



US Army Corps
of Engineers®
San Francisco District

SPN **S**urveyor



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May/June 2010

Vol. 2, Issue 3

Special Preview:

**State-of-art, high-tech vessel
set to join district fleet, pg. 10**



MG John A. B. Dillard, Jr.
*South Pacific Division
Commander, 1966-68*



M/V John A. B. Dillard, Jr. ready to be commissioned

COMMANDER'S CORNER

District's history paved with GREATness

By Lt. Col. Laurence M. Farrell
San Francisco District Commander

San Francisco District has been paving the road from good to GREAT with projects that pay GREAT dividends to the district, region and the nation.

Since 1866, when the first U.S. Army Corps of Engineers district engineer assumed authority of the rivers and harbors in San Francisco, our district has provided GREAT value to commerce by keeping harbors safe to improve the welfare of the region.

Shipwrecks were commonplace in the fog-laden central and northern California coastline, but Corps of Engineers officers protected commercial shipping channels by constructing lighthouses along the hazardous coast.

The relationship between commerce and the Corps keeping harbors and channels navigable while protecting our country's environmental resources continued with the enactment of the Rivers and Harbors Act of 1902. However, sometimes our road from good to GREAT is not paved.

In 1942, after Admiral Chester W. Nimitz's plane crashed in the bay hitting floating debris that ripped out the bottom of the craft, our district was given the mission to remove debris from the bay.

Our debris boats scoop up refuse drifting in the bay and protect commercial ships and ferries traversing the federal channel. The debris team's road from good to GREAT plugs nautically forward collecting an average of 10 tons per journey.

The district's road toward GREATness crossed into the construction of Treasure



Island, the Bay Bridge and one of the seven wonders of the world — the Golden Gate Bridge.

Two past district construction projects that endure through the decades are Coyote Valley and Warm Springs dams — each providing multipurpose benefits of flood management reduction, water reservoir resources and recreational parks.

All district employees can take pride in the valuable navigation, transportation and environmental improvements our workforce tirelessly built upon to make the Bay Area a better place to work.

I take pride in seeing how our current employees incorporate similar GREATness into their projects.

Wetlands restoration is an example of how

we continue down the good to GREAT path. Reusing dredge material for wetlands restoration at the former Hamilton Army Airfield and at Bair Island in Redwood City illustrates how our district stays the course toward GREATness by championing viable alternatives to merge wetlands restoration with harbor safety and economic development.

The Oakland Harbor deepening project to a depth of minus 50 feet completed in September illustrates how the district has blended its harbor safety and shipping commerce mission with environment stewardship to provide more than 140 years of GREAT benefit to our partners and stakeholders.

Our employees working on the South San Francisco Bay Shoreline Study, the Napa Salt Marsh and the Sacramento River Deep Water Ship Channel are following in the footsteps of our GREAT legacy. They are good environmental stewards improving the quality of life for our stakeholders.

The San Ramon Valley Water Recycle Project is a GREAT way of recycling grey water while managing aquatic resources for East Bay communities.

Working with other federal agencies like the Department of Veterans Affairs, by bringing our engineering services and project management resource to retrofit, upgrade and construct quality medical facilities for our nation's wounded warriors around the district footprint is a GREAT illustration of how we continue to focus on our mission and provide GREAT benefit to our partners and stakeholders.

As you can see, our historic road is paved with good projects, but it is our people that make our district GREAT.

District Commander

Lt. Col. Laurence M. Farrell

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SPN Surveyor

SPN Surveyor is an unofficial publication published under the provisions of AR 360-1 for the Department of Defense, the U.S. Army Corps of Engineers — San Francisco District, its diverse workforce and stakeholders. Contents of SPN Surveyor are not necessarily the official views of, or endorsed by, the U.S. Government, Department of Defense, Department of the Army or the U.S. Army Corps of Engineers. SPN Surveyor is a bimonthly publication distributed via e-mail and made available at www.spn.usace.army.mil. The editorial content of this publication is prepared, edited, provided and approved and published by the USACE San Francisco District Public Affairs Office, 1455 Market Street, San Francisco, Calif., 94103-1398; telephone (415) 503-6804; fax (415) 503-6690. The appearance of advertising in this publication, including inserts or supplements, does not constitute endorsement of the products or services advertised by the U.S. Army. Everything advertised in this publication will be made available for purchase, use or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation or any other non-merit factor of the purchaser, user or patron. If a violation or rejection of this equal opportunity policy by an advertiser is confirmed, the publisher will refuse to print advertising from that source until the violation is corrected.

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On the cover

U.S. Army Corps of Engineers, San Francisco District will be commissioning the "M/V John A. B. Dillard, Jr." in a ceremony next month at the Sausalito Base Yard. The new high-tech debris removal vessel is named after Maj. Gen. John A. B. Dillard, Jr., who commanded the Corps' South Pacific Division from 1966-68. (Photos courtesy of Kvichak Marine Industries and USACE SPD Public Affairs Office)

May/June 2010

AFAP program seeks quality-of-life issues

By Lt. Gen. Robert L. Van Antwerp
USACE Commanding General

The Army Family Action Plan (AFAP) is a grass-roots process that identifies issues of concern to America's Total Army Family: Soldiers, Civilians, and Family members. This program has my personal attention, as well as that of both the Secretary and the Chief of Staff of the Army. AFAP gives everyone in the Army an opportunity to raise unresolved issues and make recommendations to improve quality of life and standards of living.

Anyone can submit an issue to AFAP. Whether you are a Soldier, Civilian, or Family member, you may provide your thoughts about where improvements should be made in district, division, headquarters, or Army programs.

The process really does work — in fact, in the past 27 years, 667 issues identified in the AFAP process have driven 117 legislative changes, 162 DOD or Army policy and regulatory changes, and 178 improved programs and services. We're listening!

We are interested in hearing from you with issues that you believe would be valuable for USACE and the Army to consider. If you have an idea that you think would make USACE and the Army a better place to work and live, fill out the attachment and send to your family readiness POC or to FamilyReadiness@usace.army.mil, if you're in a non-divisional unit.

Thank you for your support in making USACE and our Army great.

For more on this program or to submit an issue here at the district, contact Olivia Grate at 415-503-6983.



photos by Gerry Prado

The Petaluma Railroad spurline (pictured above, looking north) reconstruction raised the tracks to meet a nearby, raised railroad bridge — critical for flood control. The spurline connects the main track with the Dairymen’s Cooperative.

