



Volume XX No.2
March - April 2008

Flagship

SEATTLE DISTRICT

**Seattle District takes
recycling to a new level
Pages 6 -7**



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Cover: Tom Garity, the captain of the *Shoalhunter*, shows off the premium wood pulled from the waters of the Puget Sound. The debris is then turned into beneficial use materials and distributed to local municipalities to be used in common areas like city parks and shorelines. This particular haul ended up being used by the city of Bellevue. (Skip Green Photo)

CORRECTION:

In the last issue of *Flagship*, we mis-identified Norma and Al Gapasin due to a typographical error. We regret the error.



U.S. Army Corps of Engineers

Vol. XX

No. 2

*Get with the program:***Seattle District Vision: Respected for public service**

As I navigate around the Seattle District, I have the opportunity as District Engineer to view the work we do from a rather interesting vantage point. I get to see all District programs, hear from our many customers / stakeholders and see the varied projects we are accomplishing for the Nation at different stages of completion. Most importantly, I get the chance to talk with many of you – primarily about how we can better accomplish the work we have in front of us.

To do this, I've found it useful to understand, at a very base level, where we should be headed – a “destination,” if you will. This “destination” is often referred to as the organization's vision. Since October 2007, we've adopted the following vision for the Seattle District: **Respected For Public Service.**

As Noel Gilbrough stated when we unveiled the vision at the End of Fiscal Year Party, “it's like a bumper sticker – something that can fit on a hat or a button.” Though the vision is short and pithy, I've found many still are having a hard time remembering the four words that constitute our vision.

While it's not so important that people memorize something like a mission statement or organizational vision, it's essential that we always take actions that help accomplish our mission and, or move us towards our vision.

Why the vision of **Respected For Public Service**? Quite simply it is something that applies to everyone throughout our very complex organization with its varied and often times competing authorities. A more detailed explanation is that this particular vision addresses both external and internal requirements and also postures the District to better meet a future that is best judged as unpredictable.

Externally, when we are respected for our public service, we create a pool of cus-

tomers, and stakeholders who are ready to hire us for future work when an opportunity presents itself. Does this mean we should always defer to the adage that the customer is always right? Of course not. It means that we must always work in a professional manner that is technically sound, favors collaboration but does not sacrifice compliance with federal law, authorities or policies. In the end, even if the customer is not completely happy, they should respect the work we do as accurate, fair and in the public's best interest.

Internally, the notion of respected public service is important in that each employee needs to know that what they do is making a difference. It provides a foundation when we are faced with complex and often conflicting demands or information, we can always discern the proper way forward – never compromising the public trust we must always uphold. In addition, we create an environment within the District that helps attract and retain the talented pool of professionals we have and need to best accomplish our public service mission – both now and in the future.

Finally, our vision enables the District to face an unpredictable future with the best possible outcome. Like a lighthouse that helps guide a ship at sea, a vision enables us to never lose sight of where we are and more importantly the correct azimuth for where we are going. We must always remember that while the conditions for the future may change; our vision must always remain the same. We may never completely arrive at our destination, but it is something we never should stop moving towards.

So as you face each day of work here in the Seattle District, I would ask that you continually strive to achieve our vision of **Respected For Public Service** – most importantly for you as an individual, for the Seattle District as an organization, and finally as an agency, the U.S. Army Corps of Engineers. — Col. Michael McCormick



This issue of *Flagship* is dedicated to the Leaders of the district's 'Green' Team: Lori Danielson, Jeff Laufle and Brenda Bachman. The group works tirelessly in their own areas of expertise to move forward everything from Leadership in Energy & Environmental Design (LEED) to ISO 14001 standards to making sure that each and everyone of us is working within and reaching new goals within the district's Environmental Operating Principles. Kudos! The district and Earth thank you!

Flagship

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Flagship is your news and feature magazine, published bi-monthly. If you have news, suggestions for articles or ideas you think would be useful for *Flagship*, we'd like to hear from you. Send your ideas to the editor or call the Public Affairs Office at (206) 764-3750.

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Viewpoint

Army sustainability path to 'green' operations

The Army is a strong promoter of reducing its environmental footprint and enhancing the well-being of the American communities it touches.

The Army's Strategy for the Environment, which has been in place for several years, outlines a long-term vision and sustainability goals as they relate to mission, community and environment. The goals are intended to achieve an enduring Army built upon sustainable operations, installations, system and communities. The Army leadership recognizes that the Army can't remain viable into the future unless it takes care of the environment and the communities that support its soldiers.

