



US Army Corps  
of Engineers  
St. Paul District

# Crosscurrents

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## Dredge Thompson visits St. Paul District

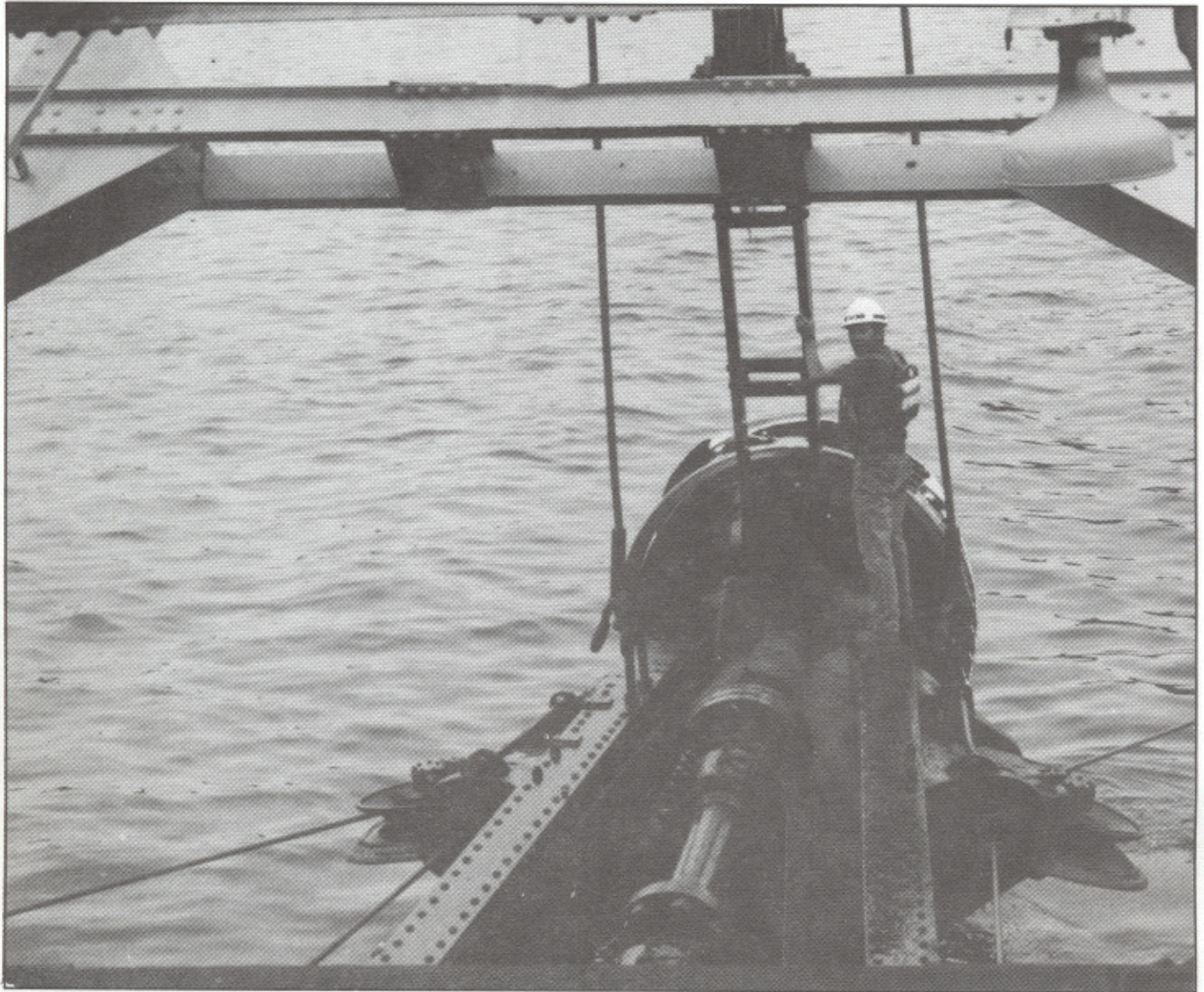


Photo by Jon R. Lyman

"The cutter head is the business end of the dredge," said Jay Arnold, a survey inspector aboard the Dredge William A. Thompson. When submerged, the cutter loosens sand and gravel on the river bottom. Arnold walked out to dislodge a log caught in the cutter at Reed's Landing, near Wabasha, Minnesota. More photos, page 5.

