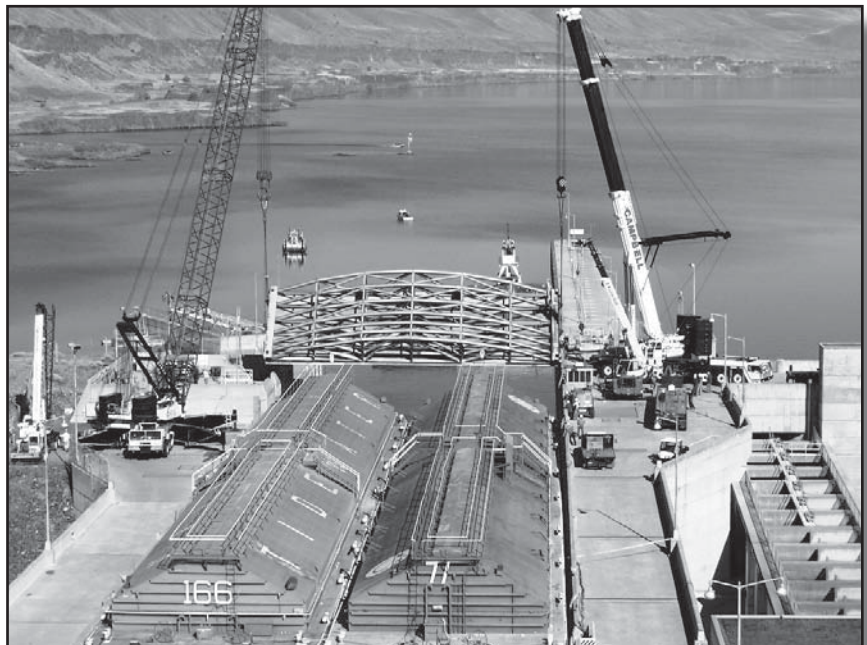




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The navigation lock at the John Day Dam was damaged when a tug pushing three barges came in contact with the upstream gate Feb. 28. In the top photo, two cranes lift the gate away from the navlock chamber. Crews removed the gate and checked the chamber with a remotely operated vehicle for damage and debris. Once the safety manager cleared the chamber, the barge was cleared to move upstream out of the lock, less than 72 hours after the incident. The damaged gate will be housed in the Portland area while inspectors decide whether it can be repaired or must be replaced.





Not long after I took command at Portland District, I outlined my Focus for Success, highlighting integrity, teamwork, relationships and results. As most of you know, we had an incident at the John Day lock last month and I want to discuss that situation within the context of that focus.

Around 11 p.m. on Feb. 28 the *Sundial*, a tow pushing three barges upstream, entered the navigation lock at John Day Dam. Somehow the barges came into contact with the upstream gate as the lock chamber was filling, damaging the gate and closing the river to traffic.

Our first priority was to ensure the safety of the lockmaster and the *Sundial's* crew; once we knew everyone was safe, it was time to assess the damage and work on getting the lock operational again. With more than 10 million tons of cargo being transported on the Columbia River each year, getting the lock back up was critical, especially since all locks on the Columbia and Snake rivers were scheduled to close a week later for annual maintenance. Shippers were trying to get commodities such as wheat and fuel through the system before the outage.

The first element of success is integrity. Every person involved in this action has offered his or her time, skill or expertise to the effort without question; no one needed to ask where this new mission fit in our priorities - getting the lock safely back in operation was our number one priority. The professionalism and commitment was unequalled. Further, it defines who we are as the Corps workforce - our folks didn't wait to find out if they were needed, they stepped up and kept working until the mission was accomplished.

Another important aspect of success is teamwork; our team was exceptional. First on the scene were the maintenance chief and the operations manager. No one wants to hear news like this in the middle of the night, but everyone mobilized quickly to stabilize the situation. Within a few hours, all the senior leaders had been notified. The U.S. Coast Guard was informed since it affected marine traffic and the states of Washington and Oregon also got



Col. Thomas O'Donovan

the news. We had representatives from local, state and federal agencies, as well as Tidewater Barge, the tug's owners, on site by early morning, already working to understand and improve the situation.

Relationships are a critical part of success and here the Portland District excelled. We knew how important the locks are to shipping traffic, especially just before the annual lock outage. Our operations staff worked closely with shippers, contractors and other agencies to expedite a sound and feasible plan to re-open the locks. We kept congressional representatives

informed so they could assist in budgeting for needed repairs. Tidewater offered any assistance we needed. The strength of our relationship with Pacific Northwest Waterways Association was demonstrated when they were among the first to call and offer their assistance. Many of our partners stepped forward to help with whatever was needed to get the job done.