Army installations like Fort Lewis have been on the forefront of implementing sustainable practices and "going green." Starting in 2002 Fort Lewis has been pursuing actions that engage the community and significantly reduce their environmental footprint. For instance, one goal is to achieve zero net waste by 2025. Seattle District is helping Fort Lewis work toward this goal by requiring construction and demolition contractors working on projects at Fort Lewis divert at least 50 percent of all construction and demolition debris generated at the project site. In many cases, contractors are achieving as much as 95 percent diversion. Diversion includes salvage and resale, as well as recycling. Contractors are also being encouraged to reduce the amount of waste generated. Successful projects include the 79 WWII wood

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Army 'Green' Goals

- "Foster a Sustainability Ethic: Foster an ethic within the Army that takes us beyond environmental compliance to sustainability.
- "Strengthen Army Operations: Strengthen Army operational capability by reducing our environmental footprint through more sustainable practices.
- "Meet Test, Training and Mission Requirements: Meet current and future training, testing, and other mission requirements by sustaining land, air, and water resources.
- "Minimize Impacts and Total Ownership Costs: Minimize impacts and total ownership costs of Army systems, materiel, facilities, and operations by integrating the principles and practices of sustainability.
- "Enhance Well-Being: Enhance the well-being of our Soldiers, Civilians, families, neighbors and communities through leadership in sustainability.
- "Drive Innovation: Use innovative technology and the principles of sustainability to meet user needs and anticipate future Army challenges."

Letters to the Editor

A little eye love please?

To the editor:

I look forward to each colorful issue of *Flagship*. The informative articles prompt some questions and observations:

1. Can you increase the point size of the type? I noticed a size reduction just about the time I retired with weaker eyes. I have found, too, that cost-effective communication comes not from more words, but fewer, presented in tight, crisp writing.

2. The proposal to move district headquarters stirs excitement. Too bad employees voted in 1973 to turn down the offer of the top 10 floors of the Jackson Federal Building. Parking? Who needs parking with ample public transportation and park-and-ride opportunities for carpools. Me? I'd take the least expensive location and build at the Locks.

3. Bless Judy Smith for reminding everyone of Consideration for Others. I worry about the trend toward determining harm by whether or not someone feels offended. One could

feel offended even by a polite rejection of his or her frightful-but-innovative proposal for an engineering debacle. I sometimes felt offended by guest lecturers and others who in ignorance attacked many of my core beliefs. Offended by ignorance. Imagine the chaos if 150 employees were offended by an off-handed remark of the Chief or a co-worker trying to crank up a dull town meeting with a lighthearted skit or innocent joke (I have been dragged to the commander's office for a squeaky-clean remark not related to protected classes). Making subjective feelings the standard for adverse action is chilling and would mean we all have ready-made (and wrongheaded) cases against Uncle Sam and co-workers. The outcome of feelings-based infractions? Silence or groupthink. Those are ingredients in a recipe for engineering and environmental catastrophes.

Thanks again for thought-provoking articles.

Very respectfully,
 Dave Harris
 Retiree

Mr. Harris: We have made some eye-loving changes. Please let us know how it works.

~Flagship Editor

From sand to nuts, Puget Sound Superfund clean-up work progresses



The West Beach was closed during construction of a contaminant exposure barrier. (Stan Warner photo)

Just a short paddle across from the ferry terminal at Bainbridge Island, Wash., on Puget Sound you'll find a Superfund site in mid cleanup. Sitting in a protected bay surrounded by evergreen trees, gray sand beaches and water-view homes, the Wyckoff-Eagle Harbor site encompasses the former Wyckoff wood-treating facility (operated from 1903 to 1988), a former shipyard, and 500 acres of adjacent contaminated Eagle Harbor sediments. Methods of clean up have involved containment, capping, and now walnuts.

The wood treating facility contaminated the site with residue including creosote, pentachlorophenol (PCP), and various polycyclic aromatic hydrocarbons (PAHs). In addition the shipyard contributed organic compounds and heavy metals to the Eagle Harbor sediments. PCP and heavy metals have been found in ground water, soils, and sediments at concentrations which may threaten human health and the environment.

To tackle the cleanup, EPA divided the site into four operable units: East Harbor (subtidal and intertidal sediments); West Harbor (sediments and the uplands of the former shipyard, currently the Washington State Ferries Facility); and the combined Soil and Groundwater units (the former Wyckoff facility's subsurface soils and groundwater aquifers).

The Seattle District has been responsible for work in three of the four operable units.

The EPA selected to clean up the East Harbor operable unit using a clean sediment cap over heavily contaminated sediments. In 1993 and 1994, Seattle District

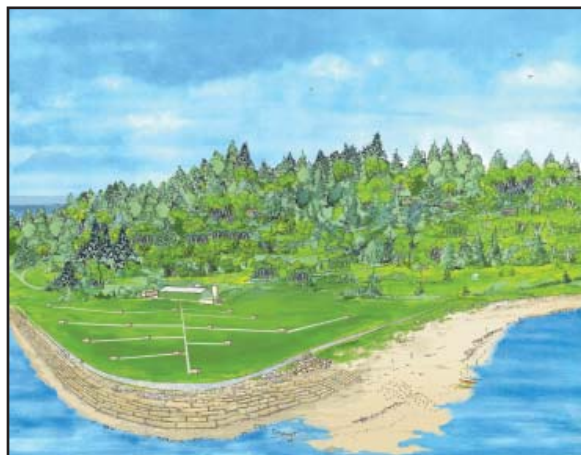
placed clean sediments over a 54-acre hotspot. Monitoring continues today.