PROJECT UPDATE

Petaluma River Flood-Control Project spurred toward completion

By Joe Barison

District Public Affairs Office

Most of the Petaluma River Flood-Control Project is completed. The U.S. Army Corps of Engineers’ San Francisco District, working closely with its project sponsor, the City of Petaluma, accomplished the surveying, environmental due diligence and construction of a long flood wall which now protects most of Petaluma’s residents from the Petaluma River’s overflow. Within the near future, the Corps anticipates constructing the last wall section, enhancing even further the flood protection for Petaluma homeowners.

Perhaps the most intriguing element of the flood-control project is the Petaluma Railroad spurline reconstruction. First, some background is in order. When you have a train trestle – a matrix bridge with train tracks – spanning a river, you have

The spurline reconstruction was critical to the success of raising the bridge for flood control.

Clare Polansky
SPN Project Manager

two choices to protect the tracks when the heavy rains eventually come: Either lower the river or raise the bridge. The Corps, the City of Petaluma, and the Sonoma-Marín Area Rail Transit (SMART) train project have just completed protection of the railroad by raising the bridge – an integral part

of the overall flood-control project.

But raising a train bridge is more complex than raising an auto bridge. While most cars can handle a sudden upturn in the road, a train proceeds gradually up an incline. That means that these train tracks must start gradually increasing elevation almost 100 yards before reaching the bridge.

Then there is the spurline to Dairymen’s Cooperative. Only 740 feet from the bridge, a railroad switch connects the main track with a 900-foot stretch of track, the spurline off the main track, that leads to Petaluma’s Dairymen’s Cooperative, a business which has a history of serving as the key rail transfer point for bringing dairy goods and eggs to market. When the connecting main track was raised, then the spurline had to be raised so that freight cars could move smoothly and safely between the Dairymen’s Cooperative and the main rail line.

Continued next page

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Petaluma continued

The spurline element of the flood-control project started approximately four years ago, and reached completion on February 10, 2010.

“The spurline reconstruction was critical to the success of raising the bridge for flood control,” said Clare Polansky, district project manager. “It is a critical milestone and one of the final elements required to complete the overall, nearly \$50 million project.”

Mike Ban, director of the Petaluma Wa-

All the people
with the Corps
are great to
work with.

Mike Strider
SMART Train Engineer

ter Resources and Conservation Department, agrees. “The spurline reconstruction is important because it allows for the removal of the old trestle bridge, which acted like a dam in the Petaluma River. We were able to restore the flood-carrying capability of the flood-control project.”

The spurline reconstruction is important for an additional reason. The SMART District plans to build a 70-mile passenger railroad that will run from Larkspur



The switch connecting the spurline to the main track was a major focus in raising both tracks; the fit is essential to function and safety.

in Marin County to Cloverdale in Sonoma County, with construction starting in 2011 and service beginning in 2014. This SMART train will use the main railroad tracks, which go over the Petaluma River and cross the switch which now connects the main rails with the Dairymen’s Coop-

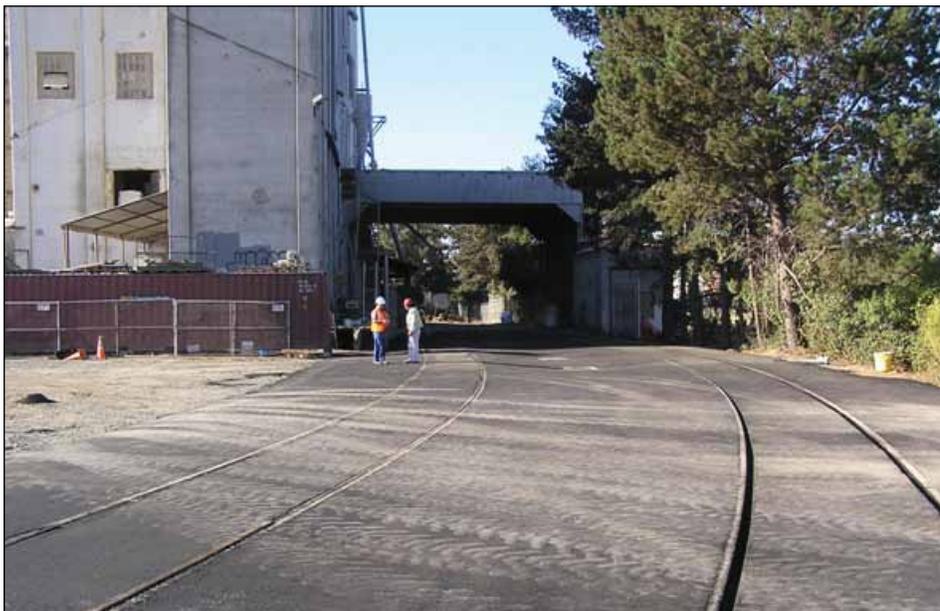
erative spurline.

Accordingly, the Corps worked in partnership with SMART train leadership to ensure that the district’s bridge-raising and spurline reconstruction would accommodate the new train. Mike Strider, P.E., a consulting engineer representing SMART train as their liaison to the Corps, reflected on the Corps-SMART train working relationship.

“All the people with the Corps are great to work with. They accommodated the railroad in its standards and requirements – and the railroad was built to SMART train standards,” said Strider.

Ban’s experience working with the Corps has been similar. “It’s been a very good working relationship, even though the project took longer than we anticipated. The mutual [Corps and City of Petaluma] desire to complete the project has helped to make the project happen,” Ban said.

As with most large, complex projects, teamwork leads to success. In the spurline reconstruction, the Corps-City of Petaluma-SMART train team met every goal. The newly-raised, safe railroad track will allow the SMART train to cross that bridge when it comes to it.



The spurline tracks lead to the Dairymen’s Cooperative, a Petaluma business landmark.

\$555,920



A contract for the replacement of housing units at Warm Springs Dam Fish Hatchery went to Sacramento-based contractor Allied Industries, Inc. The Corps provides housing to State of California Dept. of Fish and Game staff, who operate the Corps' fish hatchery.

\$466,170



The district awarded this contract to Davis, Calif.-based University of California to monitor steelhead and coho salmon on juvenile survival and adult returns to spawn at the Russian River Watershed. The Corps operates fish hatcheries at both Lake Sonoma and Lake Mendocino.

Stimulus dollars

Lakes' projects funded by American

\$130,000



Last month, Daly City, Calif.-based Icenogle Construction Management Inc. completed this re-roofing project at the Coyote Dam Headquarters Building in Ukiah.

