



Joshua Bessex/The Daily Astorian
Lewis and Clark volunteer firefighters Adam Miller, Kevin Miller, and April Helligso move a person from the bus during a mass-casualty training exercise at the Lewis and Clark dry-sort yard Saturday.



Joshua Bessex/The Daily Astorian
A young boy watches as a Life Flight helicopter takes off during a training exercise Saturday.



Joshua Bessex/The Daily Astorian
Jennifer Keefe, top, and Ingrid Boettcher, bottom, lay in the turned-over school bus before the MCI drill. The bus and car were donated and set up by Astoria Auto Wrecking and Classic Towing.

Simulation: More than 20 volunteered

Continued from Page 1A

Nygaard Logging dry-sort yard in Lewis and Clark. More than 20 people

volunteered to don fake injuries and act as victims in the exercise which simulated a collision between a bus and a car. Crews from Medix Ambu-

lance, Life Flight and Olney Walluski Fire and Rescue also took part in the drill. See more photos at www.dailyastorian.com



Joshua Bessex/The Daily Astorian
Crews from Life Flight and Medix transport a patient during a training exercise Saturday.



Joshua Bessex/The Daily Astorian
Lewis and Clark firefighters and paramedics help work the scene of a simulated bus crash during a training exercise.

Newcomer: So many opportunities to volunteer

Continued from Page 1A

Retire in Oregon

Teaford-Cantor and her husband, Shel, retired to Astoria in 2003.

For her first nine years in town, Teaford-Cantor said, her focus was on fixing up her house, which she was told was the second-oldest standing house designed by locally famed architect John E. Wicks.

After the house was finished, she said, it was time to dive into volunteer work.

Teaford-Cantor first joined the Lower Columbia Preservation Society through the work on her house. She has since volunteered for the Liberty Theater, Astoria Music Festival, North Coast Food Web, River People Farmers Market, Lower Columbia Diversity Project and The Harbor.

"That's one thing I love about being here, is there's so many opportunities to volunteer," she said.

— Edward Stratton

Kitzhaber: Rodgers was main suspect for leaked emails

Continued from Page 1A

At the time, Kitzhaber and his fiancée, Cylvia Hayes, faced an influence peddling scandal and state ethics investigation into Hayes' consulting contracts. Hayes was hired by organizations with interests in state policy, to work on the same environmental and economic topics on which she advised the governor.

On Feb. 5, a staffer in Kitzhaber's office called the state data center help desk and asked employees to delete emails from the governor's private email account that had been saved in the data center archive. Managers at the center emailed about the situation throughout the evening, and ultimately decided not to delete the emails. Rodgers told detectives he learned of the situation the next morning.

The Willamette Week newspaper reported Feb. 12 on the Kitzhaber administration's request that state data center employees delete archived emails from the governor's private account, and the newspaper followed on Feb. 18 with the first in a series of stories based on those emails. It was the same day Kitzhaber resigned as governor.

The U.S. Justice Department served the Department of Administrative Services on

Feb. 13 with a broad subpoena for records related to Hayes and Kitzhaber.

Michael Jordan, the state's chief operating officer and director of the Department of Administrative Services where the state data center is housed, asked the Oregon State Police to investigate the leak on Feb. 18. Jordan has since resigned.

Rodgers and another manager at the data center, Technical Engineering Manager Marshall Wells, were soon placed on administrative leave pending a human resources investigation and were still on leave as of Friday afternoon according to Matt Shelby, a spokesman for the Oregon Department of Administrative Services.

State police first met with Rodgers on Feb. 19. They walked through the events leading up to, and immediately after, the emails were leaked to Willamette Week.

"Towards the end of the interview, (Capt. Tom) Worthy (of Oregon State Police) asked Mike Rodgers how the Willamette Week got the Governors' private emails," the police wrote in a report. "Mike Rodgers responded he did not think it was his staff, he thought someone at the Governor's office provided it. Mike Rodgers went on to say that he did not think the state email archive

server had been hacked."

By the time state police started to investigate, Kitzhaber's emails had been distributed to multiple employees at the Oregon Department of Administrative Services and the Governor's Office, where staff had initially planned to determine which emails were personal in nature and should be deleted from state computer servers.

Detectives scoured Willamette Week articles for references to Kitzhaber's leaked emails, and made a list of those emails. They cross-referenced the list with batches of Kitzhaber's emails provided to various state employees, and soon narrowed the list of suspects to four state employees.

One of those employees was Rodgers, and state police obtained a log of activity on Rodgers' work laptop. It revealed that someone had inserted two new thumb drives into the computer soon after Rodgers received two thumb drives onto which another state technology employee had uploaded Kitzhaber's emails.