At the Soil Operable Unit there is widespread near-surface and subsurface soil contamination with very elevated levels of contamination of PAHs, pentachlorophenol, and dioxins/furans in the Former Process Area. The Groundwater Operable Unit

includes the soil and groundwater in the saturated zone beneath the Soil Operable Unit. Non-aqueous phase liquid (NAPL) "pools" have been located in the upper aquifer beneath the Former Process Area.

Contaminated groundwater and NAPL containment consists of a sheet pile wall and extraction system and treatment plant at the groundwater unit. Seattle District is in the process of replacing the aging treatment plant for ongoing treatment of contaminated groundwater.

"It is to the team's credit that the old treatment plant has continued to operate, meeting discharge requirements, when it is in dire need of replacement," said program manager Matthew Allen.



Above shows the potential future look of the entire Wyckoff site, which includes the West Beach area. (Dennis Brandt rendering)

Construction is under way on the new treatment plant, which uses a walnut shell filter bed--an idea taken from the oil

industry, where walnut shell filtration is already in use. It has not been used for Superfund clean-up work until now.

"The old plant uses biological processes—bacteria—to break down contaminants and the plant itself are manually operated," said Allen. "It is labor intensive because the process is very temperature sensitive."

The new plant will be fully automated. In addition, it should be a fairly cost-effective process because the walnut shells are continuously reused. The contaminated water is filtered through the walnut shells, and the contaminants adhere to the shells and cleaned water passes out the other side. The shells are then backwashed and reused. Construction of the plant is scheduled to wrap up this summer.

The district completed construction of a contaminant exposure barrier in the public west beach area adjacent to the Wyckoff Superfund site in January 2008. Work included intertidal and subtidal construction, and some of the work was done in shifts to install the barrier at minus elevations, because low tides occur before and after midnight. This barrier will help keep seeps contaminated material from migrating upward into upper beach sands.

"During construction, the construction progress was threatened when the contractor saw sand lances (also known locally as the "candlefish," is an ecologically important forage fish throughout Puget Sound.) in the construction area. However, with timely coordination, we were able to maintain the overall schedule while minimizing water quality impacts and allowing the daily work to continue," reported Allen. "The well-informed contractor identified sand lance presence during the nighttime low-tide work, and immediately called the Corps team, who coordinated the construction efforts with the biologists in order to minimize down time. The USACE team coordinated discussion regarding sand lance with the natural resource trustees while

Giving ‘backbone’ a true definition

Division’s only enlisted Soldier fills in the gap, continues family tradition

Everyone knows that the Non Commissioned Officer is the backbone of the U.S. Army.

Here at the Seattle District, Northwestern Division, the backbone is a sole force in keeping all the military personnel straight. Her influence also reaches up and beyond, helping the U.S. Army Corps of Engineers Headquarters keep track of soldiers, too.



Sgt. 1st Class Ernestine Smith

Sgt. 1st Class Ernestine Smith, stationed at the Seattle District for a little more than two years, has spent the last 18 years caring for soldiers in an award-winning fashion. The latest award came directly from the Chief of Engineers, Lt. Gen. Robert L. Van Antwerp, Jr. Smith received an Army Commendation Medal for reworking the data base that the Corps uses to keep track of its reserve soldier engineers.

“We needed to make it (the database) more user-friendly, especially where the queries were concerned,” Smith said. “Even though the data base already existed, it needed to be reworked from the ground up.”

A Reservist herself, Smith knows the importance of making sure our citizen soldiers are integrated well.

“I – and other Reservists – fill the gap needed to support our nation and our military,” she said.

It says as much on the orders that brought her to her most recent activation, too. She’s been on active duty for a total of seven and a half years now, serving actively in Operation Desert Shield/Storm and then being activated for the Global War on Terror in 2004.

When she’s not fixing problems for headquarters, Smith makes sure

that all of the military personnel in the Northwest Division have the human resource support they need. She provides administrative support to every military member serving in the Northwestern Division from the moment they are assigned to the organization until they are integrated with a follow-on unit. Her duties include PCS coordination, in-processing, officer records updates, evaluations, awards, voter assistance and protocol coordination to name a few.

It may seem that processing more than 30 officer evaluation reports is a small task; but, when those officers are coming and going from forward deployment and spread a crossed a 13-state area, keeping everyone on point can be a challenge.

