development of the Gulf Intracoastal Waterway 1909**

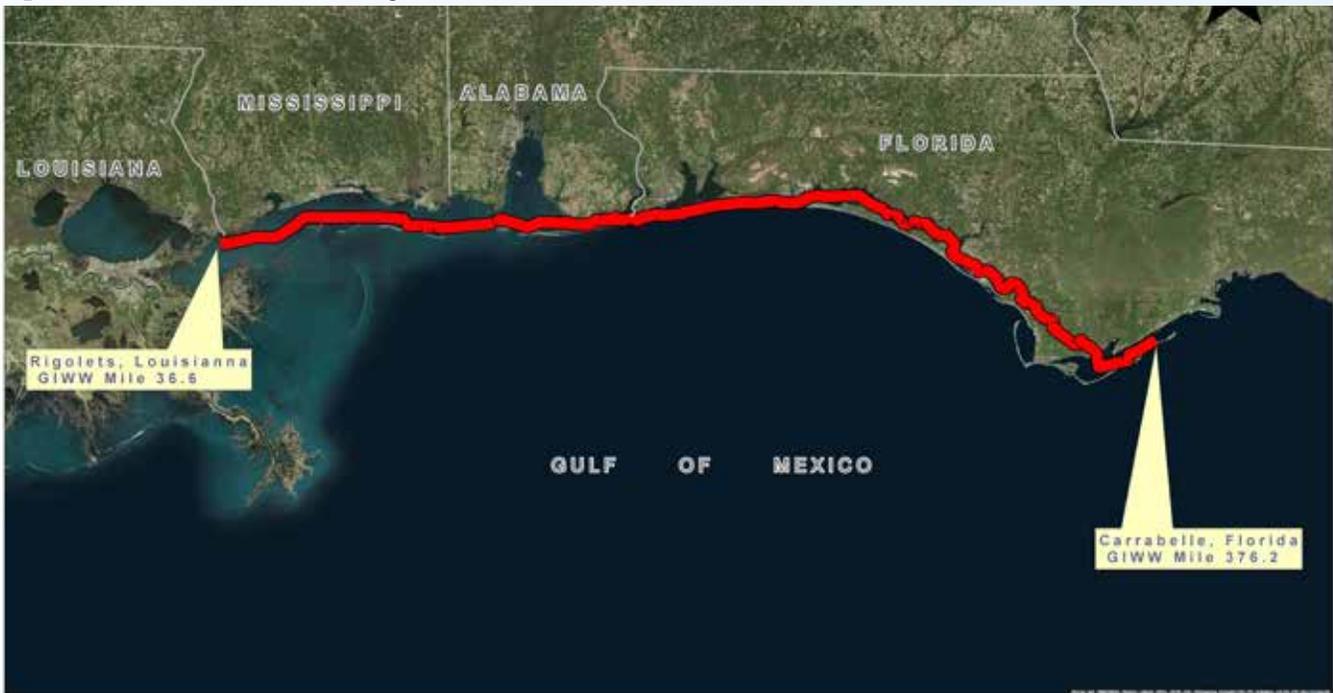
The construction of the Gulf Intracoastal Waterway (GIWW) was a major civil engineering project. Interest in a protected coastal waterway originated in the earliest debates on the value of improving the nation's inland waterways in 1808. The first recommendation for an inland coastal route in the Gulf region was a survey undertaken in 1829 by General Simon Bernard. Because Congress had little interest in developing an inland coastal waterway, no funds were appropriated.

The question of an inland waterway was revived during Reconstruction, at which time New Orleans continued to be the major Gulf Port handling most of the produce coming out of the nation's heartland. The longtime national interest in canals and inland waterways evolved in response to the need to connect agricultural areas with markets. The Engineers at Mobile and New Orleans were responsible for investigating the feasibility of a waterway of 9-feet-deep and 100-feet-wide; Captain Damrell was in charge in Mobile.

The year 1909 was crucial for the GIWW. President Roosevelt championed the idea of a national inland waterway system to connect Maine to Texas. Congressional authorization of the waterway, however, did not mean automatic allocation of funds. The real impetus for developing the GIWW came from a group of businessmen from Texas. The group wanted to connect the Texas and Louisiana Gulf Coast with the Mississippi River, and thus with the nation's heartland. Their persistence paid off; legislation in the 1920's provided for the construction of an inland waterway from New Orleans to Galveston, and later to Galveston to Corpus Christi. The authorizing legislation of 1909 and the modest appropriations in the Rivers and Harbors legislation of 1910 initiated the GIWW in the two districts. However, the GIWW sections within the Mobile and Montgomery Districts were not completed simultaneously or entirely during the interwar period.



By 1937, the 345-mile canal was a reality. The strategic value of the GIWW was realized during WWII. Oil was transported from the oil fields of Texas and Louisiana via the GIWW. The importance of the GIWW became evident when the presence of enemy submarines in the Gulf threatened to disrupt oil shipments. The increased oil demand for the war effort called for larger barges. Congress quickly authorized the channel's uniform increase to a depth of 12-feet and a width of 125-feet. Work on the expansion began in December 1942 and was completed in September 1943. Total cost of all work on the Mobile District portion of the GIWW was \$5.8 million. The value of the GIWW for national defense alone justified its construction. In addition to the continued commercial value of the waterway, the year around mild temperatures made it a favorite for sports fishermen, pleasure boating and yachting. Tourism would continue to add an economic impact to the importance of the channel through the Mobile District.



GULF INTRACOASTAL WATER WAY
U.S. Army Corps of Engineers - Mobile District





1911-1929

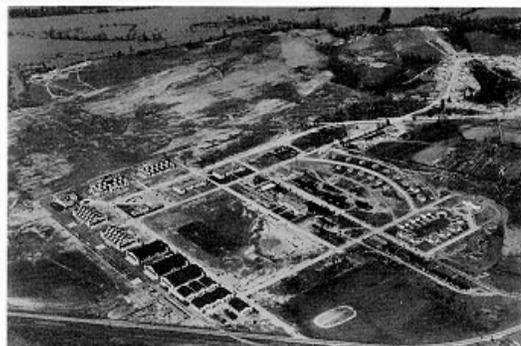
- **Most extensive survey of Coosa River—to determine if reservoirs on streams could be used for power generation 1913**

- **Great Flood on the Mississippi River creates intense national awareness of Flood Control 1927**

The Corps's expanded responsibilities came about through a long and complex process. Disastrous floods in the early twentieth century provided a major impetus for national reassessment of water resources development and management. Flood control was initially the responsibility of the individual states but became a national priority following the Mississippi River flood of 1927, commonly referred as the "Great Flood." Concern over the environmental and economic devastation caused by the flood led Congress to establish the Mississippi River Commission. At the same time, congressional legislation authorized the Secretary of War to construct dams across navigable rivers.

- **Black Warrior River projects were completed by 1915**
- **The Air Corps Tactical School is transferred from Langley Field, VA to Maxwell AFB in Montgomery, AL 1929**

- **Flood Control Act calls for investigation of tributary reservoirs as means of controlling flooding; 308 reports 1928**



Austin Hall, the home of the Air Corps Tactical School, is in the center of the complex. It is bounded on the left by hangars and enlisted barracks and on the right by NCO housing and the hospital.

Between the early 1920's and the early 1930's, enabling legislation expanded the planning functions of the government's construction agencies. During this period, the Corps started producing '308 reports'. The reports were plans for improving navigation in combination with power, irrigation on flood control on selected streams. After the worst flood in the nation's history occurred in 1927, the Flood Control Act of 1928 called for a series of reports investigating tributary reservoirs as a potential means of flood control. Reservoir construction became one of the Corps most significant responsibilities and later was the focus of some of the most virulent criticism against Corps management of the nation's water resources.



*Mississippi River Flooding in 1927 also known as The Great Flood cause wide spread devastation
USACE Photo*

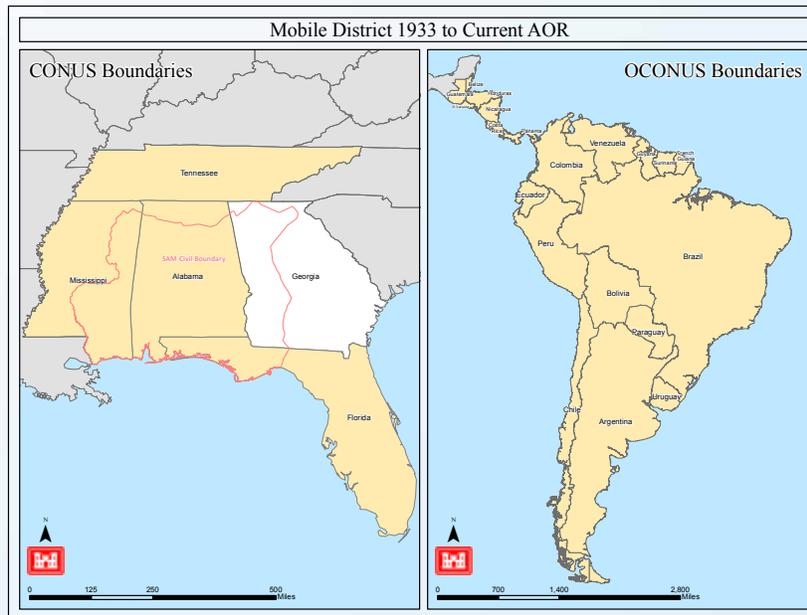


1930-1939

- **Corps of Engineers is given responsibility for shore protection, 1930**

Federal assistance in shore protection and beach erosion was authorized in 1930, which established the Beach Erosion Board. The board, working under the supervision of the Chief of Engineers, was responsible for supervising cooperative studies for shore protection and beach erosion control. From 1930 onward, reports covering improvements of river mouths were required to contain information on the potential impacts of suggested improvements on adjacent shorelines. By 1940s, local governments nationwide, were seeking Federal assistance for recreational beach development. The Rivers and Harbors Act of 1948 required local interests to supply 66 percent of the estimated cost.