## Experience on the farm primed Barbara Walters for Upward Mobility

*This is another in the on-going series about Upward Mobility at locks and dams.*

by Rosemarie Braatz

Having been raised on a farm near Eastman, Iowa, Barbara Walters says, "I learned about operating machinery, and I love to work outdoors."

Her farming experience has paid dividends for both her and the Corps.

Barbara is just completing her first season as an Upward Mobility lock operator at Lock and Dam No. 9.

She is one of nine women now employed as lock and dam operators in the St. Paul District.

Barbara worked the 1991 season at Lock and Dam No. 9 as a clerk-typist, and when she returned this year, Lockmaster Charlie Hiam suggested that she apply for a locking position, since she had the necessary qualifications.

While still in high school, she worked in clerical positions at the area locks and dams, but then, for 13 years did factory work. After eight and one-half years at a transformer plant in Boscobel, Wisconsin, she tried to break out of that type of job by taking a six-month medical-dental assistant course, "but then I discovered that there were no job openings in that line. So it was back to the factory for me!"



Photo by Rosemarie Braatz

**Barbara Walters worked the 1991 season at Lock and Dam No. 9 as a clerk-typist. The Upward Mobility Program gave her an opportunity to become a Lock and Dam Operator.**

She and husband, Marvin, met through community service in McGregor, and celebrated their second marriage anniversary this month. They live at Harpers Ferry, Iowa, and Marvin works on a nearby farm. In her spare

time, Barbara enjoys "various kinds of crafts, like crocheting."

"The people here have been just super," concludes Barbara. "I couldn't ask for a better bunch of folks to work with."

## Arne Thomsen recognized as Hard Hat of the Year

Arne Thomsen's low-key management style and his effective application of quality management process (QMP) won him high honors recently. Arne works as a supervisory construction representative in the La Crosse Resident Office. QMP insures that contractors provide the level of quality required by the contract.

On May 28, Chief of Engineers Lt. General H.J. Hatch awarded Arne and 11 other Corps employees the Hard Hat of the Year Award. The award recognizes the most outstanding field employee responsible for managing the quality of construction in each Corps Division. This was the Corp's fifth presentation of the prestigious award.

"Being nominated says that people care about the quality of work we do," said Arne. "I'm indebted to Dean Peterson, my supervisor. He cares about his people."

Arne drew on more than 20 years of experience in the Corps of Engineers to resolve day-to-day problems and implemented the construction quality management process on three contracts in 1991.

The first contract was the stage one, major maintenance/rehabilitation at Lock and Dam No. 10 on the Mississippi River. The lock had never been successfully dewatered for extended maintenance during its 50-year life. High ground water pressures had created an unstable lock foundation. Arne coached an inexperienced contractor through QMP. The results produced a timely product and a satisfied user.

Arne's second challenge came when a contractor resisted complying with performance and safety requirements in the contract for painting Locks and Dams Nos. 8 and 9. Arne applied a three-phase quality management system that required the contractor to repeat the initial painting phase whenever the level of quality approached an unacceptable level. The contractor then raised his quality control standards to meet the contract requirements.

The third opportunity came in 1991 at the State Road Stage II flood control channel contract at La Crosse, Wisconsin. Working on a Corps of Engineers project was new to contractor's on-site people. The project area abutted residential backyards. High-tension power lines arched over the construction zone. Arne spent time at the start of the project to help the contractor set up a QMP system. The initial investment in QMP contributed to high project quality throughout the life of the contract. Safety and quality remained uncompromised. The City of La Crosse expressed satisfaction with the State Road Stage II project.



Photo by Ken Gardner

**Hard Hat of the Year Arne Thomsen is pictured hosting a media day on a Corps-created island south of La Crosse, Wisconsin. Arne's low-key style allows him to communicate effectively with everybody from the company president to the laborer pushing a wheelbarrow.**

His nomination form said that "Arne's low key style allows him to communicate effectively with everybody from the company president to the laborer pushing a wheelbarrow. He incorporates the user into the project during construction, insuring that everyone is satisfied with the end project before final inspection."

In order to be nominated, candidates must be permanently assigned to an Area, Resident, or Project Office; have been in a position for a least one year; at a grade not exceeding GS-12; and have principal duties related to management of construction, with performance standards or a job description addressing QMP.