“Sergeant Smith does an excellent

job of keeping everyone organized,” said Seattle District Executive Officer, Pam Gumaer. “Not just for personnel issues, she also supports the executive office with special events, like change of commands. She’s a valuable team member.”

It’s not just the civilians that appreciate her hard work either. The service members she assists readily admit her reliable value.

“Many throughout the Division indicate that they’ve never received such timely and accurate personnel support during their careers in the Army,” said Maj. Karl Jansen, Military Operations Officer, Seattle District. “If you’ve ever interacted with her directly, you’ll know that she fulfills her duties with a smile, is filled with generosity, and always puts the needs of others before her own. We’re incredibly fortunate to serve with her in our ranks.”

Smith said her father had a great deal to do with her deciding to remain on active duty. He was in the Army. He served two tours in Vietnam and retired after 23 years of service.

“He had a tougher job than I do,” Smith said. “He was mortuary affairs; during the war he had to register the deaths of his friends often.”

Smith said her Dad is very supportive and always counsels her to take care of her military duties first and foremost. Her brothers also serve in the military.

The backbone of the Smith family seems to be the Army, as they are the backbone to the District, Division and the Army. —Casondra Brewster

Wyckoff

Continued from page 4

maintaining a construction schedule that allowed completion of the job during the short work window.”

The successful completion of the west beach project on time and under budget will allow the beach to reopen for public use this spring.

Future work at Wyckoff may include completion of a sheet pile wall, capping the upland unit and replacing old wells.

— Patricia Graesser

Webb

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As a Cost Estimator for the Corps’ Afghanistan District she prepares Government estimates for Design Build projects such as clinics and schools.

“This often leads to visualizing what it will look like since the Afghans use materials and construction methods that differ from the traditional methods in the states,” Webb said.

Though never one to settle, even while serving in a combat zone, she is currently studying towards her Tri-Service Cost Engineering Certification. Webb has found the work at AED very satisfying, has extended her tour, and expects to return later this spring.

Who knows what the future holds for Webb? While working for the Corps she has found, “the opportunities are there, if you are willing to move beyond your comfort zone.”

— Nola Leyde

Seattle's *Puget* captures woody debris, sea junk, puts to good use

The Seattle District's salvage vessel *Puget* digs deep to not only keep navigation safe and reliable, but to recycle resources.

Some of the structures, landscaping materials and more that greater Seattle area residents enjoy at local parks and other city common areas started as navigation debris that the *Puget* collected from Lake Washington waters and throughout the Puget Sound.

Local governments like King County and the cities of Auburn and Bellevue have benefited from the material the *Puget* pulls from the waters. Most recently, the Seattle District was able to get truckload after truckload for Snohomish County.

In fact the Navigation Team just received a thank you letter from the Port of Seattle for a recent delivery of 'sea logs.' The port will be using the logs to stabilize approximately 840 linear feet of bankline at a 2.1 acre fish and wildlife habitat enhancement project in the East Waterway.

"The largest project we've ever done was more than 100-tons to the City of Seattle," said Joe Gustafson, chief floating plant, navigation section. He added that much of the 'debris' turns into environmental mitigation material along all of the district's waters, creating new salmon habitat and preventing erosion.

"Joe and his team work very hard at keeping the debris disposal costs at an absolute minimum, and one way to do that is recycle the debris as often as possible," said Navigation Section Chief, Tom Szelest.

The *Puget* collects large pieces of drift, waterlogged pilings and logs considered to be hazardous to navigation. The vessel is equipped with a 70-foot boom, hoists and a half cubic yard clamshell dredging bucket. When the *Puget* works in shallow water, port and starboard steel spuds (working like a spider's legs) drop to the bottom of the water body, literally pulling the boat down. When the *Puget* is ready to hoist anchor, the crew



uses the crane to lift the spuds. Collected debris is placed on a barge and transferred to a private contractor for proper disposal or recycling.

"Basically, we haul it out of the water, and those that want the materials come and pick it up," said Gustafson.

No matter what the situation, the *Puget* can be working to get her snagging chore done, even operating in relatively rough water. Considering that the *Puget* is the only snag vessel working in the sometimes tempestuous waters of the Puget Sound, its hardiness is necessary.