- **Montgomery District is merged with Mobile District; current District boundaries are stabilized, 1933**



Images Created By Mobile District GIS

- **Flood Control Act authorizes Corps of Engineers as major agency responsible for flood control protection investigations and river improvements, 1936**

The Flood Control Act of 1936 set into motion a national flood protection plan and gave the Corps jurisdiction over Federal Flood control protection investigation and river improvements. In addition, a number of reservoir projects were approved for preliminary investigation and surveying. The Corps continued to develop its lead as the main construction agency in the water resources field, and the Flood Control Act of 1944 established the Corps' governing policy for flood control. The act also established a nationwide policy for hydropower, and it made channel and major drainage improvements part of the Corps responsibility for maintaining flood control. In addition the act established the Corps authority for developing recreation potential in connection with its reservoir projects, a function that has been of major significance in the Mobile District. Erosion control along the nation's shorelines was mandated by Congress in 1946 and the 1958 Flood Control Act further expanded the Corps' regulatory responsibilities by broadening the scope of water resources management.

- **Modernization began on the Black Warrior River system (17 locks) in the mid 1930's and sixteen of the original locks had been replaced by 5 locks in 1980**
- **Gulf Intracoastal Waterway is completed through the Mobile District 1938**
- **Construction begins at Brookley Field, site of Southeast Air Depot 1939**
- **Brookley Field in Mobile was the site of the Southeast Army Air Depot and the Mobile Air Service Command during World War II. The field was turned over to the city of Mobile in the 1960s.**

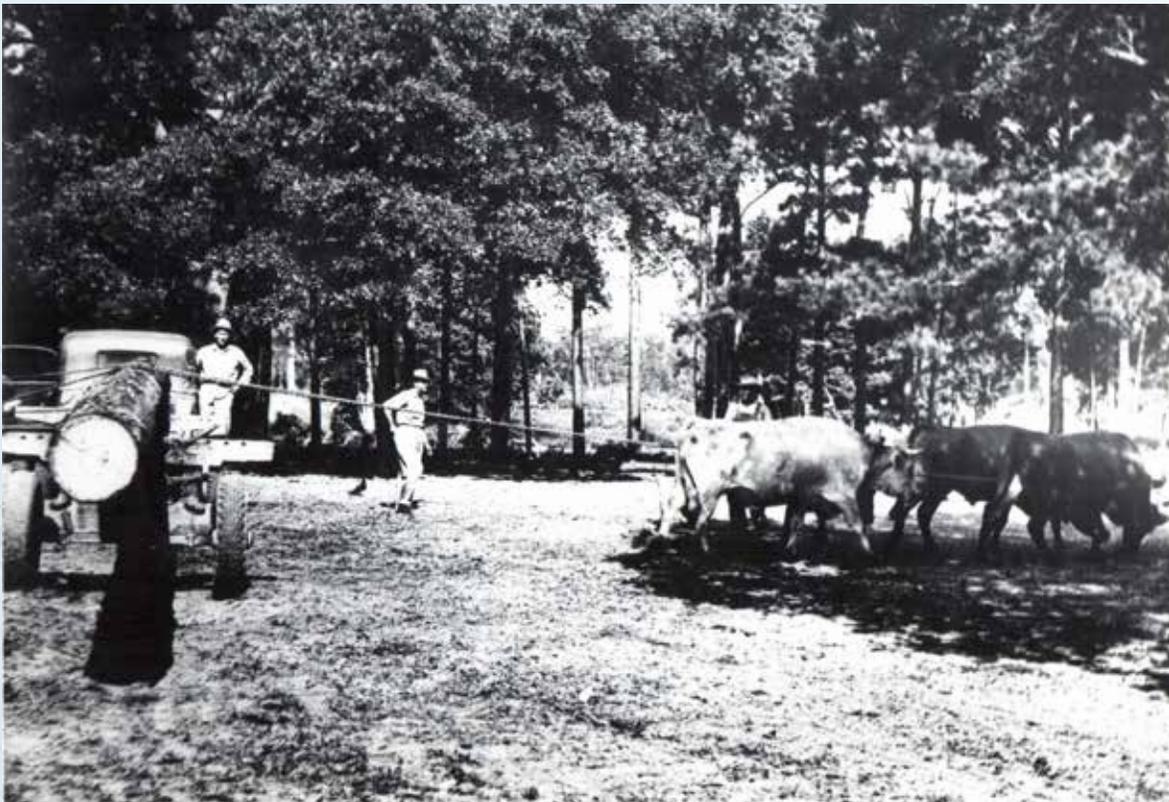


1940-1949

World War II resulted in the largest wartime mobilization effort ever for the United States. Mobile District experienced a time of hectic activity as the nation geared up. A dramatic increase in the number of airfields was required; many of the training bases were located in the south because of favorable weather conditions nearly year around. At the onset of the war, the Quartermaster General's office was still in charge of military construction. However, Army airfield construction was transferred to the Corps of Engineers in 1940, and in December of 1941 all military construction came under its jurisdiction.

The magnitude of Mobile District's work can be judged by expenditure for construction. Between December 1941 and December 1943, nearly \$1 billion was expended in the District on facilities that included 32 Army airfields, an ordnance training center, two arsenals, three Army Ground Force depots, five Harbor Defense Installations, nine Civil Aviation Administration airfields, two Army Air Force Supply Depots, one Army Air Force Cantonment, six ordnance manufacturing plants, nine Army Ground Force cantonments, and six special installations (including the War Dog Training Center, Cat Island, Mississippi bombing ranges in Hancock and Pachuta counties, Mississippi; the Chemical Warfare Service Station for the Jackson project, and a number of prisoner-of-war internment camps.

- **Army airfield construction is transferred from Quartermaster General to Corps of Engineers 1940**
- **All Military Construction responsibility is given to Corps of Engineers 1941**
- **Redstone Arsenal is established**
- **Allatoona Dam authorized 1940 and construction began 1945**
- **Rivers and Harbors Act of 1945 authorized navigation projects on Alabama and Coosa Rivers**
- **Construction begins at Keesler AFB, Biloxi MS 1941**



*Early clearing of Constructions began at Keesler Air Force Base 1941
USACE Photo*



*Housing improvements at Keesler Field 1948
USACE Photo*

- **Emergency construction is initiated to widen the Gulf Intracoastal Waterway to accommodate larger vessels carrying supplies for the U.S. war effort**
- **Construction program for prisoner-of-war camps is initiated by War Department**

Another Mobile District activity was construction of POW camps. The War Department began the program in 1942 in order to relieve overcrowding in German prisoner camps in Great Britain. All camps were quickly deactivated following the war.

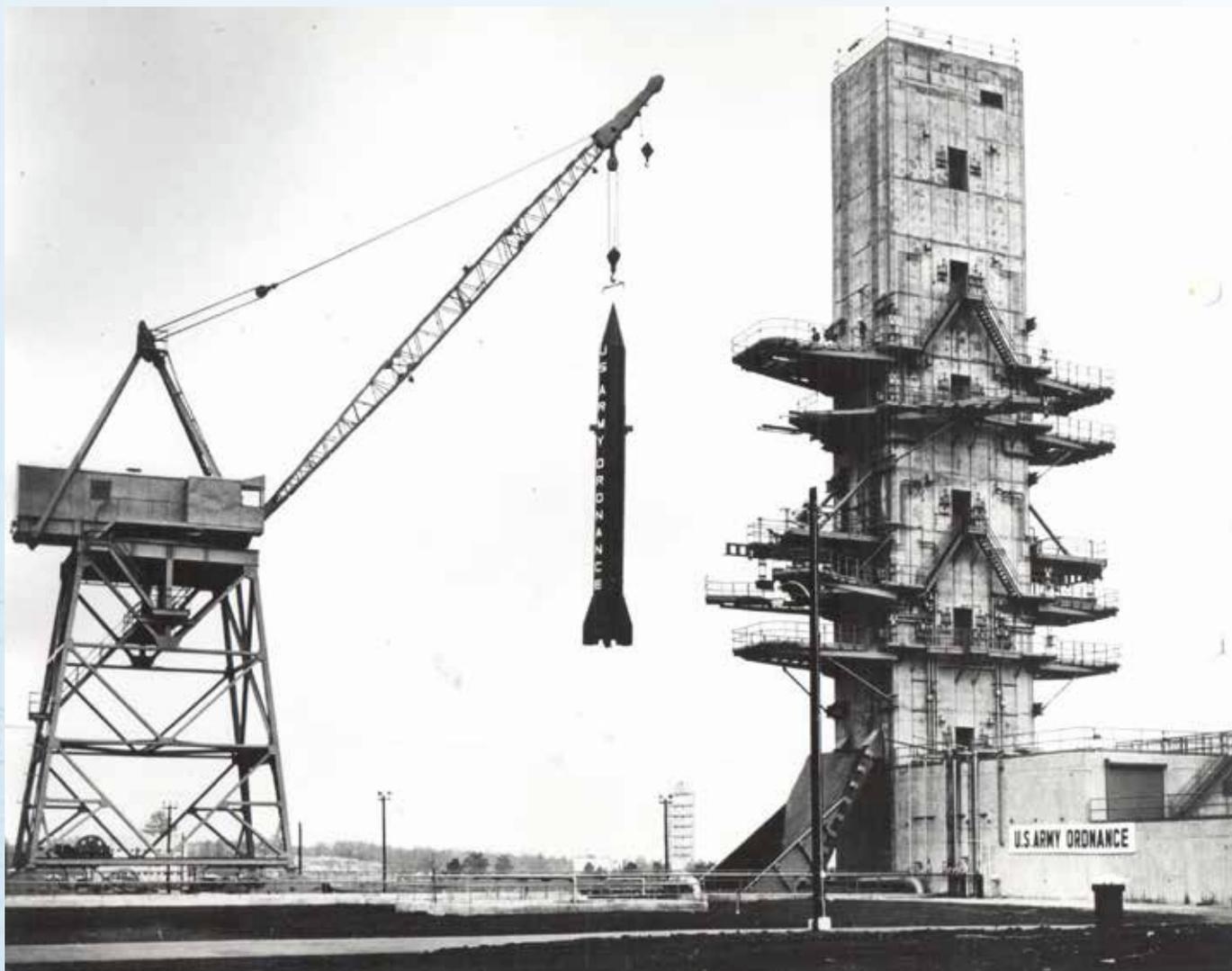
- **First POW camp in AL is constructed at Aliceville**
- **Construction of Opelika POW camp is completed. First prisoners arrive for camps in AL 1943**
- **The third camp was at Fort McClellan and the fourth camp was at Fort Rucker**
- **Flood Control Act establishes Corps governing policy for flood control; focus of Corps responsibility shifts from Navigation improvement to flood control 1944**
- **Congress authorizes construction on the Tennessee-Tombigbee Waterway 1946**
- **Ordnance Rocket Center is placed at Redstone Arsenal 1948**