# St. Paul District Summer Awards Ceremony and Picnic

On Friday, June 26, an estimated 400 Corps employees, their families and retirees gathered at St. Paul's Como Park for the district's summer awards ceremony and picnic. Below, Deb Foley, project manager, listens to her son, Mike Foley. At right, Rick Gorr, chief of Information Management, waits for the awards presentation with Linda Steele's daughter, Nichole. Below at right is the winning volleyball team. From left, standing, are Mason Laffavor and Ron Hobson (Logistics Management), April Pream (Construction Operations), and Chris Hildrum (Planning Division). Matt and Karen McCullough (C-O) are in the foreground.



Photo by Peter Versteegen

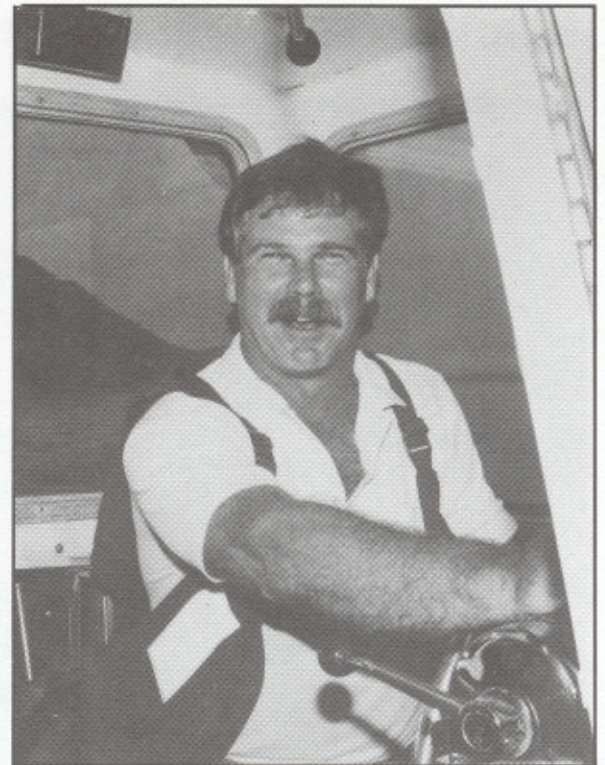
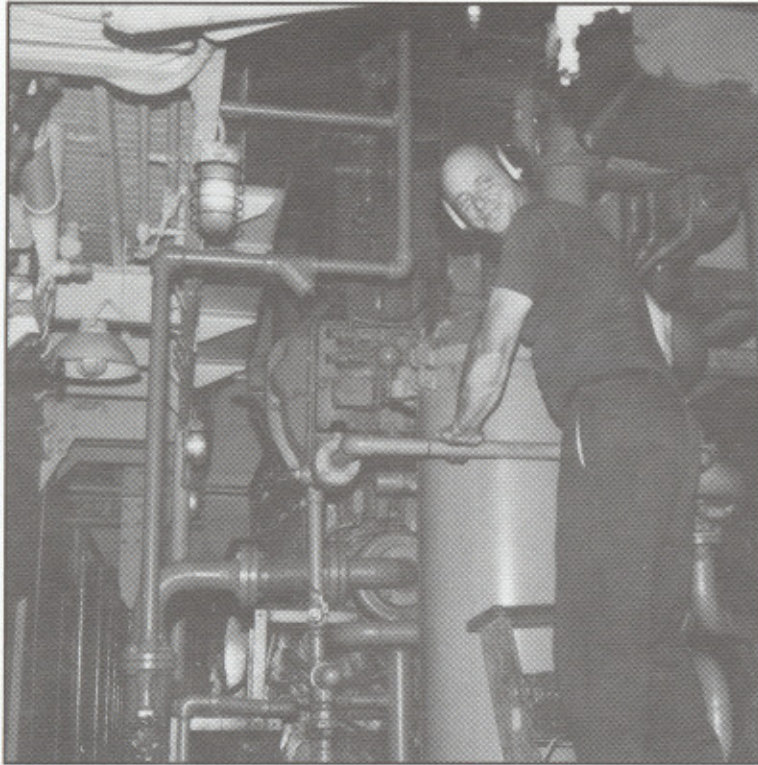


Photo by Lois R. Pream



Photo by Lois R. Pream

## On the Dredge William A. Thompson, summer 1992



Photos by Jon Lyman



Above left, in the engine room, is Lee Blank, first assistant engineer. Above right, at the controls, is Dave Peck, captain. Below, left to right, are Roger Weaver, chief engineer, Russ Hedberg, tender operator, Tom Birkle, clerk, and Kenneth Becker, pilot/assistant master.