For more than a century, the Corps has patrolled Puget Sound and its tributary waters, collecting logs, floating debris and other navigation hazards. The *Puget's* skipper and crew pick up an average of 14 tons per day, or more than 2,600 tons per year. This roughly represents some 2,000 hazards to Puget Sound mariners. — Casandra Brewster



ABOVE: A full's day's worth of snagging work from the *Puget* shows on a haul barge. **TOP:** The *Puget* regularly pulls out whole entire trees that have washed into the Sound from area rivers. **TOP RIGHT:** The *Puget's* crew cuts some of the larger pieces into 'stackable' chunks to be loaded onto a barge. **RIGHT:** The *Puget's* team has to work deliberately and carefully to remove navigation hazards like this 50-foot tree trunk with root ball from its operation zone that reaches from Blaine, Wash. in the north and from Shelton and Olympia, Wash. in the South Sound. (Skip Green Photos)



A river runs through it — again



Eventually, all things merge into one, and a river runs through it. The river was cut by the world's great flood and runs over rocks from the basement of time.
— Norman McLean, "A River Runs Through It"

It's not Chief Joseph Dam but nonetheless a huge project. Subtler, not as imposing, impressive or immediately impactful when first viewed, the scale of this project slowly dawns on the viewer. Even squinting through heavy smoke from a half-dozen nearby forest fires drifting in and out of the surrounding valleys, it's pretty clear the place is enormous. It is Big Sky Country after all.

Just seven miles east of Missoula, Mont., is a hamlet known as Milltown, as bucolic as it is hard scrabble. Designated a U.S. Environmental Protection Agency "Super Fund" site in 1981, actual construction on the site began some five years ago. Today it has become one of the largest EPA-directed cleanups in the country. A casual observer could be excused for looking at the project and thinking it a movie loca-

tion backdrop worthy of a Sam Goldwyn or a Cecil B. DeMille production: years in the making, a cast of thousands, and a killer budget of \$100-million. The Blackfoot and the Clark Fork rivers meet here and for the past century sustained the Milltown Reservoir at various depths of "pool."

As part of the Superfund project to remove both contaminated sediments and the Milltown Dam, the Corps, which is the supporting engineering and construction agency, has rehabilitated a pair of parallel bridges which carry traffic along Interstate 90 across the Blackfoot River. Because the project is on a major east-west Interstate, it is both highly visible and critical to the Northwest's economy.

The EPA's clean-up plan covers more than 100 river miles upstream of Milltown Dam and will deal with cadmium, arsenic, lead, copper and zinc, removing 85-percent of contaminated sediments. With the dam's dismantling comes the need to dispose of 2.2 million cubic yards of toxic waste mud accreted from more than a century of mining and smelting in Butte and Anaconda, 120 miles up the Clark Fork. Nearly all of it arrived behind the dam with the great flood of 1908. About one third of the total will be excavated and hauled by rail 100 miles up to the Opportunity Repository near the old smelter at Anaconda.

According to Project Manager Lynn Daniels of the Missoula Business Office, the Corps is overseeing the responsible party's clean-up of toxic sediments which migrated down the Clark Fork River over the years from the huge copper mining operations and collected behind the dam.

In order to allow the sediments to be excavated, sorted and shipped by rail to their points of origin, a dedicated rail

spur was built to allow it and Montana Rail Link now moves 45 rail cars of a sediment a day to Opportunity. Finally construction of a bypass channel to reroute the Clark Fork during the remediation was finished and filling was completed in mid-March. The new channel's walls are riprap, Reno Matting and TRM geo-textile fabric. The Corps completed the critical slope stabilization work around the two Interstate bridges, abutment underpinning and center pier foundation work in February 2008.

Ultimately the cleanup will remove 167 acres of polluted soils along the river, treat 700 acres of soil in place, establish a 50-foot riparian area on each side, replant native willows, dogwood and cottonwood to stabilize 56 miles of stream bank against further erosion and prevent additional heavy toxic metals from entering the river. The entire clean-up will likely take at least two more years.

In October 2005, work was started on removal of Stimson Lumber Co.'s dam, built in 1886 as a way to stop floating log drives down the Blackfoot River at Bonner. The 30-foot tall, 210-foot long rock-filled timber crib dam had been mostly immersed since the Milltown Dam was built, but as the reservoir was drawn down in preparation for the dam's removal, the Stimson Dam rose from the past. Dismantling of the Stimson Dam was begun on the edge closest to the mill, with water diverted through a new channel. The entire dam was removed by the end of November, 2005. Had it been left in place, it would have become unstable following the removal of Milltown Dam and the resumption of a free-flowing Blackfoot River.

Milltown Dam (also known as Clark Dam and the Montana Power Company Dam) was built between 1905 and 1907 by timber magnate William A. Clark to generate power for his sawmills at Milltown and Bonner. Montana Power Co. had its start here, as a subsidiary of mining activities, producing mine tunnel timber bracing for Butte. In November, 2000, cracks and voids of 12 to 18 inches were found in the dam and spillway; water was seeping through, displacing fill. Settling

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River

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Terry Hoffman, the projects' Quality Assurance inspector and retired annuitant, describes the view from "the overlook" above the Milltown Dam. Clearly visible are the Blackfoot River (to the left) the I-90 bridges (center) and the sheet pile wall and bypass channel under construction. Out of the frame to the right is the Clark Fork River. (Dick Devlin Photo) OPPOSITE PAGE: Corps engineers watch from above as the river begins to run freely following the removal of the coffer dam. (Sara Malo Photo)

indicated a catastrophic dam failure in the offing.