Mobile District's link with the Army ballistic missile defense program was through Redstone Arsenal in Huntsville, Alabama. Until its designation as a separate Engineer Division in 1967, Huntsville's operations were part of Mobile District. Redstone Arsenal is one of eight permanent ordnance Corps units in the United States and is the only one devoted exclusively to the research and development of missiles. It was established in 1941 and was adjacent to the Huntsville Arsenal for a number of years; the two arsenals were constructed at a cost of nearly \$90 million. In July of 1948, the Ordnance Rocket Center was placed at Redstone. In 1950, Wernher von Braun and his associates, the most noted rocket scientists in the world, moved to Huntsville with the guided missile research and development facilities previously situated at Fort Bliss, Texas.

**1950-1959**

- **Federal Disaster Act establishes authority of Federal Government to assist citizens with disaster relief 1950**
- **Construction of Buford Dam was initiated 1950 and completed in late 1950s**
- **Jim Woodruff Lock and Dam was essentially completed by the mid-1950s**
- **Construction for the Walter F George Lock and Dam 1955**
- **Site selection for Jones Bluff and Millers Ferry multipurpose improvements began 1956**
- **Army Ballistic Missile Agency is established at Redstone Arsenal 1956**

The rapid succession of events at Redstone from 1948 to 1958 typified the revolutionary changes taking place in missile technology following WWII. Mobile District was responsible for the massive construction program called for by all of the changes taking place. The liquid fuel rocket research, particularly in Germany, had caught the attention of American military personnel. The intercontinental ballistic missile had become an operational reality. The defection of von Braun and other noted German scientists to the United States gave the military establishment a moral and technological advantage following the war.



*Testing Missiles recently completed by the Corps of Engineers at Redstone Arsenal, Huntsville, AL
USACE Photo*



- **First successful American anti-ICBM is fired. Nike-Zeus program is headquartered at Redstone, 1957**

In 1957, a design proposal was developed for the first true anti-missile system, to be called Nike-Zeus. The Secretary of Defense placed the Army in charge of most of the nation's air defense missiles in 1958. Within the next four years the world's first workable anti-ballistic missile (ABM) system became a reality.

- **NASA is established at Redstone Arsenal for Saturn Project, 1959**

The construction of facilities for the Saturn project, a rocket program that was the work of the von Braun team at Redstone, was one of Mobile District's biggest projects. The Saturn Super Booster, however, was a larger rocket than either the Army or Air Force could realistically use. Because the civilian space program could make use of it, NASA assumed responsibility for the super booster in 1959.

As a consequence, the Army Ballistic Missile Agency's Operations Division was transferred to NASA. It is through this agency that the Mobile District became involved in the space program. NASA set up a new organization at Redstone that was housed in the George C. Marshall Space Flight Center, the largest single NASA agency. The Mobile District was responsible for the testing facilities at Redstone Arsenal associated with the Saturn booster, and eventually for one of the major construction projects of the post Korean War period, the Mississippi Test Facility (MTF).



*Firing of the Saturn Missile at Redstone Arsenal, Huntsville, AL
USACE Photo*



1960-1969

- **Mobile District is responsible for construction of the Mississippi Test Facility for NASA 1961**

By 1960, NASA had chosen two additional sites for various operations of the program: the manned spacecraft center in Houston, Texas, for astronaut training; and the Kennedy Space Center at Cape Canaveral, Florida for launching. The Michoud Assembly Facility in New Orleans, Louisiana was a major support facility for the Marshall Center. As rocket boosters were assembled at Michoud, the need became clear for a nearby test site, and one that could take advantage of water transportation.

On Oct. 25, 1961, NASA announced that it had selected a location approximately 40 miles northeast of the Michoud Assembly Facility. The Mississippi Test Facility was largely in Mississippi with a small portion in St. Tammany Parish, Louisiana. The test facility covered an area of 217 miles along and adjacent to the East Pearl River between Bay St. Louis and Picayune, Mississippi.



*The Saturn V aboard the barge "Little Lake" on the Pearl River just south of NASA Mississippi Test Facility.
USACE Photo*

- **National Historic Preservation Act is passed giving the Corps responsibility for cultural resource management 1966**

An important regulatory function of the Corps, cultural resource management is a responsibility authorized by the National Historic Preservation Act of 1966, as amended in 1980. The act, under which cultural resources are identified and assessed, serves to minimize loss of information determined vital to an understanding of the cultural fabric of the District.

- **Huntsville Division is created within Mobile District 1967**

The Huntsville Division resulted from the reorganization that came about when the Nike-X program was deployed in 1967. A plan had already been developed to establish a separate organization just to handle the BMD system deployment. Many of the people in Mobile's special defense projects branch knew they would be reassigned, they became the nucleus of the Huntsville Division.

- **Hurricane Camille, worst storm to ever hit the North American coastline, slams into the Mississippi Gulf Coast 1969**

On August 17, 1969, the small but intense Hurricane Camille, passed the mouth of the Mississippi River; its eye crossed the Mississippi coast around midnight in the vicinity of Waveland-Bay St Louis. The highest winds were believed to be 200 miles-per-hour near the center and an estimated \$950 million in damages to public and private property. The Mississippi Gulf coast was in shambles.

The Mobile District provided recovery operations to one of the nation's worst disasters.



National Environmental Policy Act (NEPA) is passed 1969

The implementation of NEPA in 1970 created a ‘whole new ball game’ for the Corps of Engineers. One of the major responsibilities resulting from the act was the requirement that an environmental impact statement (EIS) be formatted for any project that might have a possible environmental impacts. Because the law was retroactive, all projects under construction had to be assessed; authorized projects that were delayed by lack of funding also required an EIS. For the Mobile District, the EIS provision was particularly complicated because of the construction of the Tenn-Tom Waterway.

- **West Point Dam authorized 1962**
- **Carters Dam on the Coosawattee River began and Millers Ferry 1963**
- **Construction for the Claiborne Lock and Dam 1965**
- **Construction for Robert F. Henry Lock and Dam 1966**

1970-1979

- **Construction responsibility for Cape Canaveral District is shifted to Mobile District Office**
- **Mobile is assigned Military Construction responsibilities for Jacksonville District, including Panama Canal and Central America 1970**

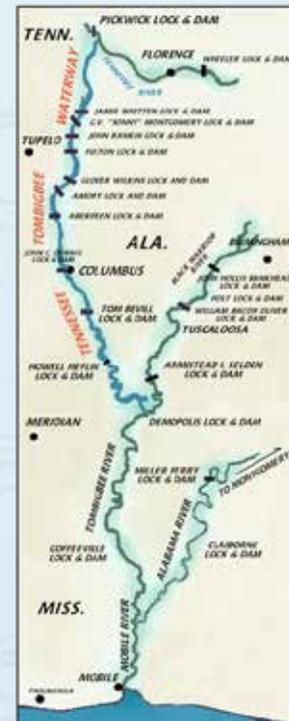
Mobile District has provided planning, technical, and disaster assistance support to Central America since June 1970. The District has provided support for, water-well construction, road design, and soil testing. In addition, Mobile has provided disaster relief following earthquakes; constructed bridges to link the vital Pan-American highway segments; helped improve sources of potable water, and build water distribution systems; and developed sewage treatment facilities.

Construction is initiated on the TennTom Waterway, President Nixon is keynote speaker 1971

The Tenn-Tom Waterway project a 253-mile corridor was the largest civil works project of its kind in North America, and its history has been both complex and controversial. Formal dedication ceremonies to initiate construction on the waterway were held in Mobile on May 25, 1971, with President Nixon giving the keynote address. Construction began on the Gainesville Lock and Dam, the lowermost structure on the system, in the fall of 1972. The project was open to navigation in 1985, over \$1.5 billion had been invested on what was at the time the largest Civil Works in Corps history.