\$3,450,000



A total of 12 latrine comfort stations will be installed at Lake Mendocino campgrounds by MIE, Inc., a Belmont-Calif.-based firm. The contractor is a small business and an 8(a) business.

\$21,052



at work

Recovery and Reinvestment Act

\$374,000



The district awarded this contract to San Francisco-based Yerba Buena Engineering & Construction, Inc. for the replacement of Coho salmon rearing tanks. The project helped create or maintain 89 jobs in the regional economy.

The district awarded a contract to Livermore, Calif.-based Allied Construction Service to repair two above-ground steel wastewater tanks at Lake Mendocino. The contractor is a small business.

All photos including the inset photo of Lake Sonoma were taken by Brandon Beach, District Public Affairs Office.



A \$13.2 million project is currently underway at the Bay Model Visitor Center, home to a large-scale three-dimensional hydraulic replica of the San Francisco Bay and Sacramento Delta. Project plans call for installing a new solar-panel rooftop system and updating the 53-year old model.

Stimulus Dollars at Work

Solar panels set to be installed at Bay Model Visitor Cntr

Story & photos by Brandon Beach
District Public Affairs Office

The Bay Model Visitor Center will soon be tapping the sun for its electricity.

Construction began last month to install a new solar-panel system onto the roof of this U.S. Army Corps of Engineers, San Francisco District facility in Sausalito, Calif.

Funded by the American Recovery and Reinvestment Act, the \$13.2 million project backs an executive order signed by President Obama to reduce federal government emissions by 28 percent before 2020.

“The goal for this project is net zero, meaning no consumption off the grid,” said Michael Garant of Hal Hays Construction, Inc., the project’s contractor. “There’s even the possibility of returning some [power] back to the grid.”

Not only will the new rooftop system supply energy to this 145,000 square-foot building, which was once a World War II-era shipbuilding warehouse, but to the district’s adjacent base yard and nearby dock

area as well.

More than 2,300 solar panels will be installed covering approximately 60 percent of the visitor center’s barrel-shaped roof. Power production of the system is estimated at 777,680 kilowatt hours per year, said Mike Dillabough, chief of the district’s Operations and Readiness Division. Current annual usage is just under 770,000 kWh.

The panels will also incorporate a glass designed with an anti-reflective finish to reduce any reflection to nearby residences, said Hatim Mustafa, the district’s on-site project engineer.

In addition to the solar-panel system, other project work items include seismic upgrades, roof replacement, asbestos removal, new exterior skylights, updates to museum exhibits and improvements to the model’s hydraulic inner workings.

The model, a piece of Bay Area history,



A new solar-panel system will be installed on the roof of the visitor center supplying the facility’s and the surrounding area’s energy needs.

was built in 1957 as a three-dimensional replica of the San Francisco Bay and Sacramento Delta. For over forty years, scientists used the model to study impacts to the Bay by simulating tides, currents and river flows. It closed in 2000 as a research facility and opened as a public educational center administered by the Corps of Engineers shortly after. The model encompasses an interior space of over one-and-a-half acres.

During the renovation, the center will be closed approximately through May 31.

Crescent City, Noyo are not just any ports in a storm

By Joe Barison

District Public Affairs Office

If you are the captain of a vessel at sea when an unexpected storm hits, you can try to ride out hurricane-velocity winds and 30-foot waves, or you can head for a safe port. If you are sailing off of the Northern California coast between Bodega Bay and the Oregon border, your port in the storm is likely to be Crescent City or Noyo Harbor.

"If along this coast, you don't have a place to duck into in bad weather, you're in a lot of trouble," said Steve Chesser, dredging manager for the U.S. Army Corps of Engineers' San Francisco District. As far as Crescent City and Noyo Harbors serving as harbors of refuge, the key is proper dredging. "Without dredging, it becomes increasingly dangerous to enter or to leave. With inadequate dredging, boats have to pay more attention to tides, entering or leaving a harbor only during high tide." But storms at sea do not stop because harbor tides are not high enough for safe vessel passage. Only regular dredging keeps harbors accessible whenever needed.

The good news for boaters at sea is that in 2009 the U.S. Army Corps of Engineers' San Francisco District dredged Crescent City Harbor most of the way toward its prescribed 15-foot depth, with the remaining dredging scheduled for 2010. Also in 2009, the district completed Noyo Harbor's dredging to its targeted 10-foot depth. American Recovery and Reinvestment Act ("stimulus package") money was allocated to the Crescent City Harbor dredging project.

Harbor access is also important to rescue operations. "Both harbors support U.S. Coast Guard Search and Rescue Stations," said Larry Graham, Corps project manager.

The good news for the Crescent City and Noyo communities are the long-term economic benefits, as dredging allows for a commercial fishing industry.

"These high-usage harbors are vital to the commercial fishing industry, waterborne coastal commerce, and the local and regional economics," said Graham.

Richard Young, harbormaster of Crescent City Harbor, put his harbor's high activity level in perspective. "We have the largest value of commercial fisheries – larger than Humboldt Bay, larger even than San Francisco Bay. We have the largest ex-vessel value of fish, as measured at the dock, in Northern California – from San Francisco to the Oregon border ["ex-vessel" value and



J.D. Hardesty

This year, the Corps of Engineers will dredge Crescent City Harbor to its prescribed 15-foot depth.

seafood landings are terms for the dollar value of fish unloaded at the dock]."

The financial benefits extend beyond those who fish for a living. "The fishermen spend their money in the community. They live here; they go to the restaurants; they shop in the stores. They support industries that process the fish they bring in. The fishing money trickles up," said Young. "The Corps is spending \$4 million in 10 years [of Crescent City Harbor dredging], so for an average of \$400,000 a year, we're generating \$12 million a year in seafood landings. This money translates into jobs, income and taxes."

The story is similar in Noyo. "Dredging Noyo River and Harbor is important because of commerce. Keeping the harbor dredged lets the vessels come and go. We're a fishing community, and some of the fishing boats are fairly deep-draft for a small port," said Jere Kleinbach, manager of Noyo Harbor.

But dredging is not without its challenges. When tons of harbor-bottom material is lifted, it must be placed somewhere. But where? Placement or disposal sites must be officially approved and in accordance with an array of federal and state laws. For Crescent City Harbor, "the nearest ocean-disposal site is in Oregon, off of Brookings. We're coordinating with State of Oregon agencies, EPA and the Corps' Portland District – to take Crescent City dredged material to Oregon and place it in their ocean site," said Chesser.