With so many different governmental agencies and contractors involved in making the project come together one might expect job site conflicts and disagreements but not so according to quality assurance inspector for the Corps, and rehired annuitant, Terry Hoffmann. He acknowledges that there are "a lot of moving pieces on this job but everybody working on it goes the extra mile to accommodate each others needs to insure things keep moving along on schedule."

Exactly a century after the Milltown Dam produced its first electricity, demolition teams were positioning excavators to begin removing the first pieces of its north abutment wall. On March 18, 2008, the bypass channel was flooded by breaching the downstream barrier, allowing the Blackfoot River to fill the channel slowly, avoiding too quick a drop in the river level downstream. Three days later the Clark Fork River bypass was routed through where the powerhouse had stood. It will flow in the bypass channel until remaining sediment is removed.

Shortly thereafter, much like Norman McLean's 1976 novel and 1992 movie, it's safe to say a river runs through it... again.
— Dick Devlin

Green

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building demolition projects on North Fort Lewis (achieved 78 percent diversion of demolition debris – total of 8,445 tons of material not sent to landfill) and the new Air Support Operation Squadron Facilities near Gray Army Airfield on main post (achieving 95 percent diversion of new construction debris).

Seattle District provides support for more Fort Lewis projects than just the waste diversion. Fort Lewis also counts on Seattle District to use Leadership in Energy & Environmental Design (LEED) standards to design and construct energy-efficient, environmentally sound buildings on post. Fort Lewis isn't alone in taking these steps to make their installation more sustainable - their example is being repeated across the nation on many Army posts.

To recognize work like this, the Pentagon has created a new Army sustainability award starting in FY08 to recognize outstanding sustainability initiatives being carried out by installations and individuals. Nominations are solicited in the fall, and will be judged against the six Army

sustainability goals.

Seattle District has a set of sustainability goals of our own, and a policy that states our commitment to environmental principles and practices. Seattle District's sustainability goals, which are in line with the Army's, include reducing our impact on traffic and air emissions, providing regenerative design and construction products, following the ISO 14001 standard with environmental management systems, supporting the sustainability goals of our customers and partners, and achieving zero net waste from our daily business. Since it's a voluntary effort to accomplish work toward the goals, we welcome any employee interested in assisting.

Seattle District also has a sustainability policy that states our commitment to applying the Corps' Environmental Operating Principles (EOP) and the district's sustainability goals upon our work. It's intended to foster a sustainability ethic among the workforce. It calls on project managers to assure project contracts be written to support the EOPs and sustainability goals, and on supervisors to include

sustainability-related objectives in employee job performance objectives.

Each year on April 22, Earth Day provides us an opportunity to consider our impact on the earth and what we can change to reduce our environmental footprint. This year, there will be a series of lunchtime events and displays in the Galaxy Room at Federal Center South, providing information about reducing our environmental and economic impact at work, at home, and in our commute. You're invited to participate in the Earth Day events to learn more about what you can do to live and work sustainably all year round. To find out more about sustainability in the Army, contact Brenda Bachman, Jeff Laufle, or Lori Danielson.
— Lori Danielson

Around the district

Kudos

To Alicia Miranda, daughter of **Eleacie Carter-Webb**, Records. Miranda has established herself as an artist and was recently highlighted in a national art magazine and her work will soon be featured as part of public art displays in the greater Seattle area. Her art may be found at www.scent-of-art.com.

To IMO Contractor, **Tim Spiro's**, daughter "Hot Rod" Heidi Sawdon. A photo of Heidi was included in the *Herald* (Everett) newspaper in its photo gallery of pictures for the year 2007. Sawdon, a member of the Pinup Angels; a group of women who, "In the spirit of the posters that troops hung in their barracks during World War II," are selling pinup-style portraits of themselves to raise money for care packages for U.S. troops in Iraq. Their group, Pinup Angels, has raised enough money since July to send 55 care packages to soldiers in Iraq and Afghanistan," per a *Herald* (Everett) article from Nov. 9, 2007.

Reaching Out

John Derby; Operations, Natural Resources Section, represented the Corps by speaking to a crowd of approximately 75 young woman who are members of the Auburn Girl Scouts of the United States of America. Derby focused on the importance of wearing a U.S. Coast Guard Approved Life Jacket; as the Corps likes to say, PFD (Personal Flotation Device). By the end of the talk every young scout had a new appreciation for the power of the Green River and that everyone who heard his talk promised to wear a PFD.

Retirement

Ann McKinstry Gerner, Assistant District Counsel, retired upon the last Friday in March; March 28, 2008, after seven years of federal service. Ann noted that she enjoyed, "Working with great people on challenging projects."

David Smith, Information Management, retired the last day of March 2008.