*President Richard M. Nixon with dignitaries commemorating the start of Construction on the Tennessee-Tombigbee Waterway May 26, 1971
USACE Photo*



*Tennessee-Tombigbee Waterway
USACE Photo*



- **Federal Water Pollution Act is amended significantly: sections 301, 402 and 404 are significant for the Corps 1972**
- **West Point Lake is declared a national recreation project by the Corps of Engineers 1973**

Recreational development became a part of the Corps' overall responsibility as a result of legislation passed in 1944. However, the incorporation of recreation development in water resources projects did not become widespread until the various comprehensive river basin plans began to develop in the 1960's. West Point Lake was the first demonstration lake designated by the Corps for the express purpose of recreational development. Because the lake was a demonstration project, the cost of providing recreational facilities was borne entirely by the Federal Government instead of through cost sharing. The lake's location is in an area with a dense urban population that live within a 50-mile radius of the lake and it attracts 7 million visitors a year.



*Recreating at West Point Lake
USACE Photo*

- **Hurricane Frederic hits Mobile**

Hurricane Frederic caused widespread damage in the District on September 12, 1979. Under P.L. 84-99, the Corps was authorized to provide emergency assistance during floods. The Governors of Alabama, Florida and Mississippi requested that President Carter declare their States Federal disaster areas. Early warning systems and evacuations procedures helped reduce loss of life, the storm did major environmental damage and property damage throughout the panhandle.

Mobile District continues to have an important emergency operations function. The Corps is authorized to cooperate with FEMA to assist state and local governments in time of disaster. The type of assistance has changed little over the years; protection of life and property; damage assessment; repair of public buildings; road, and utilities; and a number of other technical and engineering services.



*Eye of a hurricane
USACE Photo*



1980-1989

- **District becomes responsible for rehabilitation of the Shuttle Payload Integration Facility at Cape Canaveral 1981**
- **Tennessee-Tombigbee Waterway is open to navigation 1985**
- **Congress passes the Water Resources Development and Technologies Transfer Acts**
- **Life Cycle/Project Management Division is formally created within the Corps of Engineers 1989**
- **Gaillard Island helps bring back the Brown Pelican from the Endangered Species Act 1986**

The Wilson Gaillard Disposal Island resulted from the need to dispose of 30 million cubic yards of dredged material from a dredging project through Mobile Bay for a shipping channel. The dredged material was used to create a 1,300 acre man-made island that stands six to eight feet above sea level and is a triangle measuring 1,200 feet on two sides and 2,200 feet on the third. A salt marsh was established to provide wetland habitat adjacent to the island to offset possible wetland habitat losses as a result of the project. It also helped stabilize the dredged material dikes used to hold the dredged material.

Gaillard Island, primarily designed as a dredge material disposal site, has become a landmark which received national recognition as a bird sanctuary and the first nesting spot in Alabama of the once almost extinct brown pelicans.



*Gaillard Island developed by the Mobile District Corps of Engineers brought back the Brown Pelican from the Endangered Species Act 1986
USACE Photo*



- **District implements Life Cycle/Project Management as a test project**

Although Project Management was a mainstay of private construction companies for years, the Corps resisted this organizational innovation. Project management was a team-based approach to managing construction projects. In 1988 South Atlantic Division initiated Project Management within the Mobile District. Several military and civil projects were put forth as ‘test projects’. These included the Oliver Lock and Dam, J-6 Rocket Test Center to be built in Tullahoma, Tennessee, and the Solid Rocket Assembly Project being initiated at Cape Canaveral.

District officials formed a new division to coordinate all projects called Life Cycle/Project Management or Project Management. The Project Manager would assemble a team of interdisciplinary specialists, each of whom played an active role in each phase of the project. This team is referred to as the Project Delivery Team. In 1988, Corps headquarters decided that Life Cycle/Project Management was to be institutionalized throughout the Corps.

- **First Base Realignment and Closure Act (BRAC) is passed by Congress 1988**

The U.S. has experienced political difficulties closing military bases. Historically speaking, the first round of closures started in 1977 after Vietnam. In order to insulate the base closure process from political pressure the Defense Authorization Amendment and Base Realignment and Closure Act, BRAC of 1988(P.L. 100-526) was implemented, which formed the first BRAC commission and laid the ground work for future commissions. The Mobile District has been involved with all of the BRAC National Environmental Policy Act, NEPA proceedings since 1988.

The four previous BRAC rounds—1988, 1991, 1993 and 1995 resulted in 97 major closures and 55 major realignments and 235 minor actions. The 2005 BRAC recommendations represented the most aggressive BRAC ever proposed, affecting 800 installations. Mobile District was responsible for the environmental impact to those installations and it was the Army’s NEPA agent.

1990-1999

- **Congress announces its plans for BRAC in five stages. The District is called upon to lead preparation of Environmental Impact Studies for the Army and Air Force as part of the BRAC**

- **The State of AL sues the Corps of Engineers over water Allocation on the ACF River system 1990**

For over 20 years, the informally named “tri-state water war” has been going on between Georgia, Alabama, and Florida over allocation of water in the Apalachicola-Chattahoochee-Flint (ACF) River Basin. The water war has been described as a battle between the ever-growing population of Atlanta, the ecological interests of Florida, and the municipal, industrial, and power uses of Alabama.

- **Hurricane Andrew devastates Homestead, FL**

Hurricane Andrew was the most devastating storm to hit the U.S. mainland since the 1930’s. The storm devastated southern Dade County, causing \$20 billion in damages. In addition, Homestead Air Force Base was blown apart. The Mobile District’s responsibility was to aid Jacksonville District, which had primary responsibility for Florida.

After Hurricane Andrew, the South Atlantic Division switched to a different organizational format for emergency services. The new approach gave each district office control over one facet of emergency management. Mobile took responsibility for debris removal, Wilmington for water supply, Charleston for ice supply, Savannah for power and temporary housing, and Jacksonville for temporary roofing.

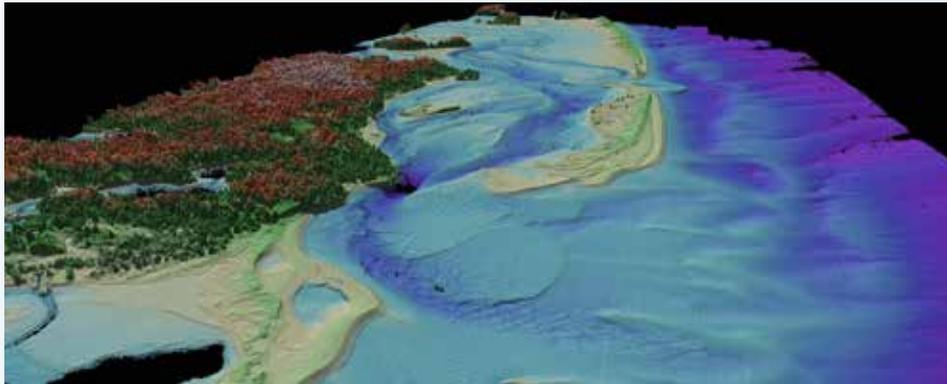


- **Last lock and dam replaced on the Black Warrior was the William Bacon Oliver Lock and Dam 1991**
- **J-6 Large Rocket Test Facility is completed 1993**
- **SHOALS technology is first tested 1994**

District employees shared technology on the GIS-SHOALS program. Global Information System (GIS)-based software allows the operator to not only look at the site in 3-D but also pose a list of “what if questions”. 3-D technology was adapted for underwater mapping in the Scanning Hydrographic Operational Airborne Lidar Survey (SHOALS) project. SHOALS took GIS to a new level of technology called lidar bathymetry.

The technology uses a pulse of light shot from an airborne bathometer. When the pulse hits the water’s surface, part of the energy in the pulse is reflected back to the bathometer. The reflected energy is recorded at the airborne receiver; the time difference between the return from the water’s surface and the return from the sea bottom provides the water depth.

In 2000, the SHOALS team began to look into faster measurement levels. In another joint partnership with the U.S. Navy, Compact Hydrographic Airborne Rapid Total Survey (CHARTS) was created. CHARTS dramatically increased the lidar bathymetry work of SHOALS. SHOALS and CHARTS customers are as diverse as the U.S. Geological Survey, the Federal Emergency Management Administration, the government of New Zealand and the Mexican Navy.



*Mobile District employees use SHOALS Technology for various projects
USACE Photo*

- **District completes the Sparkman Center at Redstone 1997**

By the early 1990, the U.S. Army decided to consolidate a number of disjointed buildings and commands located at the U.S. Army Arsenal at Redstone, Huntsville, Alabama. The commands and section located all over the 20,000 acre installation would be combined into one central complex called the John. J. Sparkman Center.

The Arsenal contacted the District with funding for a 543,000-square-foot state-of-the-art Corporate Headquarters Facility. When all the additions from phases two and three were completed in 1997, the facility encompassed 1,018,000 square feet, cost \$108 million and transformed some 80 acres into one of the most modern military facilities in the world.



*Sparkman Complex
USACE Photo*



2000-2010

- **District becomes one of two nationwide tactical support centers for Detachable Tactical Operations System 2000**

In 1996, the Deputy Chief of Engineers allocated \$6.5 million to outfit a national-level USACE Emergency Operations Center (UOC) within the Mobile District with modern communications and vehicles. Over the next two years, the Mobile Emergency Management Office began coordination of one of the most highly sophisticated mobile communications centers in the U.S.