The Crescent City Harbor harbormaster agrees. "Placement of dredged material is a

challenge. It's very expensive to dispose of onshore. Some is suitable for beach nourishment, but for the material that's not, it presents an ongoing challenge," said Young.

For Noyo, Chesser said, "Because of topography, there's really not anyplace to put material upland once you've dredged it. We're studying alternatives for placement sites in order to continue dredging Noyo."

Noyo Harbor's Kleinbach recognizes the Corps' efforts to help. "Craig Conner (a San Francisco District study manager) just was up here and did a presentation showing how dredged material can be used for beach nourishment. So that's what we're looking at," said Kleinbach.

According to Conner, the solution will likely involve placing dredged material near shore for beneficial beach nourishment. "The Corps is promoting something environmentally sustainable, ideally a permanent home for the beneficial reuse of dredged material," said Conner.

The district looks forward to working with both harbors in future dredging and in solving the material-placement challenge. The feeling is mutual. As Crescent City Harbor's Young said, "The Corps has been very helpful, very informative."

At Noyo Harbor, Kleinbach recounts having excellent rapport with district project managers Craig Conner and Larry Graham. In addition, Kleinbach said, "I'd like people to know that this last year, 2009, we had a critical situation because a vessel went aground. The Corps quickly found critical-need funds and was able to dredge the river. We very much appreciated that response."

New debris-removal vessel joins district fleet

By Brandon Beach

District Public Affairs Office

The *M/V John A. B. Dillard, Jr.* will soon make its San Francisco Bay debut.

But before the new high-tech debris-removal vessel can hit the waters, it will be commissioned into service. The U.S. Army Corps of Engineers, San Francisco District will welcome its newest fleet member in June in a ceremony at the Sausalito Base Yard.

The new boat is named after Maj. Gen. John Albert B. Dillard Jr., who led the U.S. Army Engineer Command in South Vietnam until he was killed in action on May 12, 1970, when the helicopter he was flying was shot down by enemy fire. Prior to Vietnam, he was the commander of the USACE South Pacific Division from 1966-68.

The *Dillard* joins the district's existing cadre of debris-removal vessels, which includes the *Raccoon* and *Grizzly*. Tasked with keeping the navigation and shipping channels of the San Francisco Bay free of floating hazards, these two boats remove more than 1,200 tons of debris ev-

The *Dillard* will be commissioned into service in a ceremony at the Sausalito Base Yard.

ery year.

Designed with two powerful double propeller bow thrusters, the *Dillard* allows operators to respond to emergencies faster than its two counterparts.

It is equipped with a pedestal-mounted grapple crane for lifting heavy objects such as large trees from the water and a 15-ton deck load capacity, according to the official online release by Kvichak Marine Industries, the ship's builder.

The vessel is also capable of bottom profile surveying, submerged object identification and recovery and command center emergency operations.

For more information on the "*M/V John A. B. Dillard, Jr.*," visit www.kvichak.com.



Brandon Beach

The "*M/V John A. B. Dillard, Jr.*," right, joins the San Francisco District's fleet of debris removal vessels which include the "*Raccoon*," above, and the *Grizzly*. The new vessel will be commissioned into service next month.



www.kvichak.com

HISTORY: 1942 plane crash leads to program's authorization

District Public Affairs Office

Floating hazards from rotting piers, sunken vessels and storm-tossed debris have always made navigation on San Francisco Bay difficult and caused many accidents.

Despite the danger to shipping, it was a seaplane crash into the bay that ultimately led to the authorization of a hazard removal program.

In June 1942, Admiral Chester Nimitz, recently appointed Commander in Chief, Pacific Fleet, was on his way to

Hawaii from Washington D.C. via San Francisco. While landing on San Francisco Bay, the seaplane in which he was aboard struck floating debris. The bottom of the aircraft was ripped open and it capsized. Admiral Nimitz was able to scramble to safety without serious injury, but the pilot was killed.

Shortly after that incident, the Chief of Engineers directed the Corps' San Francisco District to begin a hazard collection program in San Francisco Bay. Early efforts were cumbersome, but effective. During World War II, small tugs with crews

of both civilian and Navy enlisted men patrolled bay waters daily collecting floating hazards and towing them to a disposal site at the Alameda Naval Air Station.

Today, the San Francisco District's floating debris hazard collection boats, *Raccoon* and *Grizzly*, work out of the district's Sausalito Base Yard facility. They range far and wide patrolling for debris in bay waters, removing a total of about 90 tons a month. The boats are converted World War II-vintage aircraft recovery vessels that were modified to meet their hazard collection mission.

Interview with Olivia Grate

NSPS pay-for-performance system to end May 23

By Joe Barison

District Public Affairs Office

On May 23, 2010, the San Francisco District will join the rest of the Corps, the entire Army and, for that matter, the whole U.S. Department of Defense in abolishing NSPS — the short-lived, much-talked-about DoD evaluation, pay and recruitment system.

Some district employees currently under NSPS, as well as co-workers in the traditional GS pay system, may have practical questions. Others may simply be curious about the behind-the-scenes story of a special pay system that required a huge effort to implement and will require no less effort to disband.

Looking for the real story on NSPS, this writer talked with district Workforce Management Administrator Olivia Grate. Grate is in the special position of having worked both on the implementation and the rescinding of NSPS.

The interview began with the most basic question.

Surveyor: What is NSPS?

National Security Personnel System.

Surveyor: How does NSPS apply to the San Francisco District?

It's how we evaluate and rate employees.

Surveyor: But not all employees, right?

Right. We have 72 employees in our NSPS pool (out of 309 employees in total).

Surveyor: What determines whether a position is under NSPS?

It has to do with the position's BUS code. That stands for Bargaining Unit Status code. It has to do with whether the person in that position is a member of the



Joe Barison

Olivia Grate, right, is the district's workforce management specialist.

union's bargaining unit.

Surveyor: In practice, which positions were put under NSPS?

All supervisory positions, plus select other positions, depending on other duties.

Surveyor: How long has NSPS been in effect?

We were transitioned in, in phases — three cycles. The first cycle started in 2007.

Surveyor: What are the main differences between NSPS and the GS pay system?

Performance management and classification of positions, performance evaluations and ratings — different pay system.

Surveyor: What are the advantages of NSPS? Why have it in the first place?

To make it easier to hire, to recruit, to set salary.

Surveyor: Could you give an example of how NSPS works differently from GS?

NSPS gives management more hiring flexibility. You could bring a very highly qualified can-

didate in and set the salary higher than we could have under GS and without time-in-grade restrictions.