The results we achieved in this situation were outstanding. During those first hours, no one was sure when the lock could re-open, or if it would happen before the two-week lock outage. In fact, thanks to hard work by everyone involved, the locks at John Day re-opened Sunday at 6 p.m., less than 72 hours after the incident. The damaged gate was removed and a floating bulkhead was deployed to serve as a

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temporary gate. It is only a stopgap measure, but traffic was moving up and down the river again before the lock outage.

Our reputation is directly affected by each of these elements of success, and I believe our reputation remained solid throughout this incident. We acted quickly to secure lives and property; worked together to build a solution; believed in the mission and our ability to create change; reached out to our customers and other partners, maximizing the expertise brought to bear on this problem; and created results that brought us closer to a permanent

solution. We have a team in place working to repair and replace the gate; likewise we are awaiting the results of the investigation being conducted by our colleagues from Walla Walla and Seattle districts.

This was the Portland District working together as a team. As a commander, I know we will face serious challenges, such as this or the Detroit Dam fire. I believe how we face these challenges is as important as how we solve them. I have always been proud to command this District, but never more than at times such as these. 📷

Essayons!

Portland District welcomes new deputy commander

By Amy Echols, Public Affairs Office

Service and people: these priorities are the foundation of Lt. Col. Jose Aguilar's career as a military leader. With his collaborative leadership style, Aguilar solves problems by getting to know the people who will be part of a solution. He approaches tasks in ways that make sense for the people. He lives by the idea that many solutions are as much about people as the challenges they face.

Aguilar, who was promoted to lieutenant colonel April 1, is a native of central Mexico. He moved with his family to Houston, Texas, when he was nine years old. His commitment to military service grew first from family expectations to serve one's country and later from his desire for an education. It has since taken him on a career path across the United States, to Germany and Iraq.

A graduate of the U.S. Military Academy at West Point with a degree in civil engineering, Aguilar ran, boxed, practiced martial arts and competed in the famed Sandhurst Military Skills Competition. Aguilar moved to a combat unit in Bamberg, Germany. He and his young family lived in a small, countryside town, where they experienced the southern Bavarian culture. Aguilar received the MacArthur Leadership Award, which recognizes company grade officers who demonstrate the ideals for which Gen. Douglas MacArthur stood - duty, honor and country.

Aguilar moved to Fort Leavenworth, Kan., in 2002 to attend the Command and General Staff



College. When Aguilar departed for his first tour of duty in Iraq in 2003. After he returned from Iraq, Aguilar first became the operations officer and then the executive officer for the 1st Engineer Battalion.

During a second tour in Iraq, Aguilar again served with the 1st Engineer Battalion, which, Aguilar proudly noted, was the oldest and most decorated engineering battalion in the U.S. Army, as it conducted route-clearing missions to protect coalition forces and Iraqi citizens across northern Iraq.

Aguilar, his wife Suzanne and their three children are settling into an active life in the Portland area. Spending time with his family affords him little time to run these days, but exploring the sites and attractions in the area and tracking his children's athletics keeps him on his feet. 📷



Portland District electrician helps Iraqis rebuild their country

By A. Al Bharani, Gulf Region South District Public Affairs Office

BASRAH, Iraq—"The source of my enjoyment is that I'm seeing the small projects that we started become bigger and of more benefit to the Iraqi people," said James Hodges, chief construction representative with the Gulf Region South district, Basrah Area Office of the U.S. Army Corps of Engineers. "I see everything is getting better. People's lives are getting better and the goal is coming together."

"There is a huge change from when I first got here," said Hodges, an electrician on his second deployment to Iraq. "There is a long way to go, [but] when I drive to Basrah and I see palm trees recently planted and I see more people moving out on the streets, I feel that there is hope and a good future for those people."

A journeyman electrician, Hodges works as a power plant electrician at the Bonneville Dam on the Columbia River. "I do miss seeing my kids," said the father of four, "but our efforts here are critical and very much needed by the people of Iraq." He said the Basrah Area Office is doing a great job for the country and its people.

"I am proud of the fact that I have been able to work with so many Iraqi engineers and others who are making a difference in their country," said Hodges, whose jobs include contacting contractors and the GRS Iraqi engineers in the field. He ensures communication flow and visits project sites about weekly on average.