Douglas (Doug) Parker, Project Manager/Lead for the Small Projects Team at Fort Lewis Area Office, retired effective March 1, 2008.

Steve Babcock, Plan Formulation Section, retired upon Leap Day, Feb. 29, with 33 years, 3 months of federal service. Num-



Steve and Connie Pierce

ber one on Babcock's list of highlights of his career at the District was his work on construction of the Lincoln Park shoreline erosion project.

Stephen Pierce, Chief Cost Engineering, Cost Engineering – Construction Branch retired Feb. 3. He retires with a wealth of years and world travel under his belt, as he retires after serving 33 ½ years for the federal government and having worked in such diverse places a Hungary, Vietnam and Savannah River along with more familiar local projects sites like our very own Mud Mountain Dam, Chief Joseph Dam and Madigan Hospital.

Bob (Robert M.) Rawson, Chief, Project Support Section, Operations Division, Technical Support Branch, joined the ranks of the retired just as the new year of 2008 began. Bob noted that among the highlights of his 36 years of federal service were, serving in Vietnam in 1969 (when he totally missed the Seattle Pilots and the first moon landing), participating in the implementation of the wetlands protection program (opened up a lot of environmental jobs and started the Corps "green"); working with hundreds of present and past Seattle District employees over the years.

Richard Wright, Project Manager, retired at the beginning of 2008 from Chief Joseph Dam.

Fred Rambac, Project Management, retired October 2007.

Moving Forward

Ron Furby, RM: Iraq
Rick Garrison, EC-TB-GE, Afghanistan
David Loi, EC-CO-CA, Afghanistan
Mark Ortner, EC-DB-EM, Afghanistan
Mike Padilla, PM-CP-CJ, Afghanistan

Departures

Diane Parks, Seattle District's Chief of Operations Division transferred in March to Nashville District, where she will take the reins as Chief of Operations Division. Parks said, "There are many appealing factors that led me to Nashville District. First and foremost, I love the Tennessee Valley and the diversity of experience that Nashville District and the Lakes and Rivers Division has to offer. It's new and different work that I believe will help me

further grow as a leader and manager in the Corps. The thought of leaving Seattle District, in particular the wonderful Operations Division family, is very tough. We've been through so much the past 4 ½ years that

really showed the good side of us as individuals and as federal employees of the Corps of Engineers. Each and everyone of you poured your hearts and soul into your professions to accomplish jobs that at times seemed impossible. But you pulled it off...time and time again. I admire your dedication and your professionalism and am honored to have served with you. I will truly miss working with and for you and the District. I'm happy about the new job, but sad about leaving my Corps family in Seattle. You've all been wonderful to work with and helped me grow as a Division Chief and as a person. Thank you!"

Nicolle Rutherford, Biologist, after five years with Seattle District, is leaving for employment with National Oceanic and Atmospheric Administration (NOAA). Rutherford counts the following among the highlights of her time here, "Construction of the Meridian Valley Creek Realignment project under the Green-Duwamish Ecosystem Restoration Program." She further noted, "It was awesome to see a worthwhile restoration project built. It has also been very satisfying to be involved in the Chief Joseph Dam Gas Abatement project implementation."

This winter, Seattle District's, U.S. Army Public Affairs' Intern, **Kayla Overton** graduated from the Army's Defense Information School (DINFOS). Most recently, she completed her internship at the Pentagon in the community relations office. Overton, a native of Iowa, has accepted a position with Garrison Public Affairs at Schofield Barracks, Oahu, Hawaii.

Thomas Poole, Program Manager, Military Branch, departed Seattle District; effective April 12 with 12 years of service to the district behind him. Poole will be joining the Federal Aviation Administration (FAA). When asked about his career at the Corps, Thomas noted the following as highlights of his career, "Working with so many highly skilled and dedicated



Diane Parks

Welcome to the district family



Alexandra Little
Office Automation Ass't.
Information Management



Andrew Nelson
Contract Specialist
Contracting



Annie Dunton
Biologist
Project Management



Carol Taft
Office Automation Asst
Technical Services



David Letsky
Structural Engineer
Design Branch



Edward McKenzie
HR Specialist
Human Resources



Geoffrey Mueller
Attorney
Office of Counsel



G. J. Hernandez
Budget Analyst
Fort Lewis Area Office



Karen Greely
Accountant
Resource Management



Kelly Williams
Contract Specialist
Contracting



Kevin O'Quinn
Carpenter
Chittenden Locks



Kyla Lynn Brown
Granddaughter, 6lbs 4 oz
Sarah Gilbertson, RE



Mandy Michaelson
Environmental Engineer
Engineering & Construction



Martin Iloka
Office Automation Ass't.
Operations



Richard Wilson
Environmental Engineer
Emergency Management



Ronald Burkhard
Civil Engineer
Planning



Shelly Sheets
Security
Chief Joseph Dam



Tim Stott
Environmental Engineer
Project Management



Sydney Hudson
Park Ranger
Chief Joseph Dam



Joe Duncan
Realty Specialist
Real Estate

Around...