Surveyor: With NSPS's advantages and all the work it took to implement, why is NSPS being changed back to GS?

Because NSPS was repealed under the NDAA (National Defense Authorization Act) for Fiscal Year 2010.

Surveyor: Why was it repealed?

It was a Congressional decision. NSPS was a costly endeavor to execute. Many agencies invested heavily in NSPS particularly in performance management. The acceleration within the NSPS pay band with accompanying bonuses may have also been a factor. There was also a concern of regarding lack of transparency under NSPS.

Surveyor: Transparency in what way?

NSPS as a whole. Particularly the pay pool panels. There has been this impression the pay panel meets in secret to decide the fate of the NSPS employees performance appraisal applica-

tion. This is not how the district conducted its pay pool. The district since the conversion always been very open and transparent. Business rules were published and distributed to the NSPS workforce to include concept of pay panel operations.

Surveyor: I take it you're talking about the nationwide system. How has NSPS worked at the San Francisco District?

I'm proud to say that in our district, not even one person formally repealed a panel rating.

Surveyor: But in any case, isn't the NSPS conversion to GS still going ahead?

Yes. We're officially converting on May 23. That's the effective date of the end of NSPS.

Surveyor: What do district NSPS employees have to do in the meantime?

All of our NSPS employees are preparing their NSPS performance objectives and self-assessment interim reviews to prepare for conversion to TAPES (Total Army Performance Evaluation System).

Surveyor: Will any NSPS people lose salary in the conversion?

No. There will not be a loss or a decrease of pay at time of conversion.

Surveyor: Is there a way for people who have worked only in NSPS to learn about their new GS pay system?

The workforce is highly encouraged to take advantage of the GS 101 web-based training. This training covers the basics of the GS system.

If you have any questions on NSPS contact Grate at 415-503-6983 or by e-mail at olivia.t.grate@usace.army.mil.



Glen Mitchell

The Al Mamoon Telecom Building is currently being constructed by the Army Corps of Engineers, Gulf Region District. When finished, the seven-story tall building will serve as the primary hub for telecommunications in Baghdad. Also pictured in the far background is the Iraqi Museum of History.

Supporting Overseas Contingency Operations

In Iraq with district employee Glen Mitchell

Hello from Baghdad,

Well, I have been here about two months, and it has been a whirlwind. Camp Wolfe is located out by the Baghdad International Airport and is part of the sprawling Camp Liberty complex. The COE [Corps of Engineers] compound is a nearly self contained little town, with offices, living quarters, gym, storage, etc., all contained inside. We do have to walk or drive off the camp to eat or shop at the PX [Post Exchange].

The work is unlike anything I have ever tackled before. I was assigned a number of Bagdad Police Station projects right off the bat. These are places where we are conducting basic renovations under the direction of U.S. Forces Iraq. Over here, the police live right on the site of their offices, so we help by adding bathrooms, refurbishing offices, making structural improvements and things like that. I was also given a number of other projects such as the Al Mamoon Telecom Building, where we are constructing a new, seven-story high center for the Iraqi Ministry of Communications that will serve as the central hub for all Bagdad Telecommunications, as well as a few other Ministry projects.

I also volunteered to work as part of a special task force that evaluates bomb damage to both U.S. and Iraqi buildings that have been hit with IDF [indirect fire] or IED [improvised explosive device] (rockets and car bombs, respectively.)

But my big project, the one that made GRD [Gulf Region District] ask me to extend an extra six months is the work for the Department of State. I have taken over as the PM [project



Glen Mitchell, a San Francisco District project manager, deployed to Baghdad, Iraq, in support of OCO January 2010.

manager] forward here in Baghdad, living in the Green Zone right beside the U.S. Embassy. I am working on three projects, including a sprawling complex of buildings that will provide living quarters and support structures for approximately 1,200 personal for the Embassy and a new helicopter landing facility that will be used by both DOS and Department of Defense.

Regards,

Glen

Postcard from Mazar-e-Sharif, Afghanistan



Dennis Griffin, an Operations & Maintenance site manager, deployed to Afghanistan in support of the nation's Overseas Contingency Operations last year.

Hello,

I have a little over four months left in Afghanistan. The base I am at, Mazar-e-Sharif, is growing rapidly. Our group of employees here fabricated signs showing where they are from.

Regards,

Dennis



District's mentoring program grows

By Brandon Beach

District Public Affairs Office

No matter where you might find yourself in your career, having a good mentor can be beneficial at any stage.

"It's good for people who have just started with the Corps or people transiting to a new job or even if you just feel stagnant in your work," said Daria Mazey, who, along with Jonathan Guerrero, help coordinate the San Francisco District's Mentoring Program.

There are currently 30 active mentoring pairs in the program, the most since it be-

If you look at any successful person, they've had great mentors.

Daria Mazey
Program Coordinator

gan back in 2004.

Adrian Humphrey, who has been with the district for 15 years, is one of those mentees. She switched jobs earlier this

year, moving from the Engineering & Technical Services Division to Resource Management to work as a management analyst. Before she even had her boxes unpacked, she had sought out a mentor in a similar department in the South Pacific Division.

"I wanted a mentor at the division level, so I could get their thoughts and learn more about their processes particularly in dealing with resource management," she said.

As in the example with Humphrey, employees are not limited to finding men-

Continued next page

New employees in '10



Mei Lee
Contract Specialist
Contracting Division



Rede Shifferaw
Contract Specialist
Contracting Division

Construction rep finds adventure, career overseas

By Brandon Beach

District Public Affairs Office

For 21 years, Chuck Ingraham worked as a park ranger with the U.S. Army Corps of Engineers. That all changed in 2004.

“That year, the [San Francisco] district was putting together a deployment unit to go over to Iraq,” he said. “They were looking for construction reps. I had some construction experience doing various park repairs, but I wasn’t sure if I’d get selected.”

Despite feeling underqualified, he got the job and several months later found himself at Camp Fallujah serving as a quality assurance construction rep for a \$9 million military construction project to build a 10-megawatt power plant. It was Ingraham’s first taste of the world of construction, and it was a big one.

“It was really exciting to accomplish something like that for the Iraqi people,” he said.

It would be the first of Ingraham’s two six-month deployments to Iraq over a two-year span in support of the U.S. military’s Overseas Contingency Operations. Following a second tour in 2005, this time to Al Asad Air Base, where he supervised the construction of nine different MILCON projects including a large-scale health clinic, Ingraham returned to his day-to-day duties at Lake Sonoma but not for long.