"Communication is a huge amount of work," he said. "Everything is difficult without communication." Hodges said he is getting better at basics of the Arabic language for use on the job site. "I'm still not good at Arabic, but I'm getting better."



James Hodges visits the Khor Al-Zubair vocational technical center in Basrah province at the completion of the project. (USACE photo)



An adventurer, during his R&R trip home last summer Hodges accomplished a 12,000 mile cross-continental round trip on his 1995 Harley-Davidson FLHT motorcycle, covering both coasts and points in between. "I'll never grow tired of motorcycling," he said. "The hills and mountains, cities and on the track."

The Stevenson, Wash. native, who has been working as an electrician for more than 25 years throughout the U.S. said he is not ready to stop and go home. "I really enjoy working here and the kind of work," he said. "It wasn't foreign for me to come here and work with the local nationals. I've worked in Mexico, Africa and in other places in the world."

He said history is being made here, and while the job is challenging, it is worth all the effort. Hodges tells his Iraqi co-workers that he hopes others will not see Iraq only as a war-torn country, but appreciate it for its history and heritage.

"I see what it is to be, and I see what can be done with lots of work," he said. 🇮🇶



James Hodges and his 1995 Harley-Davidson FLHT touring motorcycle. (Photo by James Hodges)



James Hodges relaxes his mind in August 2007 between Iraq tours learning to race on a Suzuki GSX-R 600 on a track in Atlanta. (Photo by James Hodges)





Repowering *Essayons*



By Jennifer Sowell, Public Affairs Office

A 30-ton behemoth creeps slowly down through the dark reaches of the U.S. Army Corps of Engineers' hopper dredge *Essayons*. It peeks through a gaping hole in the steel wall of the hopper bulkhead as a dozen workers join together in the struggle. No, they are not battling a sea monster; they are working to carefully and precisely place a brand new engine on board as part of the massive repowering of the dredge.

The Portland District dredges *Essayons* and *Yaquina* maintain navigation channels in West Coast ports from Grays Harbor, Wash., to San Diego, Calif. They are also at the ready to quickly mobilize anywhere to assist in emergencies.

Being such a far-reaching local asset, it's important that the dredges are kept in good condition, relevant with industry, environmentally compliant, and at the peak of efficiency. The dredges were built in the early 1980s, and now, well into their mid-life, they are in need of some proactive refreshing to ensure they continue to serve the Corps for many more years.

To accomplish this, both dredges are slated for extensive repowering over the next three years, at a combined cost of more than \$50 million. The work

will be done in stages during normally scheduled repair timeframes, which should minimize impacts to the dredges' normal routines. The repowering will update the dredges' propulsion systems, leading to improved power generation.

This year, the bulk of the work is focused on *Essayons*. The dredge has been in dry dock since early December for the most intensive portion of its repowering, which will keep it out of commission through early July. This will keep *Essayons* in dry dock well into the dredging season, so the Corps will contract for a commercial hopper dredge to take care of the work *Essayons* normally would have done this year.

Essayons' repowering includes interrelated actions that depend upon one another for the whole thing to work, said Mac Robison, chief of Plant Maintenance Section at the U.S. Moorings. "The complexity of the job requires us to go beyond our normal November to March repair window," he said.

Yaquina's repowering is not nearly as complex, so it will be ready at the beginning of each dredging season.



Planning for the dredges' repowering began in the late 1990s, as the dredges were entering mid-life and newer technology was becoming commonplace. Robison consulted with the dredge crews on what needed to be replaced and with the Marine Design Center on options for making that a reality.

The MDC is the Corps' center of expertise for naval architecture and marine engineering. It managed the contract when *Essayons* was originally built, and is now handling the repowering of both dredges.

While MDC is overseeing the contract and handling any design issues and quality assurance onsite, the equipment removals and installations are being handled by Cascade General Shipyard, which has also held *Essayons*' annual maintenance contract for the last ten years, making them intimately familiar with the vessel.

"We are taking care of the routine maintenance concurrently with the comprehensive repower," said Adam Beck, Cascade General's project manager. "The propulsion and power management systems are extremely technically complex," he added. "It's a big job and it's been a challenge."

When the work is complete, *Essayons* will be capable of generating 10 megawatts of power and will increase its propulsion by 2,000 horsepower.