The Mobile and Sacramento Districts were selected to get the national level system, called the Tactical Operations Center. The five vehicle team was dubbed DTOS: Deployable Tactical Operations System.



*Mobile District DTOS
USACE Photo*

- **In 2001, Terrorists attack the Pentagon, the World Trade Center and an airline crash in Pennsylvania**
- **District based DTOS deployed to the World Trade Center to aid in the rescue and cleanup operations**

By mid-morning on September 11, the Corps of Engineers Headquarters had decided that the most immediate need for the DTOS units was in New York City. One of Mobile District DTOS units was ordered to immediately deploy to downtown New York. Mobile District had 50 DTOS people stationed at the units. Each of the four corners of the site had either an Emergency Tactical Operations Center vehicle or an Emergency Command and Control Vehicle on it. The DTOS units' deployment was only temporary and the last unit left the city on October 6 and returned to Mobile on the evening of Oct., 8.



*Mobile District DTOS personnel responded to Terrorist Attacks in New York City in 2001
USACE Photo*



- **U.S. led coalition invades Iraq**
- **District completes the first phase of Von Braun Center at Redstone 2003**

The Wernher Von Braun Complex will be home to members of the Space and Missile Defense Command (SMDC) and the Missile Defense Agency (MDA) which relocated to Redstone Arsenal, Alabama from Washington D.C. as part of the Base Realignment and Closure program. The Von Braun Complex, is one of the largest facilities on Redstone and it was completed in four phases. The final phase was completed in 2014.



*An Aerial View and the Rotunda of the Von Braun Complex home to the members of the Space and Missile Defense Command and Missile Defense Agency At Redstone Arsenal, Huntsville Alabama
USACE Photo*





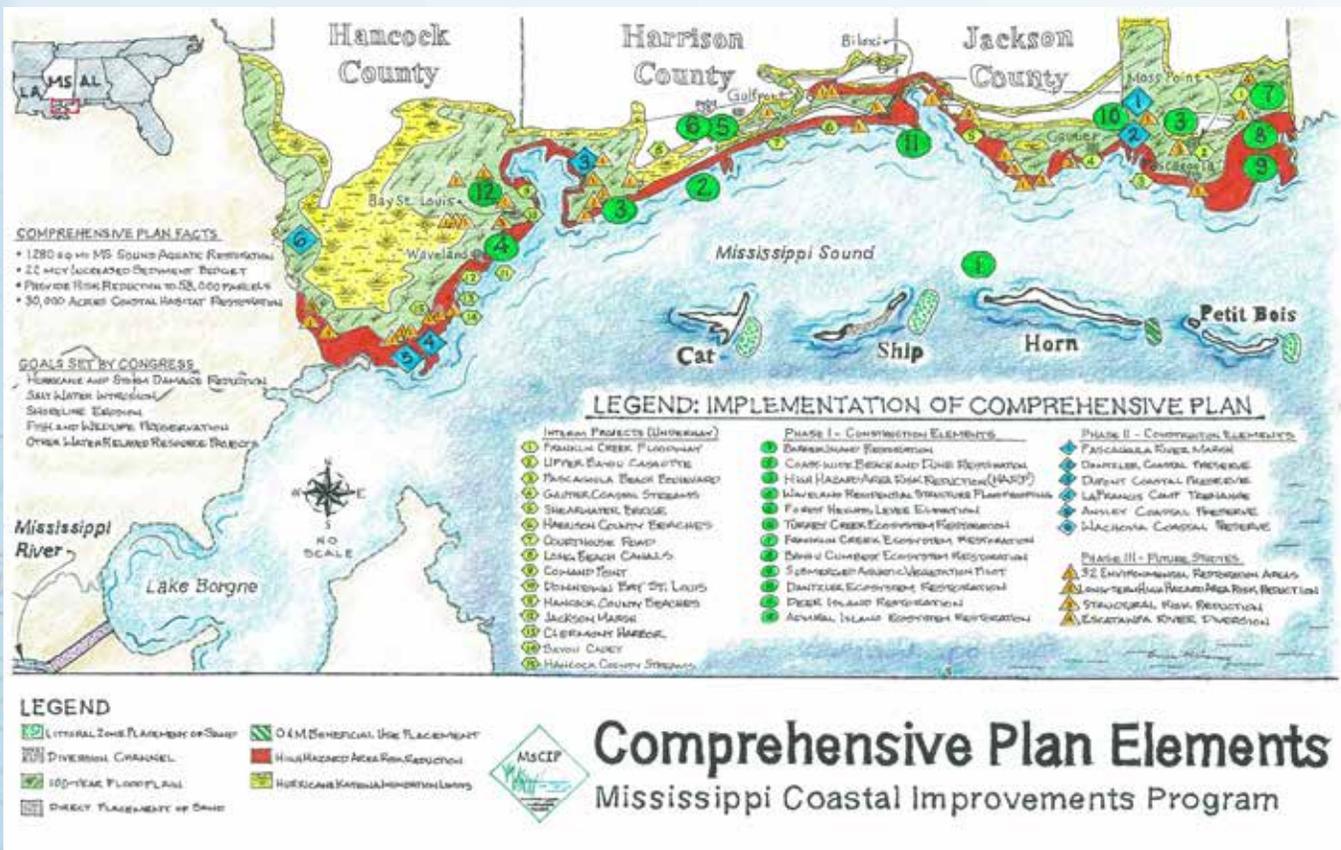
- Four Hurricanes strike the State of Florida 2004
- Hurricane Katrina strikes the Mississippi Gulf Coast and the City of New Orleans

Hurricane Katrina was one of the deadliest hurricanes ever to hit the United States. Katrina's front-right quadrant — which held the strongest winds — slammed into Gulfport and Biloxi, Miss., devastating both cities. Several levees in New Orleans collapsed and the city began to flood. Ultimately 80 percent of New Orleans and large portions of nearby parishes became flooded, and the floodwaters did not recede for weeks. Coastal areas, such as all Mississippi beachfront towns, sustained some of the worst devastation. Total property damage from Katrina was estimated at \$81 billion, which was nearly triple the damage inflicted by Hurricane Andrew in 1992.

- Mississippi Coastal Improvement Program (MsCIP) authorized 2005 following the devastating effects of Hurricane Katrina

In December 2005, Congress directed the U.S. Army Corps of Engineers to conduct an analysis and design for comprehensive improvements or modifications to existing improvements in the coastal area of Mississippi in the interest of hurricane and storm damage reduction, prevention of saltwater intrusion, preservation of fish and wildlife, prevention of erosion and other water related purposes.

MsCIP took a “top down” comprehensive planning approach, beginning with the development of a Comprehensive Plan to address the overall water resources problems and opportunities of the region. Building off of the comprehensive identification of problems and opportunities, the planning effort then proceeded to develop site specific problems, opportunities and solutions that contribute to a Comprehensive Vision for the restoration and protection of the Mississippi Gulf Coast. The Comprehensive Vision for the MsCIP is a coastal Mississippi that is more resilient and less susceptible to risk from hurricane and storm surge.



MsCIP Comprehensive Plan Elements Mobile District
USACE Drawing



- **EI2RC Reachback, 2006**

Engineering Infrastructure and Intelligence Reachback Center (EI2RC), a United States Army Corps of Engineers (USACE) asset located in Mobile, Ala., has managed more than 1,000 requests from deployed engineers since 2003. Under field-force engineering (FFE) doctrine, USACE harnessed the expertise of 35,000 non-deployed engineers in order to support deployed engineers around the world.

Customers who contact the EI2RC include Army, Navy, Marine Corps, and Air Force personnel and members of the Federal Emergency Management Agency (FEMA) and the United States Department of State. The EI2RC supports the Overseas Combat Operations, civil-military deployments worldwide, relief efforts for natural disasters (such as Hurricane Katrina), and combatant commander (COCOM) training exercises.

Since 2001-2014, more than 2,355 personnel from Mobile District have deployed to:

- **World Trade Center and Pentagon--2001**
- **Overseas Contingency Operations to Iraq 2002-2014 and Afghanistan-- 2004-2015**
- **Typhoons; Chataan and Pongsona-- 2002**
- **Hurricanes 2002--2013; Lili, Isabel, Charley, Ivan, Frances, Jeanne, Dennis, Rita, Katrina, Wilma, Ike, Gustav, Alex, Earl, Irene, Issac and Sandy**
- **Haiti Earthquake--2010**
- **Southern California Wildfires-- 2007**
- **Mississippi River Flooding-- 2011**
- **Alabama Tornadoes-- 2011**
- **Ice Storms in Arkansas 2013**
- **Southeast Winter Storms-- 2014**

- **Reachback Engineer Data Integration (REDi)**

The Reachback Engineer Data Integration (REDi) system provides a common database, robust user interface and fully integrated mapping tools for receiving, managing, tracking and archiving all data and engineering reachback support conducted through the USACE Reachback Operations Center (UROC). The UROC REDi portal allows users to submit requests for information (RFI), receive updates and track status of RFIs, search the historical RFI database, and request support for other UROC capabilities such as reachback equipment, training and VTC support. REDi is also used by the UROC staff as a corporate tool for managing and documenting support for all UROC customers and supported elements.