“I had that feeling that I wanted to deploy again, so I put in another request,” he said. “I wanted to gain more experience in what I was doing over there, which was construction.”

His next stop was Ghazni, Afghanistan, where he joined a Provincial Reconstruction Team to help local governments establish quality-of-life infrastructure in their communities such as roads, bridges, hospitals and



Courtesy of Ingraham

Chuck Ingraham, second from the right, stands with children outside a health clinic in Ghazni, Afghanistan. In 2007, Ingraham deployed to this province in support of Overseas Contingency Operations.

even a basketball court, said Ingraham, at an elementary school. Part construction, part public relations, the job required Ingraham to sit down with local Afghan governors and discuss their needs.

“They would put in their requests, and our government would help fund certain projects,” he said. “After that, proposals would come in from different contractors, and we would review them.”

He worked on over 50 different projects while in Afghanistan. He returned to Lake Sonoma in December of 2007. After three deployments and a growing interest in construction, he applied for a QA rep job with the district’s Construction Branch, a position he has

held now for the last one-and-a-half years.

Since starting, Ingraham has worked on the Hamilton Airfield Wetland Restoration Project, San Ramon Valley Recycled Water Project and a number of dredging projects in and around the San Francisco Bay. Currently, he is detailed at the Bay Model Visitor Center in Sausalito, where the district is underway on a \$13.2 million solar-panel roofing and renovation project.

“I really like doing this work. It’s diverse, and you’re moving from one job location to the next,” he said. “I guess after 21 years I was looking for a change.”

For all indications, Ingraham found exactly the right change for him and the Corps.

Mentoring continued

tors within their home district. As a matter of fact, “you could do long distance mentoring if you found someone you would like to work with,” said Mazey. “It simply can’t be someone in your direct line of command.”

Joining the program starts by filling out a simple application, which can be found on the program’s SharePoint site. From

there, Mazey and Guerrero work closely with applicants to find the right mentoring match based on backgrounds, preferences and career goals. After that, it’s up to the pair to create their own schedule.

“We keep the program flexible enough so as not to deter people that this is just another thing they have to do,” said Guerrero. “You use what you want to use.”

Along the way, Guerrero and Mazey organize quarterly meetings with program

participants and brownbag presentations on professional topics.

“If you look at any successful person, they’ve had great mentors,” said Mazey. “So it’s really great that our organization promotes this so much.”

For more on the district’s mentoring program, contact Mazey at 415-503-6856 or Guerrero at 415-503-6858 or visit the Web site shown below.

<https://kme.usace.army.mil/SPD/HQs/RBD/BMD/Mentoring/default.aspx>

Earthquake Epicenter hits Operation Cornerstone Response

Deployable Tactical Operations Center brings South Pacific Division workforce online

By J.D. Hardesty
Chief, Public Affairs Office

Earthquakes in Chile, Haiti, Pakistan, Solomon Islands, Mexico, Indonesia and Italy have shaken the world's awareness with tremors of destruction in the past five years.

For the U.S. Army Corps of Engineers, South Pacific Division, it is an awareness focused toward emergency response.

On March 30, the earthquake that shook the division's workforce into emergency management action had its epicenter veiled in a memorandum entitled *Operation Cornerstone Response*; a two-day familiarization exercise focused on "training personnel, testing the division's readiness systems and validating its emergency management procedures," said South Pacific Division Commander Brig. Gen. Rock Donahue.

The division deployed one of Headquarters, U.S. Army Corps of Engineers' Deployable Tactical Operations Centers, stationed at the Byrte Yard in Sacramento, to the San



J.D. Hardesty

Deployable Tactical Operations Center is set up at the San Francisco District Base Yard for Operation Cornerstone Response — a South Pacific Division two-day emergency management exercise to increase the organizations readiness posture.

Francisco District's Bay Model Visitor Center in Sausalito, Calif., to increase its readiness posture by emulating remote operating conditions in the event of a disaster.

"When the call comes in, the DTOS crew departs within six hours to go wherever they are needed to bring command and control to a remote location, either in the state of California or anywhere in the division's 10-state region," said Donahue.

DTOS Team Leader Moe Adams explained that they have to have the entire system up and operational within two hours after arrival. Additionally, the division manned the San Francisco District's Emergency Operations Center inside the Bay Model to increase realism into the exercise.

For many of the 100 division employees participating in the familiarization exercise, memories of the 1989 Loma Prieta 6.9 magnitude earthquake in which 63 people died and \$6 billion in destruction served as a reminder of how quickly the division's infrastructure can be shattered into rubble and how important its emergency management response is to the communities where employees live and work.

"We are training, educating and developing our workforce," Donahue said of the exercise. "The professionals who work in San Francisco who don't always get a chance to participate in emergency management type situations receive valuable training while we validate our standard operating procedures for emergency response."

Terry Mendoza, a division expert in personal disaster response preparedness, remembers the earthquake that rattled San Francisco houses into piles of rubble, shattered bridges and overpasses, clogging the city's emergency management



J.D. Hardesty

Ken Danielson, acting chief of the Navigation Branch at the San Francisco District Base Yard, repairs the stabilizing adjustment arm of the 2.4-meter satellite dish at the start of the exercise.

arteries and bringing the 1989 World Series to irrelevance.

The division tapped into local resources as well for the exercise.

San Francisco District's Emergency Operations Center offered video-teleconferencing capability not available in the DTOS, and provided overflow staffing resources for additional headquarters staff including accommodating employees with mobility issues.

"Accessing the district's Bay Model Visitor Center and the Base Yard at Sausalito greatly enhanced the exercise experience for the division staff," said Amy Aton, national emergency preparedness program manager.

Earthquake emergency response threat is real

Since 1900, an average of 16 magnitude 7 or greater earthquakes annually worldwide. Since 1950, more major earthquakes in the South Pacific Division area of operation than the rest of the nation, with 18 quakes registering magnitude 6.5 or higher.

California Earthquakes	Magnitude
1952 - Kern County	7.3
1992 - Landers	7.3
1980 - Humboldt County	7.2
1992 - Cape Mendocino	7.2
2005 - Off the Northern Coast	7.2
1999 - Hector Mine	7.1
1991 - Honeydew	7.0
1994 - Cape Mendocino	7.0
1989 - Loma Prieta	6.9
1987 - Superstition Hills	6.7
1994 - Northridge, California	6.7
1971 - San Fernando	6.6
2003 - San Simeon	6.6
2005 - Off the Northern Coast	6.6
1954 - Eureka	6.5
1987 - Superstition Hills	6.5
1992 - Big Bear	6.5
2010 - Offshore Northern Coast	6.5

Scientists from the USGS give California more than a 99 percent chance of having a magnitude 6.7 or greater earthquake within the next 30 years.