"A large amount of the work, about 85 percent, is in the engine and generator rooms," said Beck. "We're adding several megawatts of power generation capability and several thousand horsepower," he added. "It's a significant change."

All that added power is actually more environmentally friendly than the equipment it is replacing. This is especially important because, in California, where both dredges maintain several coastal ports, emission standards are more restrictive.

"They raised restrictions on what you can put out the stack, so it's a good thing we're doing this now," said Robison.

The *Yaquina* will get new engines in 2010, when the repowering focuses on the smaller dredge. Until then it will need a waiver to work in California waters.

In addition to staying ahead of the environmental curve, the repowering will also translate into



Corps of Engineers Photos

Workers transfer new equipment through the dredge *Essayons*' bow. The dredge, which began service in 1983, is undergoing an extensive upgrade of its engines and systems, which will take three years to complete between dredging work periods.



increased efficiency and cost savings. In the next two years, the *Essayons* will be outfitted with excavator dragheads, hopper distribution system improvements and a bulbous bow, which according to Robison, will lower emissions and make hopper loading more efficient.

The new, more efficient excavator draghead setup, combined with a new hopper distribution system, are expected to yield an increase of 10 to 15 percent more than the 7 million cubic yards *Essayons* usually dredges during a typical season.


In addition, the bulbous bow design reduces the friction of the hull on the water, allowing the dredge to slide through the water with better speed and fuel efficiency.

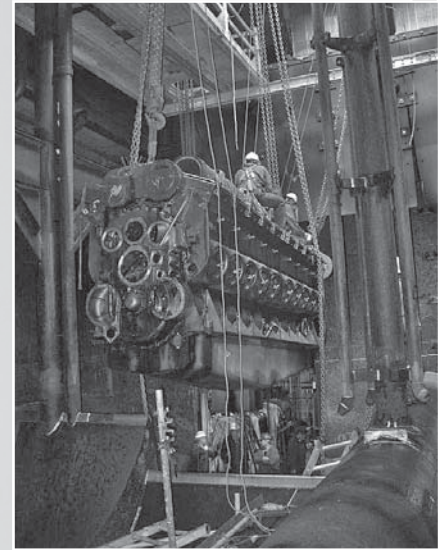
These improvements, combined with the increased horsepower and fuel savings of the new engines, will allow for faster mobilization of the dredge at less expense, as well as allowing the crews to dredge more material in less time. These are welcome benefits in the face of narrowing in-water work windows imposed by state and federal environmental agencies.

“All our customers love the *Essayons* because it produces so much, so fast,” said Robison. “The improvements from the repowering will make it a go to dredge on the West coast.”

After the last behemoth engine was fitted into place, the metal bulkhead was replaced and crews began putting the ship back together, preparing *Essayons* for its return to work in June.

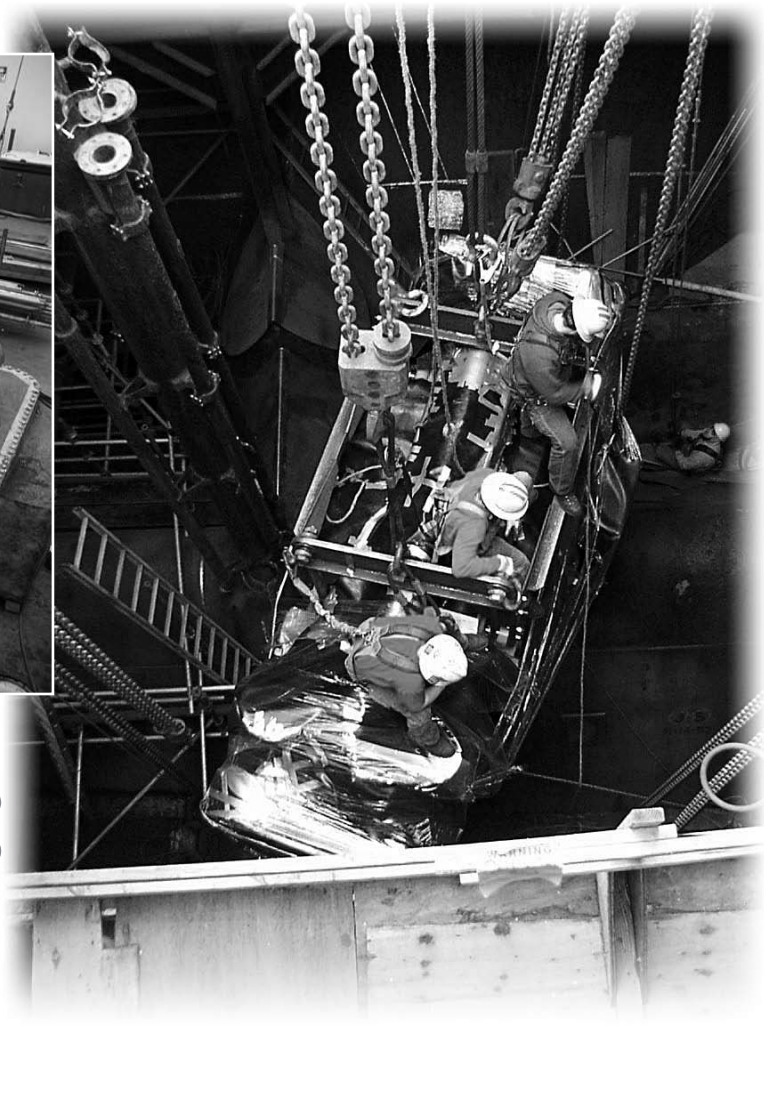
Repowering two dredges over several years is a daunting task, full of logistical hurdles and requiring a great deal of time, effort and expense. But the payoff is worth it.