*Mobile District Personnel Deployed in support of Overseas Combat Operations
USACE Photo*

- **America Recovery and Reinvest Act, 172 projects at \$293, 152M, 2009**

The U.S. Army Corps of Engineers released a list of Civil Works projects to be funded by the American Recovery and Reinvestment Act of 2009 (ARRA). Mobile District was awarded a total of 172 projects totaling \$293,152,000 in the states of Alabama, Florida, Georgia and Mississippi. The legislation, signed into law by President Barack Obama on February 17, 2009, appropriated \$4.6 billion to the Corps for its Civil Works program nationally.

Mobile District projects in the ARRA include five construction projects and 167 operations and maintenance projects. The Corps moved forward as quickly as possible to meet the intent and direction of the President and Congress for funds provided in the ARRA. The Corps continued to ensure that any Recovery Act-funded projects met the highest standards of engineering and science to provide lasting value to the nation.



2011-2014

- **CENTCOM, AMC, USSOUTH, SOCCENT MACOM HQ**

Mobile District completes Four “4” Star Headquarters for U.S. Central Command, Tampa, Florida, U.S. Southern Command, Doral, Florida, U.S. Army Materiel Command, Redstone Arsenal, Huntsville, Alabama, U.S. Special Operations Command South, Homestead, Florida.



*US Central Command Headquarters, Tampa FL
USACE Photo*



*US Southern Command Headquarters, Doral, FL
USACE Photo*

- **7th Special Forces Cantonment Area at Eglin**

Mobile District was the design and construction agent for the new cantonment area and training ranges for the 7th Special Forces Group (Airborne). As part of the 2005 Base Realignment and Closure Act (BRAC), the 7th Special Forces Group (Airborne) relocated from Fort Bragg, North Carolina to Eglin Air Force Base, Florida. At least 2,200 service members and their families moved to Florida.

The Air Force Special Operations Forces is currently located on the Eglin Reservation at Hurlburt and Duke Field. Duke Field is located about six miles east of the 7th Special Forces Cantonment site. This is a historical milestone for the 7th Special Forces Group (Airborne), because this move facilitates joint operations, training and overall cooperation between the Army and Air Force Special Operations Forces.

The cantonment area is unique for the Army Special Forces because the military members train and prepare for future deployments without ever leaving the cantonment area. The new cantonment area is more than 500 acres within the Eglin AFB reservation occupied strictly by the 7th Special Forces Group (Airborne).

There is a Group Command Headquarters, four group battalion/company operations facilities, an indoor baffle firing range, a dining facility, fitness training center, three barracks which house 288 plus men. The cantonment area is more than 35 structures and ten ranges for operational use.



*The 7th Special Group (Airborne) Headquarters at Eglin Complex, FL.
USACE Photo*



- **Tornadoes impact 65 percent of the state of AL**

Devastating tornadoes struck numerous counties in the state of Alabama. The Federal Emergency Management Agency, tasked the U.S. Army Corps of Engineers, Mobile District to provide support to the state of Alabama in critical mission areas, such as

- Emergency Power—for critical infrastructure
- Infrastructure Assessments
- Critical Public facilities—which includes, schools, fire and police stations
- Debris Removal
- Housing- which includes, temporary housing units

Mobile District immediately mobilized 250 USACE personnel to perform these critical missions. More than 65 percent of the state was impacted by the tornadoes. The Corps, FEMA and the state of Alabama have stood shoulder-to-shoulder to provide assistance to the citizens of Alabama during this difficult time.



*In 2011, 65 percent of the State of Alabama were impacted by devastating tornadoes
The city of Tuscaloosa was one of the hardest hit areas
USACE Photo*



*Debris is sorted and reduced outside the city of Tuscaloosa from the devastating tornadoes in 2011
USACE Photo*



- **National Training Center for Joint Strike Fighter**
- **Joint Strike Fighter**

The Joint Strike Fighter (JSF) also known as the F-35A, B, and C creates intense heat during the powerful short take off vertical landing (STOVL) operations. The Department of Defense is embracing joint-basing where multiple sister services are coming together at a prescribed location to enhance joint training, thereby reducing costs. This is an historic event for Eglin AFB. The Air Force, Navy and Marine Corps will use one plane for multiple purposes.

All three aircraft have different requirements.

The F-35A (CTOL) conventional take off and landing will service the Air Force. The Air Force requires conventional longer run ways.

The F-35B will serve the Marine Corps unique needs by providing (STOVL) Short Take Off and Vertical Landings. The Marine Corps mission at Eglin AFB is to train pilots, and the aircraft is presenting challenges because the concrete pads must withstand the 1600 degrees Fahrenheit throughout the training syllabus.

The F-35C Carrier Variant (CV) will serve the Navy and its requirement for conventional runways and the capability to land on aircraft carriers.

The Corps is currently responsible for numerous other facilities that will also support and enhance the mission and training at Eglin AFB such as: Three Squadron Operational Hangars, a STOVL Simulated Aircraft Carrier landing pad, a Control Tower, Academic Training Facilities, Fresh Wash Rinse Facility, supporting utility infrastructure, dining facility and student dormitories.



*Joint Strike Fighter also known as the F-35 exits the fresh water rinse facility at Eglin Air Force Base, FL
USACE Photo*



- **Mobile Harbor Turning Basin and Mobile Shipping Channel, 2011**

Mobile District began constructing the Mobile Harbor Turning Basin on September 17, 2009. Under the Water Resources Development Act 2007, Congress authorized the turning basin to expand and improve waterborne infrastructure that serves the U.S. Southeast manufacturing investments in the automotive, aviation, and steel industries.

Mobile District received funding under the American Recovery and Reinvestment Act of 2009 to dredge the Mobile Ship Channel for more than \$30 million. The turning basin has been identified as a critical need at the Port of Mobile as vessel traffic and ship sizes began to outgrow the harbor's single turning basin located on Mobile River's northern end of the harbor. The partnership between the Corps and the Alabama State Port Authority has enhanced the economical and environmental sustainability for the future growth of Mobile.



*A dredge and scow working in the Mobile Channel
USACE Photo*



*An aerial view of a dredge working in the Mobile Harbor Turning Channel
USACE Photo*



2015

MEDCOM

The MEDCOM program began with a signed MOA in 1997. In accordance with the Memorandum of Agreement (MOA) signed between Headquarters U.S. Army Corps of Engineers and Headquarters, U.S. Army Medical Command (MEDCOM), the parties established a framework for USACE support to the MEDCOM operations, maintenance, repair, and minor construction program. USACE and MEDCOM selected three USACE Support Offices Medical Support Teams (MST) to provide specialized support to MEDCOM facilities. These offices were initially Mobile, Fort Worth and the U.S. Army Engineering & Support Center Huntsville, but Little Rock District later assumed the MEDCOM Support Team (MST) responsibilities of the Fort Worth District.

Mobile District only supports MEDCOM the Army's component of the Department of Defense medical program. Mobile MST primarily supports MEDCOM in its execution of the Sustainment, Restoration and Modernization (SRM) program (O&M funded). Each Medical Treatment Facility (MTF) can select how they intend to execute its requirements either with one of the MST's, the local DPW, the geographic USACE District or other. The MOA does not exclude the MTF's from working with the local geographic District. However, due to the nature of performing work within an operational medical facility, the MST's provide expertise in contracting for meeting The Joint Commission accreditation requirements and some specific concerns .

- Dust Control/Contamination/Infection Control: In addition to construction dust and debris, renovations can liberate fungal spores which pose the risk of invasive aspergillosis in severely immunocompromised patients
- Noise and Vibration: Can severely impact recovering patients; particular concern in neonatal intensive care unit (NICU) areas and surgery areas
- Interim Life Safety Measures: Blocking egress routes, fire alarm or electrical outages, or interruptions in medical gas delivery or HVAC systems can put patient lives at risk
- Patient Privacy
- **Joint Special Operations University (JSOU)**

The Mobile District is the construction agent for the JSOU. The Joint Special Operations University (JSOU) resides at MacDill Air Force Base, FL. With active duty, reserve, foreign nationals and civilian faculty members from the Army, Navy, Air Force, and Marine Corps, JSOU delivers unique special operation forces educational opportunities through its residence courses and integration of SOF curriculum with service Professional Military Education Schools.



Artist Rendering of the Joint Special Operations University (JSOU) at MacDill Air Force Base, FL



- **Interagency and International Services (IIS)**

Interagency and International Services (IIS) is the U.S. Army Corps of Engineers (USACE) program for providing technical assistance to non-Department of Defense (DoD) federal agencies, state and local governments, tribal nations, private U.S. firms, international organizations, and foreign governments. Most IIS work is funded on a reimbursable basis. Mobile District provides engineering and construction services, environmental restoration and management services, research and development assistance, management of water and land related natural resources, relief and recovery work, and other management and technical services.

In 1970, Mobile District has been the Corps' lead agent for all activity in Central and South America when it assumed responsibility for support to the Panama Canal. In this role, Mobile District has executed hundreds of projects across the region, ranging from the planning, design, and construction of entire military installations to small humanitarian projects designed to improve the quality of life for the local populace.

To accomplish this important mission, Mobile District relies on a dedicated team of professionals who work directly from Corps offices in Peru, Colombia, Bolivia, Ecuador, Honduras, and El Salvador. These forward located team members' work closely with Mobile District project management staff and other "reach back" support from the District team (1100 personnel). They also routinely engage with engineers and scientists from the Corps of Engineers and Research Development Command to ensure the application of the most current and relevant technical expertise to our engineering projects.