Source: U.S. Geological Survey



Response teams set up a Deployable Tactical Operations System, or DTOS, during a national emergency response training exercise in Columbus, Ohio, last month. Trailers come equipped with workspaces, computer capabilities, communication systems and can be manned by up to 38 personnel.

Supporting America

District emergency response team trains in national week-long exercise in Columbus

Story & photos by Daria Mazey
Special to "SPN Surveyor"

Six of the San Francisco District Commodities Team members were alerted by ENGLink to report for a national emergency response training exercise in Columbus, Ohio, last month.

The San Francisco District Commodities Team is one of eight national commodities teams comprised of USACE volunteers that is ready to respond to a national disaster, be it natural or man-made, to distribute critical emergency commodities to those affected. These can be water, ice, "meals ready to eat," tarps, or more, depending on the disaster. USACE teams work for and with the Federal Emergency Management Agency, the affected state, and the responding district to coordinate the life-saving response work needed after a disaster.

Four commodities teams reported to Columbus to respond to a simulated ice storm that affected four states: Ohio, Wisconsin, Indiana and Illinois. Each commodities team responded to one of the four states' needs, as would be the case

in a real event. There were also power teams on site simulating their power mission.

USACE teams worked with the State of Ohio, FEMA workers, logistics contractors, subject matter experts and each other to "train as we fight."

All in all our team felt that this exercise was very important training and will serve to make a real-life response much more efficient. The members who deployed to Ohio are putting together a packet of lessons learned to share with the entire team (SPN's full team has 18 active members ready to deploy) so that each member can benefit from the training received.

As we head shortly into another hurricane season, it is good to feel prepared and able to serve the important emergency response mission that USACE fulfills and to add our service to an already long history



SPN personnel Ian Liffmann, second to the right, John Jones, front left, and Holly Costa, second to the left, work in a DTOS trailer. Also participating from SPN but not pictured were Jonathan Guerrero, Dominic MacCormack and Daria Mazey.

of disaster response for the Corps.

Mazey is the team action officer for the San Francisco District Commodities Team.

USACE provides disaster-response opportunities

By Joe Barison

District Public Affairs Office

You're a brand-new San Francisco District employee going through processing on your first day at work. In one of your briefings, you're told that the district responds to emergencies throughout the United States — both nature-made (e.g. hurricanes, tornadoes and floods) and man-made (e.g. terrorist attacks).

In an alternate scenario, you've been working in the San Francisco District for some time, and you've seen teammates drop what they're doing to pack up and travel across the country to help people after a hurricane, earthquake or flood.

You want to help, too. You want to rush to the disaster site as part of the rescue force. You want to be part of the nation's emergency response that saves lives and restores people's homes. But first you must prepare.

According to Derrick Dunlap, deputy, Operations & Readiness Division, "When a disaster strikes, we always have employees who step up and say they'd like to go." But unless the preparation process is already completed, the district must regretfully deny those last-minute requests. "You must be positioned [in advance] for these taskers. Like surfing, you must be ready for that wave to come in."



Courtesy

Joe McCormick, master of the derrick boat "Raccoon," a San Francisco District debris removal vessel, supervises the Corps' "blue" roofing mission during Hurricane Ike emergency response in the fall of 2008. The blue roofing material is placed on damaged houses to protect them from further damage.

How to Prepare

Step 1: In the district computer's M: drive, open the "Deployment" folder.

Step 2: Open the "Englink PreDeploy Cklst PDF." This covers personal data, government travel card, medical requirements and miscellaneous items. Follow the checklist, and complete every step.

Step 3: Open the "SOP PDF." This is San Francisco District Office Memorandum No. 690-47, which lists dis-

trict officials' responsibilities for pre-deployment activities. These are your "go-to" people for any questions or concerns. Key people listed include: Deployment Coordinator and Chief of Readiness Duke Roberts (415-289-3080); Safety Officer A.R. Smith (415-289-3031); Security Manager MSG Wayne Brandt (415-503-6704); and Logistics Officer Mike Pornnang (415-503-6970).

Teams and Taskers

District employees have several ways to volunteer.

- San Francisco District has Water and Ice Commodity Teams that respond to national emergencies.

- District employees such as structural engineers, construction or those possessing required skill sets may volunteer to fill positions on a National Response Team.

- Individuals may be selected to fill individual "taskers" requesting workers with specific professional specialties. All

teams are formed in advance of the emergency.

The Corps has several National Response Teams which focus on specific areas, such as providing disaster victims with commodities, debris removal, electric power and shelter.

National teams manage districts' participation and coordinate the Corps' effort with the Federal Emergency Management Agency and other agencies, state and local governments.

District volunteers who deploy on individual taskers include specialty engineers, certain professional skills and contract representatives.

The entire pre-deployment process is evolving, and it would be impractical to list every preparation detail here. But the steps outlined in this article and the contact information provided will put you on track to be ready to answer the disaster-response call. Your district stands behind you to help get you where you want to go.

Where to Get Started

Go to the M: drive

Click on "Deployment" folder

Open "Englink Cklst" PDF



Earth Day at Lake Sonoma

1

Photos courtesy of Lake Sonoma staff

District Public Affairs Office

The Earth Day program at Lake Sonoma on April 18 featured a Henry David Thoreau theme, honoring Thoreau's journeys and writings, and his foreboding dream that "someday, so much of this abundance shall be gone...and by our own doing."

Starting at the Lake Sonoma Milt Brandt Visitor Center, the all-day program included a bird walk, wildflower walk and "Arts for the Earth," at which kids of all ages made seed packets and an Earth Day birthday card and took part in a nature quiz, among other nature activities.

-- Additional reporting by Charlie Fenwick, supervisory park ranger.



4



2



5



3

[1] Lake Sonoma Rangers Michael Carroll, left, and Lance Pool lead an earth day tree planting April 18. [2] Carroll helps a family plant a tree. [3] Lake Sonoma hosted an array of children's activities during its Earth Day event. [4] Supervisory Park Ranger Charlie Fenwick helps a father and his daughter plant a coast live oak. [5] Ranger Rachel Mack reads a book to children.

ENGINEERING CHALLENGE

Take on the engineering challenge in this month's SPN Surveyor. The first to solve this mathematical puzzler will receive a commander's coin, with the results being published in the July/Aug 2010 issue.