“These modernizations will improve dredging efficiency and minimize the dredges’ adverse environmental footprints,” said Robison. “Not to mention doubling their lives.” 

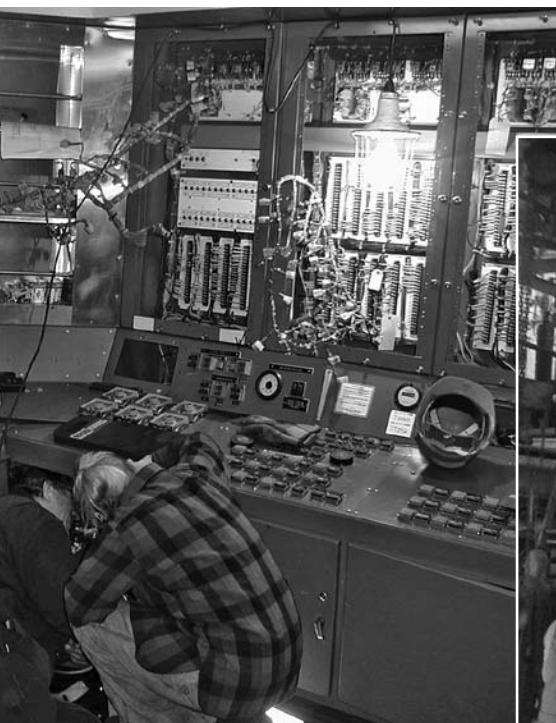


Repow





owering



Corps of Engineers Photos





Army ROTC Leadership Trains at Willamette Valley Project

By Christie Johnson, Willamette Valley Project

On a chilly March morning, young men and women in camouflage acted out carefully planned operations among the trees of Schwarz Campground near Dorena Lake. These operations were part of a leadership training program provided to students of the University of Oregon Reserve Officer Training Corps.

A platoon of 40 cadets participated in the training at Schwarz, while another platoon of 40 trained across the road on land owned by the Bureau of Land Management. The university's ROTC has conducted training here for more than 10 years -- usually during the first weekend of March -- as a culmination of the students' winter term.

The eight-hour training day included the operations order process, problem solving, decision making, delegation and leadership. For the junior-level students, this training was critical preparation for a 32-day leadership development and assessment camp held at Fort Lewis each summer.

As the special events coordinator for the Willamette Valley Project, park ranger Mark Chappelle assisted ROTC in obtaining an event permit. "My role was to ensure the training was conducted effectively, while protecting the park's facilities and resources," Chappelle said.

Chappelle understood this program better than the average park ranger. Before he joined the Corps, Chappelle served 21 years in the U.S. Army and worked as an ROTC instructor for the University of Oregon during his last four years of service. With a bachelor's degree in wildlife conservation, Chappelle achieved his long-time goal of becoming a park ranger after retiring from the

military in 2006. This ROTC event offered Chappelle the chance to blend the skills and knowledge from his two careers.