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Connie Chu, Office Support Assistant; Transferred to Huntington District.

Bradford L. Schultz; Navigation, transferred to Buffalo District (*Brad the "Younger").

Richard G. Spiger, Operations, transferred to Omaha District.

Mark Ziminske; Project Management, transferred to NAU.

In Memory

Former Corps employee, **Arthur "Norm" Norman Hansen**, age 86, passed away Feb. 29 in Seattle, Wash. Hansen worked for the Army Corps of Engineers from 1978 to 1996, some of that time in Regulatory. He was also the father of Steve Hansen; currently Lock & Dam Maintenance Lead at the Lake Washington Ship Canal, Hiram M. Chittenden Locks.

Retiree, **Jerold Van Faasen**, age 94, passed away Feb. 22. Before retirement on June 30, 1973; he had been with the Corps for

38 years most notably as Resident Engineer, Seattle Resident Office and Chief, Construction. Van Faasen noted in his district retiree biographical sketch, "I had Resident Engineer assignments twice in Seattle, Spokane and Glasgow AFB, Montana." He was often an attendee at the Seattle District retiree luncheons and remained attentive to the district. Recently, he donated to the district one of the books which he authored, *Uncle Willie, His Life, His Family and His Friends*.

Retiree, **Donald A. DeVos**, age 83 of Kent, Wash., passed away Feb. 19. He was born May 25, 1924 in Seattle. DeVos retired from Seattle District approximately, May 25, 1979.

Retiree, **Arlie C. Winther** passed away Aug. 26, 2007. Winther carpooled and later drove a van from Tacoma to the district from 1950's until his retirement in 1996. According to the number of years he worked for the Corps, he had driven Corps' employees more than 250,000 miles back and forth to work. — *Compiled by Beth Townsell*

people, particularly in Seattle, but also from around the world. Also being given opportunities to take on many challenging projects and deliver great products and services to our many customers. The most gratifying project of my career was the modularity construction at Fort Lewis in 2005. The teamwork and partnership and can-do spirit displayed by the Corps team on that project is a testament to the value the Corps of Engineers adds to the Army and the nation, taking on seeming impossible tasks and making it look routine."

Eric Archuletta; Project Management; Transferred to Navy.

Alicia M Austin Johnson; Plans Formulation; Transferred to SWF.

Public Affairs Office
Seattle District (CENWS-PA)
U.S. Army Corps of Engineers
4735 East Marginal Way South
Seattle, WA 98134-2392

Postcards From the Front...



Getting out of your comfort zone can provide great opportunities, says Claudia Webb, a Cost Engineering technician, currently serving at the Corps' Afghanistan Engineering District (AED) as a cost estimator.

And Webb is no stranger to broadening out to new areas. She started her career in a traditional woman's position as secretary in the U.S. Corps of Engineers' Seattle District.

As a single mom with two children, she had to think about the impact to her family before taking on an upward mobility position in 1991. Dare she leave her comfortable career as a secretary to start all over for a non-traditional woman's position in the engineering technician career field? The arduous training included extensive math and science courses which would require a lot of her attention. But she ventured out and found, "I had a talent for the engineering field."

She graduated from the upward mobility program as a Civil Engineering Technician and it wasn't long before she attained the position of a quality assurance representative. On job sites she ensured contractors performed according to plans and specifications. Webb was wearing a hard hat and steel-toed shoes out in the rain and trudging around construction sites, inspecting and validating contractor work.

After learning the field work, she became an office engineer where she gained the reputation as an excellent steward, negotiating contract modifications that resulted in substantial savings.



Claudia Webb

Due to her demonstrated excellence in this position, she was offered another career opportunity in Cost Engineering. Once again Webb chose to start over again and learned how to do estimates for both military and civilian construction projects.

She then joined the District's Modularity Project Delivery Team as a quality assurance representative. Webb had responsibility to oversee the work for one of four contractor teams.

A real move out of her comfort zone was the decision to deploy to support the Corps' efforts in emergencies and combat missions. In 2003 she was a part of a Seattle District Engineer forward engineering support team that supported the rebuilding efforts in Iraq. Stationed in Mosul, Iraq, she and the team travelled extensively to sites such as prisons, schools and police stations to start the work that needed to be done to get Iraq on the road to recovering from the years of oppression and war with Iran.

Upon her return to the District, she answered the call to support the Corps' efforts in recovery after Hurricane Katrina, supporting efforts to dispose of the storm debris in New Orleans.

And in 2006, after talking to her family and getting their support, she moved out of her comfort zone again, and volunteered to support the Corps' efforts in Afghanistan in October 2006.

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