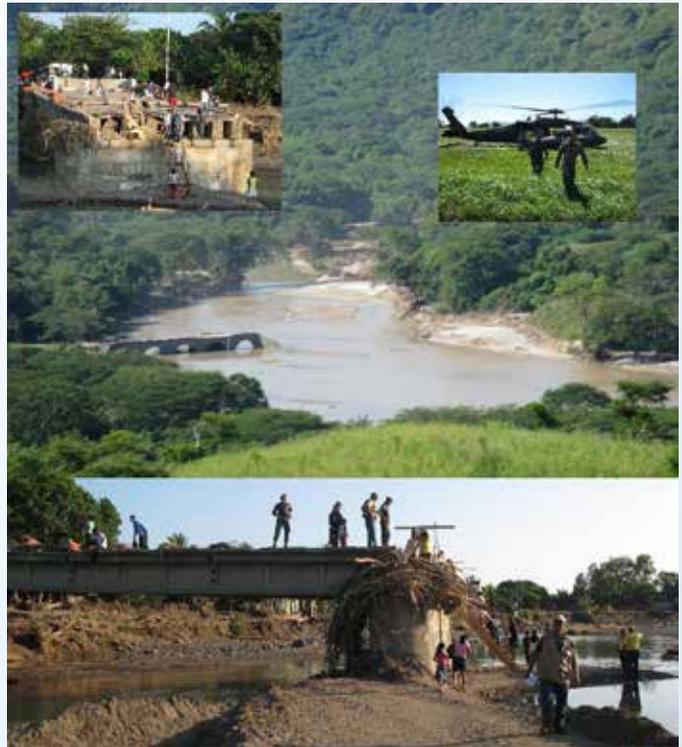
Over the years, Mobile District has supported most countries in South and Central America and numerous countries in the Caribbean. Mobile District's support encompasses Humanitarian Assistance, Military Assistance, Counter-Narcotics, Foreign Military Sales, Emergency Response and Civil Works assistance.

The District has provided extensive disaster assistance including support to earthquake assistance to Haiti and Costa Rica, support to Colombia after landslides and Honduras and Nicaragua in the aftermath of Hurricane Mitch. The District has supported almost every country in Latin America in providing fresh water, often working in conjunction with organizations such as United States Agency for International Development and Save the Children.

- **Alabama-Coosa-Tallapoosa River Basin Water Control Manual Update**

The operations at each Federal reservoir managed by the U.S. Army Corps of Engineers are described in water control plans and/or manuals. These manuals typically outline the regulation schedules for each project, including operating criteria, guidelines and rule curves for varying conditions; and specifications for storage and releases from the reservoirs. The water control manuals also outline the coordination protocol and data collection, management and dissemination associated with routine and specific water management activities such as flood control operations or drought contingency operations.

Without a comprehensive, updated WCP, the Corps runs the risk of: adversely affecting water quality downstream; not providing sufficient water where needed – when needed to meet the authorized purposes of the projects and the needs of stakeholders, whether domestic, municipal or industrial; adversely affecting endangered species; and expending water resources too early, reducing the ability to maintain the system to meet project purposes and the needs of stakeholders; and, flooding people and facilities that are now within flood plains.





MOBILE DISTRICT LEGACY

• **AFTAC**

The Air Force Technical Applications Center (AFTAC) Headquarters and Laboratory are a unique design build challenge for the U.S. Army Corps of Engineers. The Headquarters is a state-of-the-art Command and Control Facility. The facility is designed to handle up to 140 mile per hours winds and a 12-foot tidal surge. It can remain in operation above the first floor for at least 72 hours after a storm event due to three 2 kilowatt diesel generators in the central utility plant. The radiological laboratory required many special design features for the architect engineer and the construction contractor. The Corps obtained the services of the Atlantic Design Partnership to prepare the original contract requirements. These requirements were the basis for the design and construction performed by the contractor Hensel Phelps Construction Company. Hensel Phelps construction used building information modeling, or bim as it's referred to, to design the facility. Bim allowed the contractor and his subcontractors to independently prepare their portions of the design, coordinate their work and eliminate conflicts. As an innovative technique, the contractor used the bim process to efficiently phase the construction of the large buildings on the small site. This process is able to graphically show a 'movie' of the construction from pouring the foundations to finishing the roof caps. Through the use of bim, Hensel Phelps was able to improve safety, eliminate overlap and save time. The bim model was opened and run in many team meetings to show progress and to "visit" many places in the building months before it was actually built and the final building looks just like the original previews in bim!



AFTAC
USACE Photo

• **POPEYE**

The Corps was charged to keep the channel (of the Coosa River) clear and they used the boat Annie M later renamed Leota. The Captain was named Sims and was a resident of Ohatchee, Alabama. His son, Tom Sims became a comic strip artist when he inherited the strip Thimble Theatre. The strip's story line dealt with the Oyl family that owned a shipping business. Commodore Oyl had a son, Castor, and a daughter, Olive. One of the sailors that worked for the Commodore was a sailor named Popeye. Tom Sims took that character, spun him off and gave him his own strip thus creating Popeye the Sailor. Tom Sims is quoted saying Fantastic as Popeye is, the whole story is based on facts. As a boy I was raised on the Coosa River. When I began writing the script for Popeye I put my characters back on the old Leota that I knew as a boy, transformed it into a ship and made the Coosa River a salty sea. (In other words, Popeye began his career as a deckhand on a Corps snagboat on one of our projects...the upper Coosa) Thus Tom Sims has accomplished what the rest of us have not been able to do in 200 years...by connecting the Coosa to the sea (Gulf).

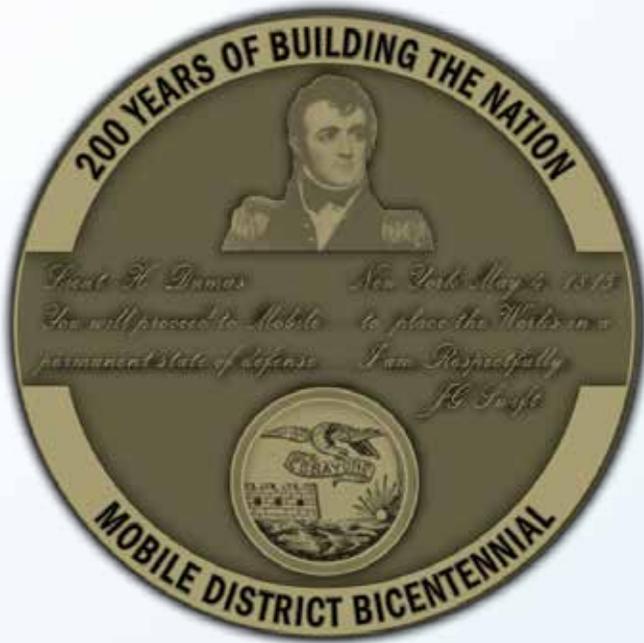
• **River Basins and Completed Civil Works Projects within Mobile District**

BWT & Tombigbee 1887-1992
ACT 1962-1977
TennTom 1972-1985

ACF 1945-1985
GIWW 1966-1969



To celebrate its 200 years of tremendous heritage, Mobile District has a special Commander's coin to commemorate this important year. COL Chytka will present this coin as recognition for excellence throughout the Bicentennial Year and it will be retired upon completion of the commemoration on May 4, 2016.



The front side of the coin, on the left of the photo, contains a portrait of BG Joseph G. Swift, the first graduate of West Point and the 7th Army Chief of Engineers. It was BG Swift who identified America's vulnerabilities along the Gulf Coast as the War of 1812 persisted, and was directly responsible for the dispatch of a permanent party engineer officer to the Gulf Coast Frontier. The engineer officer's primary mission was coastal defense. The words below the portrait are from BG Swift's letter (dated May 4, 1815) ordering Lieutenant Hipolite Dumas to Mobile to, among many other tasks, "place works in a permanent state of defense." The district links its origins to this event as the first Army Engineer permanently stationed in and around Mobile.

An Engineer button with the original Corps of Engineers insignia shows the eagle with a banner trumpeting "ESSAYONS," which is French for "LET US TRY." This button design has been in continuous use since the very beginning of the nation and is worn by all U.S. Army Engineers on their service and dress uniforms as it may also have been worn by BG Swift and LT Dumas.



On the reverse side, in the low center of the coin, is the United States Army Corps of Engineers emblem of scarlet and white representing the engineer connection to the artillery and to the United States Military Academy at West Point. It not only represents the United States Army Corps of Engineers' headquarters, but the rest of the vertical chain of command, both civilian and military, starting with the President of the United States through the Departments of Defense and Army to the Chief of Engineers where the district's very special authorities, crafted by the U.S. Congress, originate. In the heart of the coin, the star represents the Mobile District Headquarters in Mobile, Alabama.

Mobile District was officially established in 1888 as a more formal structure was required for supporting new and robust national priorities. Although the district supports commands and agencies around the world as required, the map signifies the current district's official areas of responsibility. The Military construction boundary is defined by the four states Alabama, Tennessee, Mississippi, and Florida. The blue border indicates the boundary of the district's civil authority defined by watersheds including Alabama, Mississippi, Georgia, and Florida. Around the map, select structures represent three of the District's major missions. Fort Morgan (circa 1833) symbolizes the district's first mission of coastal defense as well as our continued military construction mission. Our projects range from very small sustainment, renovation, and maintenance for installations to construction of four star headquarters including: U.S. Central Command, U.S. Southern Command, U.S. Special Operations Command, and U.S. Army Materiel Command.