The Problem

You are the project engineer evaluating the contractor's wooden form work plan.

The project requires the construction of an elevated reinforced concrete slab 7-1/4" (thickness) x 12' (width) x 35' (length). The contractor plans to use 3/4" C-C Exterior Plywood and 2"x6"x12' (#2 spruce) for the joists.

Determine the design load, the recommended deck span for modular joist spacing (minimize the number of 12' joists), and the



Courtesy

number of 2"x6"x12' joists to complete the form work.

Submit your answers via e-mail to John Jacobson at John.H.Jacobson@usace.army.mil.

(This challenge was submitted by Deputy Commander Maj. Sam Volkman.)

Congratulations to last issue's winner!



Joe Barison

U.S. Army Corps of Engineers — San Francisco District Commander Lt. Col. Laurence M. Farrell, left, presents a commander's coin to Anthony Galvan, a DA intern and winner of the Surveyor's March/April Engineering Challenge. Also attending was Galvan's supervisor Marc Goodhue, head of the district's GeoSciences Section.

The Answer

In the last issue of the "SPN Surveyor," readers were asked to calculate the maximum load P that could be applied to a 120 mm by 120 mm wood cross section truss. The maximum normal stress in tension, in any member, was not to exceed 16 Mpa. Here is how Anthony solved the problem in his own words.

"My answer yielded $P = 115,200$ Newton's for the maximum load applied to the wooden truss. I developed this answer because I found that the force in member BI would take double the maximum force of P , hence P should be 115,200N.

I first found the maximum force allowed on any 120x120 mm member would be 230,400N by using the normal stress times the cross-sectional area. From this, I assumed $P=230,400$ N and used the joint analysis method to see what the result's internal forces would be on each member.

After my analysis, member BI took twice the load of P ."

ASIAN PACIFIC AMERICAN HERITAGE MONTH

District Public Affairs Office

Asian Pacific American Heritage Month (APAHM) is celebrated in May to commemorate the contributions of people of Asian and Pacific Islander descent in the United States.

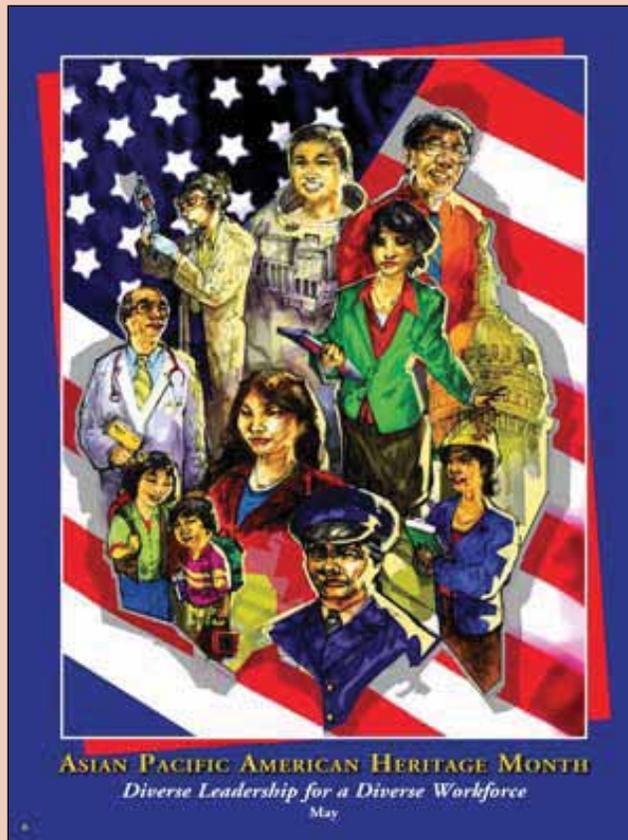
Congress passed a joint Congressional Resolution in 1978 to commemorate Asian American Heritage Week during the first week of May. This date was chosen because two important anniversaries occurred during this time: the arrival of the first Japanese immigrants in America on May 7, 1843 and the completion of the transcontinental railroad (by many Chinese laborers) on May 10, 1869.

In President Obama's proclamation of APAHM last year, he paid tribute to past struggles.

"Asian Americans and Pacific Islanders have endured and overcome hardship and heartache. In the earliest years, tens of thousands of Gold Rush pioneers, coal miners, transcontinental railroad builders, as well as farm and orchard laborers, were subject to unjust working conditions, prejudice, and discrimination – yet they excelled. Even in the darkness of the Exclusion Act and Japanese internment, Asian Americans and Pacific Islanders have persevered, providing for their families and creating opportunities for their children."

In 1990, Congress voted to expand APAHM from a week to a month long celebration and in 1992, the month of May was permanently designated as "Asian/Pacific American Heritage Month."

Excerpts from www.wikipedia.com and www.whitehouse.gov.



Celebrate Asian Pacific American Heritage Month in the Bay Area

District Public Affairs Office

Learn more about Asian Pacific American Heritage Month at these upcoming Bay Area events.

- The **6th Annual Asian Heritage Street Celebration** will be held Saturday, May 15, in front of the Asian Art Museum in San Francisco.



Asian Art Museum in San Francisco.

It is the largest gathering of Asian Pacific Americans in the nation and features live music, art exhibits, martial arts and more. The festival is open

from 11 a.m. to 6 p.m., and is free to the public.

The event takes place between Larkin and McAllister streets in the city's Little Saigon District.

For details, go to www.asianfairsf.com.

- Every year, the **San Francisco Asian American Film Festival** features the best Asian and Asian American films from around the world. The two-week festival takes place March 11-21 at select theaters in San Francisco, Berkeley and San Jose.



Clip from the movie, "Prince of Tears."

It is the largest film festival of its kind showcasing over 120 cinematic works.

This year's festival presents two award-winning films from Taiwan: "Prince of Tears" and "Au Revoir Taipei."

For tickets, visit www.festival.asian-americanmedia.org/2010.

- The **10th Annual Asian Pacific Heritage Celebration of San Mateo** will be held Sunday, May 9, in the Central Park Recreation Center.

The all-day event will feature live music, art exhibits, food booths and a special performance by the California Youth Chinese Symphony. Also scheduled to appear is renowned writer, musician, storyteller Charlie Chin.

The event is open from 10 a.m. to 5 p.m. and is free to the public. The center is located at 2720 Alameda De Las Pulgas.

For details, visit www.asianamerican-book.com or www.cityofsanmateo.org.