## *What boaters can do to reduce the spread of zebra mussel*

### District readies response to zebra mussel infestation



Photo courtesy of Ohio Sea Grant College

**Zebra mussels litter beaches with razor-sharp shells, sink navigation buoys with their weight, and overrun native mussel populations. These battered glasses provide a reference to put the size of the mussels into a context.**

In June, a barge servicing company in St. Paul lifted a barge out of the Mississippi River and found zebra mussels covering the hull. In July, Corps divers inspecting Lock and Dam No. 6, at Trempealeau, Wisconsin, brought up a handful of zebra mussels from the depths of the lock chamber.

The presence of zebra mussels has been confirmed at the locks and dams from Genoa, Wisconsin north to Fountain City. It is very likely they that they are also present in other areas of the Mississippi River.

The summertime infestation of the mussels has prompted the St. Paul District to prepare a standard operating procedure to combat the spread of zebra mussels. The goal? To prevent the Corps from inadvertently transporting mussels from the Mississippi River to projects in the headwaters and other bodies of water.

Where they have colonized, the mussels have clogged water intakes at power plants and municipal water systems,

boat motor cooling systems, and fish spawning reefs. They have littered beaches with razor-sharp shells, sunk navigation buoys with their weight, and have overrun native mussel populations. The zebra mussels quickly attach to boat hulls, impairing handling and increasing fuel consumption.

Recreational boaters can unknowingly carry microscopic zebra mussel larvae, called veligers, in bilges, engine cooling systems, minnow buckets, live wells, or with trapped water.

Use these precautions to avoid introducing zebra mussels to uninfested waters.

- Using an attachment to your garden hose, flush clean water through the cooling system of your motor to rinse out any veligers.
- Carefully inspect your boat for mussels (and Eurasian Watermilfoil) each time you remove it from the water. Run your hand over the hull. If it feels grainy, there are probably young zebra mussels attached. Remove visible zebra mussels with a paint scraper or use high-pressure (250 psi) water. Wash the outside of the hull with hot water (104 degrees minimum).
- Do not transport any water from one body of water to another. Drain all bilge water, live wells, bait buckets, and engine compartments. Make sure water is not trapped in your trailer. Microscopic veligers can live up to several weeks in water or damp areas.
- Completely dry your boat before launching it again in another body of water. Allow time for the veligers to die. Depending on weather conditions, it can take from three to 14 days for a boat to dry completely.
- A mild chlorine solution of two tablespoons of bleach per gallon of water is effective for killing veligers. However, chlorine solutions are not recommended for killing adult zebra mussels.
- Some chemical controls are available to boaters. However, use of chemicals such as chlorine and molluscicides could result in ecological harm. Before applying a chemical to your boat, check with the pesticide regulation section of the Department of Agriculture in your state to insure that use of the chemical is legal.

*For more information, or to report the siting of zebra mussels, call Tim Peterson, PD-ER, at 220-0274.*

## Hello

### Construction-Operations:

Arland Aamodt  
 Carl Abrahamson  
 Patrick Andrie  
 Matthew Bartholomew  
 Christopher Bloom  
 Troy Boardman\*  
 Lyle Bolsinger  
 Cory Brandes\*  
 Jesse Brone\*  
 Roxie Burns\*\*  
 Brendan J. Cain\*  
 James V. Campbell  
 Walter A. Campbell, Jr.  
 Larry Cedar  
 Tobin Clark\*  
 John Cowan  
 James C. Crosby  
 Ryan Drinkwitz\*  
 Robert Ducharme\*  
 Michael Emmons  
 James Erickson  
 Andrea Ernst\*  
 Christopher Fluekiger\*  
 Terrance Fluekiger\*  
 Keith Flury\*  
 Shawn Goracke  
 George Hahn  
 James Henderson  
 John M. Jacobson, Sr.  
 Donald Johnson  
 Larry Johnson\*  
 Roger Johnson  
 Matthew Jorstad\*  
 Frederick Kann  
 Gregory Kann\*  
 Chad Kibbler\*  
 Chad Konickson\*\*  
 Philip Kramer  
 Cheryl Linder\*  
 Jeffrey Lockington  
 Judith Lueck  
 Jennifer Luther\*  
 Gayle Maule  
 Corie Maynard\*  
 Christ McCarthy\*  
 Karen McCullough\*  
 Steven Moore  
 Lonnie Mundale\*  
 Jeffrey Murray\*  
 Bruce Newman  
 Steven Olstad\*