The Middle Bay Lighthouse (circa 1885) symbolizes Army Engineers support to our country's ports and channels as well as our interagency mission support which includes work for the inactivated U.S. Lighthouse Service as well as Department of Homeland Security, Federal Bureau of Investigations, U.S. Department of Veterans Affairs, National Aeronautics and Space Administration (NASA) and numerous others. A notable and historic example of this is our current construction for NASA of the Space Launch System test stands at Marshall Space Center at Huntsville, Alabama. These stands will test parts of the rocket system that is expected to take our astronauts to Mars, coincidentally they are being built on the site where NASA employed Mobile District to build the Saturn V test stands which fired the rocket system that took our astronauts to the moon. Finally, the Allatoona Dam (circa 1953), the district's first hydropower dam, symbolizes the districts inland waterways management mission as well as our civil work efforts.

In Central and South America, the district is responsible for supporting military, interagency and international missions. The district shares the responsibility of the above territory, depending on the program type, with several sister districts including Jacksonville District (Florida), Savannah (Georgia), Nashville (Alabama and Tennessee), and Vicksburg (Mississippi). Further, the map is highlighted to show the former United States Army Corps of Engineers districts whose missions have been conferred to Mobile District as national priorities changed. These Districts include the Montgomery District (1889-1933), Panama District (1946-1950), Tullahoma District (1949-1960), and Canaveral District (1963-1971). Although these districts guidons have been furled, their legacy continues in the projects and their impacts throughout U.S. history. We certainly are standing on the shoulders of giants and walking amongst their great accomplishments. Our continued work honors those whose work preceded ours.

Each coin will be numbered and upon completion of the Bicentennial Year the die will be displayed in the District Heritage Conference Room. The Bicentennial Coin is steeped with symbolism of the district and of this great nation we serve. It illustrates our long and vibrant history of doing our part in building a great country and great alliances for which all current and former district professionals can be proud. COL Chytka is on the lookout everywhere for excellence throughout the District's Area of Responsibility during Mobile District's Bicentennial year.



MOBILE DISTRICT ENGINEERS

LT Hipolite Dumas 1815

LT James Gadsden 1816

Board of Engineers for Fortifications 1816-1861

- Engineers were assigned to various Forts and the Navy Yard under the Board of Fortifications along the Gulf Coast Frontier until 1861 when the Civil War began. After the Reconstruction period of the Civil War, Federal operations resumed in the Gulf and an Engineer Office was opened in Mobile in 1870.

MAJ C. B. REESE	1870-1870	LTC WILLIS E. TEALE	1940-1941
CPT A. N. DAMRELL	1870-1870	LTC L. D. WORSHAM	1941-1942
COL J. H. SIMPSON	1870-1872	LTC DOSWELL GULLATT	1942-1943
LTC WILLIAM F. RAYNOLDS	1873-1873	LTC H. I. COLLINS	1943-1945
CPT A. N. DAMRELL	1873-1895 <small>(1888 DISTRICT ESTABLISHED)</small>	COL MARK M. BOATNER JR	1945-1947
LT E.E. WINSLOW	1895-1895 <small>ACTING</small>	COL J. J. TWITTY	1947-1949
MAJ W. T. ROSELL	1895-1901	COL W. K. WILSON, JR	1949-1952
CPT SPENCER COSBY	1901-1903	COL HARRY L. FOX	1952-1954
MAJ W. E. CRAIGHILL	1903-1906	COL HAROLD E. BISBORT	1954-1958
CPT J. B. CAVANAUGH	1906-1906 <small>ACTING</small>	COL ROBERT W. LOVE	1958-1961
MAJ W. E. CRAIGHILL	1906-1906 <small>ACTING</small>	COL DANIEL A. RAYMOND	1961-1964
MAJ HENRY JERVEY	1906-1910	COL ROBERT C. MARSHALL	1964-1967
LTC C. A. FLAGLER	1910-1913	COL ROBERT E. SNETZER	1967-1970
CPT R.T. WARD	1913-1913	BG HARRY A. GRIFFITH	1970-1973
LTC C. KELLER	1913-1916	COL DRAKE WILSON	1973-1976
MAJ W. L. GUTHRIE	1916-1916	COL CHARLIE L. BLALOCK	1976-1979
MAJ F.C. BOGGS	1916-1916 <small>ACTING</small>	COL ROBERT H. RYAN	1979-1982
LTC EDWARD H. SCHULTZ	1916-1916 <small>ACTING</small>	COL PATRICK J. KELLY	1982-1985
MAJ W. L. GUTHRIE	1916-1917	COL C. HILTON DUNN	1985-1987
CPT C. L. STURDEVANT	1917-1917	COL LARRY S. BONINE	1987-1990
MR G. K. LITTLE	1917-1918	COL MICHAEL F. THUSS	1990-1992
MR. F. H. REED	1918-1919	COL ROBERT H. GRIFFIN	1992-1995
MAJ R. S. THOMAS	1919-1920	COL WILLIAM S. VOGEL	1995-1998
MAJ EARL NORTH	1920-1924	COL J. DAVID NORWOOD	1998-2001
MAJ T. H. EMERSON	1924-1928	COL ROBERT B. KEYSER	2001-2004
LTC W.D.A. ANDERSON	1928-1932	COL PETER F. TAYLOR, JR	2004-2007
COL R. S. THOMAS	1932-1935	COL BYRON G. JORNS	2007-2010
CPT F. Z. PIRKEY	1935-1936	COL STEVEN J. ROEMHILDT	2010-2013
COL RICHARD PARK	1936-1940	COL JON J. CHYTKA	2013-

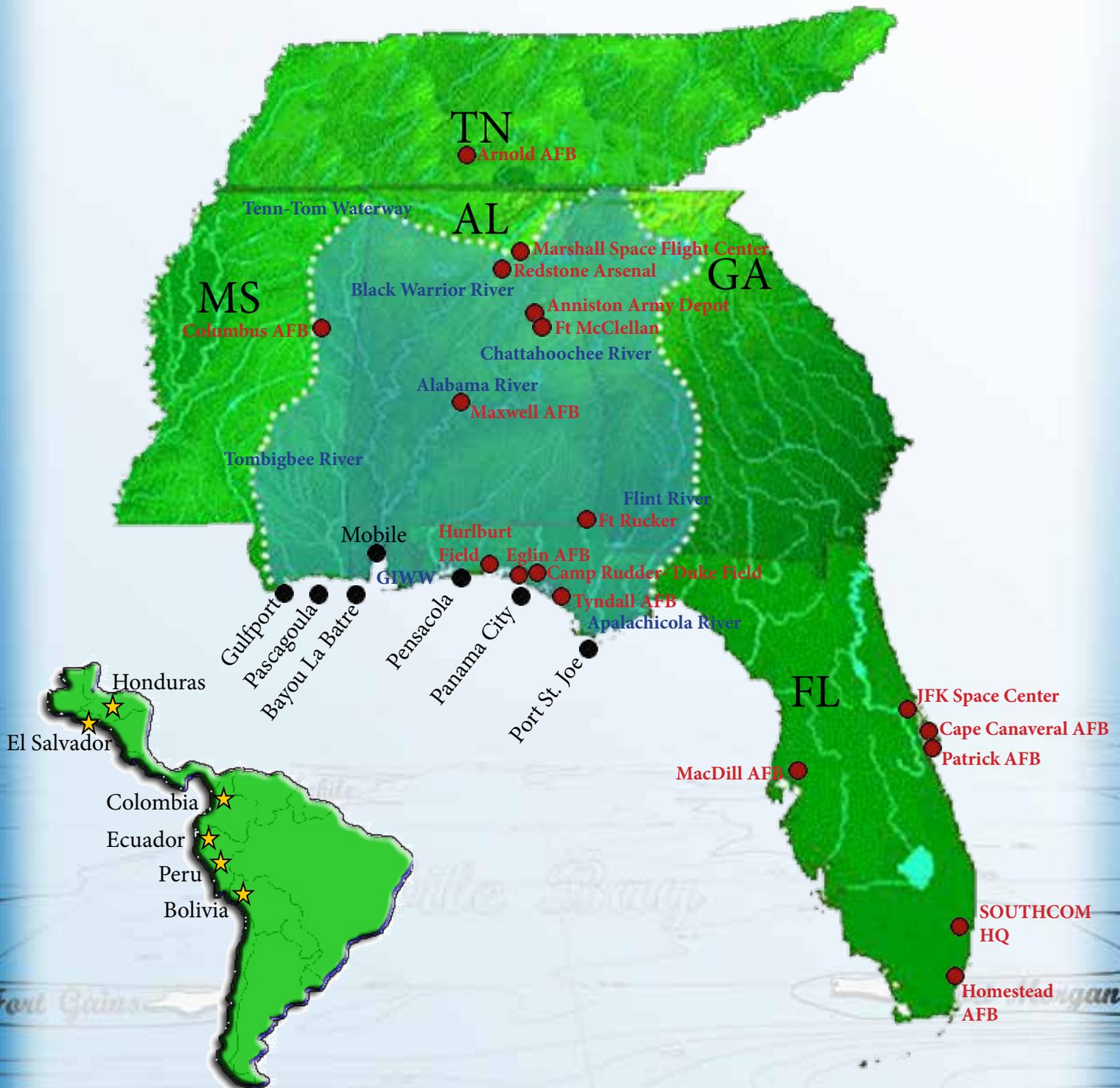
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MOBILE DISTRICT 2015



Our Mission continues to be:
Providing quality engineering and environmental products and services to our military, civil works, and support for others customers, partners, and stakeholders.