"I loved being a Soldier and now, being a park ranger allows me to enjoy our beautiful country while still serving the nation," Chappelle said. "I think it's great that the Corps can contribute in a small way to the leadership development of these ROTC students, who will be the future leaders of the Army,"

As Chappelle watched the cadets perform their operations that March morning, he recalled his own experiences leading the exercise as an instructor. Now, as a District employee, he wondered whether any of these young leaders would join the Corps' Civilian ranks after their service; or perhaps one of these young men and women would return as the commander for the Portland District. In either case, this experience with the Portland District would be a great start for one of those careers.



An Army ROTC instructor gives lead cadets an operations order, which describes the mission they must complete.



PROJECT NEWS



The squad completes an oral rehearsal in preparation for their mission.



After the mission, the squad leader debriefs the team leaders.

The squad conducts a walk-through rehearsal before the mission begins.



Corps of Engineers Photos



Corps survey boat launches new career



By Diana Fredlund, Public Affairs Office

It was a quiet farewell. On Dec. 20, 2007, five people represented the Portland District when the *M/V Rodolf* slipped away from the dock at the U.S. Government Mooring, ending a 27-year career as a Corps survey boat.

The 48-foot long catamaran-style boat first entered service Sept. 8, 1980, after a seven-month journey from Norfolk, Va., to Astoria, Ore.

The *Rodolf's* arrival in Astoria had been delayed by several months because the boat could not safely operate in some coastal weather conditions. After arriving in Oakland, Calif., in April, the boat waited at the Corps' Sausalito Base Yard moorage for safe weather. The first attempt to sail up the coast to Oregon failed in May when the *Rodolf* was forced back to Sausalito by strong winds. The crew tried again in July, but terminated the trip about 100 miles north of San Francisco when the boat took a wave through one of the pilothouse windows. Corps officials decided to load the boat onto a barge for the trip north.

When the decision to buy a new boat was made, District engineers started looking at alternatives to standard model survey boats. That's when they found the *Rodolf*. "No other boat offered the speed and versatility of this boat," said Dan Proudfit, chief of the Portland District's hydrographic survey unit. "Speed was important and the catamaran style

brought stability. Both are important for a survey boat."

"The *Rodolf* was a great river boat, but she didn't take well to ocean swells," said Walter Farley, a retired Corps employee and former master of the *Rodolf*. "But she had speed and reliability. She was one of a kind in the Corps."

"The *Rodolf* was not your typical survey boat," Proudfit said. "The vessel rode a cushion of air like a hovercraft, which gave her special capabilities."

The air cushion allowed crews to survey the river at speeds up to 35 miles per hour, which meant work was accomplished faster than its sister vessels. "You didn't steer the *Rodolf* like a hovercraft," Farley said. "It had propellers and rudders like other boats, but the way you turned was different." At speeds below 15 miles per hour, steering was handled by changing the engine power settings; the crew turned the boat by changing either the port or starboard engines' speeds.

"Some skippers didn't like the way she handled and preferred the other boats," Farley said. "That was fine with me and my crew. We loved running her."

"The one impressive memory that will always stand out in my mind is when the vessel was surveying the Columbia River near the I-5 Bridge," Ken Kleczynski, former Portland District chief of

hydrographic surveys said, recalling the boat's ability to get a job done. The boat received a call from the District office, which needed a priority survey at Miller Sands near Astoria. "The crew picked up the positioning system, ran to Astoria, made and edited the survey, returned to Portland and delivered the survey to the District office," all within the crew's normal work day, he said. "A conventional hull vessel would have had a hard time just getting to Astoria and performing part of the survey in a full day."

After 27 years the Corps needed to consider replacing the *Rodolf*. "It was primarily because of the age of the vessel, but repairing her was getting very expensive," Proudfit said. "Because she was one of a kind, any replacement equipment needed to be custom-built."

While the boat was ending its useful life with the Corps, there was still a lot of life in the old girl; another agency would be pleased to have her. Richard Phillips, District warehouse manager, was responsible for disposing of the boat. "Once our office is notified that an item is excess to our needs, we list it with GSA, thereby notifying other federal agencies of its availability," Phillips said. "In this case, no federal agency needed the *Rodolf*, so we listed her as surplus. That meant non-federal agencies could be considered."

The Seattle Maritime Academy, a division of Seattle Central Community College, stepped forward to request the survey boat. It took about a year to complete the transfer process.