Gerald Orlikowski\*  
 Chad Osthoff\*  
 Michael S. Ott\*  
 Michael T. Ott  
 Roger Paul  
 Scott Pedretti\*  
 David Pehler  
 John Prieve  
 Merlyn Ruff\*  
 Colette Ruppert\*  
 David Scherr  
 Shawn Schneider\*  
 Robert Shanahan  
 Mark Snopek  
 Sara Sommerfield  
 Roger Springborn, Jr.  
 Joel Stangler\*  
 Trevor Timm\*  
 Erik Valley  
 Roger Varo  
 Tony Walinski\*  
 John M. Welch, Jr.\*  
 Michael Werlein  
 Julie West\*  
 Scott White  
 Bruce Young  
 Larkin Young\*  
 Judith Zimmerman  
**Contracting Division:**  
 David Garrison  
 Laura Schillinger\*\*  
**Engineering Division:**  
 Kurt Hiland\*\*  
 Luann Nelson\*\*  
 Trauis Whiting\*  
 Clark Wicklund\*  
**Human Resources:** Sandra Schroeder\*  
**Information Mgmt.:** Nicole Johnson\*\*  
**Logistics Management**  
 Ronald Hobson\*  
 Kelly Kinney\*  
**Planning Division:** Ann Augustinack  
**Real Estate Division**  
 Amy Hennen\*  
 Sara Swanson\*

## Good-bye

Conrad Hauff, C-O  
 Bruce Nelson, C-O (retired)  
 Barbara LaPierre-Baasch, C-O  
 Anne McKeig, Contracting Division

\*Summer employee \*\*Student Trainee

## Fiscal integrity update

### Rules of the road for Corps' charge cards

The U.S. Army Corps of Engineers implemented the federal charge card program for employees in October 1983 to improve the economy and efficiency of government travel. The program's objective, then and now, is to help individuals manage their official travel arrangements and

expenses without creating liabilities for the government and the taxpaying public.

If you're a full-time Corps employee and travel at least once or twice a year on official business, you're eligible to apply. Just complete an application, available through Logistics

Management. Signing the application means you accept the conditions of the contract.

When using your Corps' Diner's Club card for travel, Logistics Management asks you to remember the following.

- The charge card may only be used for expenses in connection with official travel. Employees may use the government charge card to pay all expenses where the card is accepted.
- Since the card has no spending limit at present, charges in excess of authorized and allowable travel and transportation expenses are your financial responsibility. Use prudent travel practices and observe the regulations that govern official travel.
- Your participation in the program ends: when you leave, retire, or transfer outside the continental U.S. Army; when your account is 120 days past due; you return the card; or you have an intentional and or repeated unauthorized use of the charge card for personal purposes.

- You're responsible for everything charged to this card, even if charges exceed your travel reimbursement.

- When you sign the agreement, you agree to pay the charge card company in full within 25 days of the date of the billing statement. This means no extended or partial payments. On the other hand, you won't have interest payments or late charges.

If you're on long term temporary duty, remember to submit your travel voucher each month. Do it early enough to allow for processing time. You want to have your money when the charge card bill is due.

Although you don't have to sign up for the program, eligibility generally means that your travel advances will be limited to 40 percent for meals and incidentals.

## Retirees gather for 17th annual reunion

The 17th Annual Retiree Reunion of Corps of Engineers employees will be held September 10 at the Kelly Inn near the State Capitol.

Social hour starts at 11:30 a.m. with lunch served at 1 p.m. District Commander Colonel Richard Craig will present an update on district activities following the lunch.

Reservation must be paid for by Friday, September 4. Contact Connie McGinley at (612) 698-9561 for further information. Reservations forms are available at the Public Affairs Office.

## Tips on preventing crime at the office

Because we are located in a public, unsecured building, please observe these precautions:

- Lock your door when your office is unoccupied.
- Safeguard your wallet or purse and other valuables.
- Keep your desk clean. This ensures that nothing of value is left out.
- Be sure of positive identification of visitors who enter your office, and beware of any visitor who enters with a package and departs without it.



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# Crosscurrents

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