



MIKE GROLL, THE ASSOCIATED PRESS

A man crosses a flooded street after the superstorm last week in Little Ferry, N.J. Orange County riverbanks have been sealed in concrete to prevent catastrophic flooding.

FLOODS

FROM PAGE 1

the Jet Propulsion Laboratory in Pasadena. "We're somewhat immunized against floods."

Somewhat, however, does not mean completely. More localized flooding remains a genuine threat in Orange County.

And while the chances of a city-swallowing deluge are far lower because of flood control, they aren't out of the question.

A 190-year storm - one that would be expected statistically once every 190 years - could cause similar havoc even with present flood-control measures, said Tom Bucklew of the U.S. Army Corps of Engineers, project manager for the Santa Ana Mainstem Project.

With a total estimated price tag of \$2.1 billion, the project so far has included a variety of improvements along the Santa Ana River, the raising of Prado Dam and the building of the Seven Oaks Dam near the river's headlands in San Bernardino County.

The goal is to provide Orange County with 190-year flood protection. At the moment, it has 70-year flood protection.

"There are still hundreds of millions of dollars needed to complete the project," said Kevin Onuma, manager of Orange County's OC Flood section.

The remaining work includes improvements

around Prado Dam.

"It wouldn't be something we have to do tomorrow," Bucklew said. "But within the next few years, we want to make sure we finish the project."

Here, the culprit behind a massive downpour is unlikely to be a hurricane. While we sometimes experience the backwash from weakened remnants of Pacific hurricanes, in the form of heavy rains, the chance of the hurricanes themselves reaching this far north is close to zero.

A hurricane must be powered by warm water. "We have a very cold California current, called a hurricane vaccine," Patzert said.

Instead, the big threat to Southern California would come in the form of an "atmospheric river," sometimes called the Pineapple Express.

That is when a chain of storms, one behind another, flow over the region from the Pacific.

The 1938 deluge might have been one such atmospheric river; the downpour in 2010 definitely fit the bill.

"Two things allowed us to have 20 million people - headed for 30 million, by the way - in Southern California," Patzert said. "One was water infrastructure, the other was flood control infrastructure. Without all that concrete and all those pumping stations, most of us wouldn't be here."

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Prepare for emergencies

Create a family disaster plan for how you will contact one another, where you will go and what you will do. Choose an out-of-area friend or relative whom family members can call to check on you. Inquire about emergency plans at work, day care and school. Supplies should be able to sustain you for three days, preferably a week. Electricity, water, gas and phones may not work. Supplies should be easy to access and carry, if you're forced to evacuate. Inspect your kit regularly and keep it freshly stocked.

Taking shelter

- Plastic sheeting and duct tape, tent, sleeping bags and blankets
- Candles and waterproof matches
- Recreational supplies to entertain children and adults
- Knife
- Change of clothing
- Inverter or solar charger for cellphone

Rescue and cleaning

- A screwdriver, hammer, ax, shovel and broom
- Rope for towing or rescue
- Gloves
- Sturdy shoes
- Fire extinguisher - dry chemical type, multipurpose
- Garden hose for siphoning and firefighting

Sources: FEMA; CDCP; California Department of Conservation

Basic supplies

- 1 gallon of water per day per family member
- Non-perishable food, can opener and alternate cooking source
- Paper plates, plastic utensils and paper towels
- Essential medications (can be stored in the refrigerator), eyeglasses and other health supplies
- Pre-moistened towelettes, garbage bags and plastic ties for personal sanitation
- Supplies and food for children
- Food, water and a leash for pets
- Whistle to signal for help
- Battery-powered/hand-crank radio
- Flashlight
- First-aid kit and manual
- Dust mask to filter air
- Wrench or pliers
- Cash and change
- Place important documents in a waterproof, fireproof container
- Extra batteries

Sonya Quick / The Register



PHOTOS: STEVE EARLEY, THE ASSOCIATED PRESS

USS Enterprise, the world's first nuclear-powered aircraft carrier, completes its 25th and final deployment Sunday.

Storied USS Enterprise completes its final voyage

By BROCK VERGAKIS
THE ASSOCIATED PRESS

ABOARD THE USS ENTERPRISE • The world's first nuclear-powered aircraft carrier ended its remarkable career at sea on Sunday when it pulled into its home port for the final time after participating in every major conflict since the Cuban Missile Crisis of 1962.

The USS Enterprise began shutting down its eight nuclear reactors almost as soon as it arrived at its pier at Naval Station Norfolk in Virginia, where thousands of cheering family members and friends welcomed the ship home from its 25th and final deployment after nearly eight months at sea. The ship will never move on its own power again and will eventually be scrapped in Washington state, making its final voyage a sentimental one for those who have sailed aboard "The Big E."

Copies of the ship's daily newspaper, "The Shuttle," were in short supply as sailors looked for memorabilia to take with them. Countless personal photos were taken by sailors throughout the ship as it approached shore.

"It's exceptionally emo-



Sailors on board react as the USS Enterprise returns to Norfolk, Va., on Sunday.

"She's just old, so you got to work around her. We have to make our own parts sometimes because it just doesn't exist."

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tional and exceptionally satisfying," Rear Adm. Ted Carter, commander of the Enterprise Strike Group, said as Naval Station Norfolk came into view and his sailors manned the rails.

However, Carter is the first to say that the Enterprise's final deployment was anything but a sentimental victory lap. The ships' fighter planes flew

more than 2,200 combat sorties and dropped 56 bombs in Afghanistan while supporting U.S. and international ground troops. In a show of force to Iran, the ship also passed through the strategic Strait of Hormuz 10 times, a figure that Carter said is more than double the typical amount.

The Enterprise has been a frequent traveler to the Middle East over its career. It was the first nuclear-powered carrier to transit through the Suez Canal in 1986, and it was the first carrier to respond following the Sept. 11 attacks, changing course overnight to head to the Arabian Sea.

An entire room on the ship serves as a museum to its history, which includes a large photo of the burning

Twin Towers placed in a timeline that wraps around a wall.

The Navy will officially deactivate the Enterprise on Dec. 1, but it will take several more years for it to be decommissioned as its reactors are taken out. About 15,000 people are expected to attend the deactivation ceremony, which will be its last public ceremony after several days of tours for former crew members.

Those who have served on the ship have a unique camaraderie. It is the second-oldest ship in the Navy after the USS Constitution, and its age has frequently shown. Sailors who work on the Enterprise have a saying: "There's tough, then there's Enterprise tough."

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