On that day in December, five current and former District employees stood at the edge of the dock and watched the *Rodolf* head west toward Astoria and from there north to Seattle. In true Corps fashion, the *Rodolf* will continue serve her country even after her retirement from the District; only now young feet will walk her decks as she helps teach the next generation of mariners. "We feel very fortunate to have the *Rodolf* as part of our training fleet," said Patrick Boyle, Seattle Maritime Academy port captain. "We intend to use the vessel primarily in our deck technology program, to teach students seamanship skills and vessel handling."

The *Rodolf* will be berthed in fresh water, since the academy operates on Lake Washington and the Puget Sound, Boyle said. The boat's old Corps friends approve. "She has young people aboard, some of whom may find careers on the water because of her lessons," Farley said. "She'll be fine." 🇺🇸



Ken Kleczynski, center, tracks data as the Rodolf performs survey work in the Columbia River.



The survey boat was named for F.W. Rodolf, a former Portland District employee and chief of hydrographic surveys from 1940 to 1955.



Walter Farley stops by to wish Rodolf farewell Dec. 20





Corps bikers ride safer with training course



By Erica Gann, Public Affairs Office

People ride motorcycles for various reasons, but at the Portland District they ride primarily for commuting and recreation.

“I ride my motorcycle to work,” said Robert Ford, The Dalles/John Day/Willow Creek Project. “It costs me \$60 to fill up my truck every two weeks, versus \$10 to fill up my bike that lasts the same amount of time.”

Others mix work with pleasure. Nathan Westra, Willamette Valley Project, recently went to a bike rally in Daytona, Fla. “You name it and it was there! There were a lot of police too, but I saw no trouble. Everybody was into the bikes and the party was great.”

But are people riding safely? Can a person ride a motorcycle with no risk and free from danger, damage or injury?

In Oregon, motorcycle accidents have increased from 443 in 2002 to 736 in 2006. The Oregon Department of Transportation reported there were 51 motorcycle fatalities out of 118,052 registered riders in 2007. These statistics, coupled with national averages that indicate motorcycle accidents are increasing, have raised serious concerns about motorcycle safety.

Can motorcycle riding be safer? Maybe so.

To help lessen the risk for its employees, the District’s Safety Office has partnered with Team

Oregon to fund motorcycle safety courses for all employees. Those living in Washington can take the training through the Motorcycle Safety Foundation and receive the same information and endorsements.

“Sending out an occasional e-mail about motorcycle safety just didn’t seem to be enough,” said Dave Stanton, District Safety Office. “My reasons for funding the program came from my own personal riding experiences, as well as from District command priorities related to safe motorcycling.” The USACE Safety Management Action Plan recommends that districts operate a program similar to that of the U.S. Army active duty program, he added.

Team Oregon was developed in 1984 as a cooperative partnership between the Oregon Department of Transportation and Oregon State University. Its mission is to provide rider skills training for all abilities and experience levels across the state.

“Before I launched the program I checked to see if it was okay to spend the money,” said Stanton. “Resource Management and Office of Counsel approved, so we decided to go with the best hands-on training we could find. In the long run, the safety course is really worth it, especially, when you consider the medical and lost-time expenses that can happen when an employee is injured in a motorcycle accident.”

Last year 28 employees from projects around the state have participated in all levels of training offered by Team Oregon. Of those, 20 were new motorcycle riders.

“I was able to learn from a professional and get my endorsement after the beginning course,” said Joshua Rosenthal, Hydroelectric Design Center. “I knew very little about riding a motorcycle and always wanted to learn. They taught me everything from the very basics of operating a motorcycle to actually riding it.”

Intermediate riding courses are for those with some riding experience, while the advanced classes are geared toward riders who want to learn advanced techniques for handling curves, hills, emergency braking and avoidance maneuvers. The State of Washington course offers a similar program.

“This course teaches you how to handle yourself in different circumstances and how to avoid bad situations,” said Rosenthal.

“This year I bought a 1986 Honda V2-500 Shadow for \$100 plus the cost of repairs. I took the motorcycle safety course to reintroduce myself to riding again,” said Ford. “It’s made me a better rider.” Ford’s wife also signed up for the training. “After the class we went out and bought her a Suzuki Boulevard 650. Now she rides it to the school where she teaches and the kids are always amazed when they see her pull up!”

Daniel Watson, HDC, took the advanced level course in September 2007. “We spent the first two hours reviewing the safety manual and then went out on a go-cart track and spent the rest of the training time there. I was able to practice all aspects of motorcycle riding in an ideal environment with no cars, sand, gravel or icy conditions. Experienced riders were on hand to help.”

The course is ongoing and will continue to be sponsored by the Portland District. Employees may sign up with either company by completing their online registration form, printing it and coordinating



Bob Ford, electrical engineer at The Dalles/John Day/Willow Creek Project rides his bike to work to save on gas.



It's not all hard work and studying as students of Team Oregon's motorcycle rider training take a break during the day-long class.

their enrollment with the Portland District Safety Office to sign up.

Corps motorcyclists still ride for various reasons, but some are riding more safely thanks to their recent participation in a motorcycle safety course. Saving money is still number one for most, but there might be a few employees out there who are planning a visit to the notorious Sturgis bike rally this summer. If you don't know what that is, ask during your next motorcycle safety course ... they'll tell you all about it! 📷





In Memoriam

Verne Rupp died Dec. 26, 2007. He was 92. After a two-year commitment to the Army, Rupp was employed by the U.S. Army Corps of Engineers as a surveyor. He was recalled to active duty during World War II and returned to the Corps after the war ended. His work helped determine the location of the future Hells Canyon and Detroit dams. He retired in 1971 after more than 25 years. Rupp is survived by his wife, Marjorie, one daughter, three granddaughters and three nieces and nephews.

Lois Jacob died Jan. 16 at age 88. Jacob was a secretary for the U.S. Army Corps of Engineers for about 20 years and then for Rock Creek Campus of Portland Community College for 14 years. Survivors include her son, Edward.

JoAnne P. Hall died Feb. 9, 2008, at age 77. Purcell was a procurement officer for the U.S. Army Corps of Engineers for more than 20 years. She moved to Tigard in 1977. In 1961, she married Lester Hall; he died in 1991. Survivors include her daughter, Susan; son, Richard W.; companion, Herman Smith; four grandchildren; and two great-grandchildren.

Edmund C.Y. Jay died Feb. 9 of a heart attack. He was 75. Jay was born Sept. 6, 1932, in Guangzhou, Guangdong, China, and immigrated to the U.S., settling Portland in 1949. He graduated from Benson Polytechnic High School and served in the Army. He was an electrical engineering technician for the U.S. Army Corps of Engineers (HEDB) and then worked with BPA for 18 years. Survivors include his daughter, three sons and six grandchildren.

Lowell E. Hadley died Feb. 10 at age 84. Hadley graduated from the University of Colorado and moved in 1950 to Portland, where he was an electrical engineer for Tektronix and then for the U.S. Army Corps of Engineers' Hydroelectric Design Branch for 34 years. In 1946, he married Mona Cowley; she died in 1996. Survivors include two daughters, two sons, two brothers, seven grandchildren and two great-grandchildren.

Jessie McKenzie died Feb. 20 at age 88. McKenzie graduated from Pacific College and was an executive secretary for the Army Corps of Engineers, as well as a volunteer for Albertina Kerr Centers and the Portland Art Museum. Survivors include her nephew, niece and cousin.

Michael Graves, 61, died March 3 at his home. Graves served in the U.S. Navy during the Vietnam conflict. He attended Bakersfield Jr. College, and Western Oregon University Police Academy in Monmouth, Ore. He had lived in The Dalles for more than 25 years, where he worked for Army Corps of Engineers at The Dalles Dam. He is survived by his wife, Dotty, two daughters, two stepsons, a brother, a sister, six grandchildren and many more loving family members. Memorials may be made to Heart of Hospice, 1020 Wasco Street, suite C, Hood River, OR 97031.

Clifford Comisky died Feb. 16, 2008, at the age of 91. Comisky began work with the U.S. Army Corps of Engineers legal staff in 1947 and became district counsel for the Portland District. He held that position for 32 years. He was selected Federal Man of the Year for Oregon in 1958. From 1974-1979 he was the division counsel for the North Pacific division. In 1979 he retired to Cannon Beach, which had been his favorite vacation spot for over 25 years. Survivors include his wife, Jeanette; a son, a daughter, a granddaughter; and one great-granddaughter.

Lowell A. "Brownie" Zentner, died March 8 of emphysema. He was 76. Zentner served in the Army and moved to Scappoose in 1961. He was a dredger for the U.S. Army Corps of Engineers for 28 years and then for Nehalem River Dredging for 15 years. Survivors include his wife, Mary, four daughters, one son, Steve, eight grandchildren and one great-grandchild. Remembrances to the Clatskanie Volunteer Firefighters Association.