"Based on this ... and the totality of the other information that we learned from our other investigative efforts to this point, I suspected that Mike Rodgers was the individual who provided copies of John Kitzhaber's personal emails to the Willamette Week," OSP Lt. Jonathan

Harrington wrote in a report.

Next, the police would try to get Rodgers to confess that he leaked the emails. State police contacted Julie Bozzie, who was a top IT administrator at the Department of Administrative Services until December 2014 and works for the Oregon Health Authority. Bozzie filed a tort claim notice with the state in April, alleging that the state planned to fire her because she blew the whistle on contracting and IT problems related to Cover Oregon.

Bozzie had previously leaked documents to The Oregonian, but she told state police she was not involved in the leak of Kitzhaber's emails. According to a police report, Bozzie speculated that Rodgers might have leaked Kitzhaber's emails. State police asked Bozzie to call Rodgers and attempt to get him to admit that he released the emails. Bozzie agreed, and police recorded the March 19 call.

"Julie asked if he copied the files and he said 'I, I, I have no comment on any of that because I know they're trying to pin that on me but it's not true,'" state police wrote in the report.

Later in the conversation, Bozzie and Rodgers discussed what type of criminal charges Rodgers might face if "the State Police were able to pin this on him." Julie said that it seemed like it would be light."

According to the police report, Rodgers responded, "well right now I feel like I'm unemployable."

On March 20, state human resources employees asked Rodgers to come in to the office for a meeting. State police investigators were waiting there, and they told Rodgers they knew he leaked the emails, according to a police report. Rodgers arrived at the meeting without his attorney.

"Lieutenant Harrington explained to Mike Rodgers that we needed to understand why he shared the personal emails of John Kitzhaber with the media, we already understood how it was accomplished, but we need him to explain why," state police wrote in a report.

On April 7, Rodgers' lawyer, Michael Levine, emailed an offer to state police working on the investigation: Rodgers would sit down and "fully debrief" the situation, in exchange for a promise of immunity from prosecution. Levine wrote that Rodgers' superiors instructed him to delete Kitzhaber's emails and "he believed to do so would make him guilty of crimes including obstruction of justice ..."

Levine declined to comment on the state police investigation Friday afternoon.

The Capital Bureau is a collaboration between EO Media Group and Pamplin Media Group.

Ferry: 110-foot-long boat can easily accommodate 185 people

Continued from Page 1A

"And if it's good, then I'll make some arrangements to leave the vessel in Astoria for their promotional activities."

'Harebrained' idea

From 1924, the year it was built, to 1966, when the Astoria Bridge went into service, the Tourist No. 2 was one of several ferries that conveyed locals and visitors across the Columbia River from Astoria to Washington's North Beach and back.

Whereas the other ferries have perished, disappeared or been repurposed, the Tourist No. 2 — which replaced the Tourist No. 1 and now goes by the name "Kirkland" — is alive and well and moored outside the Bremerton Marina, only three hours north of its birthplace.

"I find these harebrained ideas, and half of me says, 'Go back to watching John Wayne movies.' But the other half of me says, 'This is pretty cool,'" Jacob said.

If Astoria doesn't want it, Lint said he plans to take the Tourist No. 2 somewhere that has an interest in preserving the specimen of Pacific



Courtesy of Steve Pickens Collection
This circa-1950s postcard shows Tourist No. 2 transporting cars to Astoria.

Northwest heritage. Lately, he has been trying to donate the ferry to a museum, but without much luck.

It's on us

The onus is on the Astoria community now to figure out how to reclaim it. Who will own and operate the vessel; where the money will come from; what it will be christened; whether it will become a for-profit or nonprofit venture — all of those details will need to be hashed out, Jacob said.

"If everything worked out just ducky, it would run up and down (the waterfront), just like the Trolley does," Ja-

cob said. "These are the kinds of projects that make Astoria unique. These are the kinds of projects that set the community apart from others. Not just tourists eat it up, but the locals (as well)."

'Big wedding cake'

City Councilor Russ Warr said he doubts the Tourist No. 2 would be used for its traditional purpose as a ferry service; the bridge, which marks its 50th birthday next year, made such service obsolete. But he sees the vessel's potential as a tourist attraction, he said.

"I'm skeptical, but I'm not rich. And there are a lot of



Courtesy of Cliff West
The Tourist No. 2 approaches a dock in the time before the Astoria Bridge made Astoria's ferries obsolete.

people that are not skeptical that are rich," he said.

City Councilor Cindy Price said she suspects that "people will love it."

The three-deck ferry — which is 110 feet long, 40 feet wide and 40 feet tall — looks like a "big wedding cake," Lint said. It can "easily" accommodate about 185 people, depending on what the vessel

is used for, he added.

"It's a lot of boat," Jacob said.

Though some planks been replaced, most of the Tourist No. 2's original frame, made of old-growth wood, is intact, Lint said.

Jeff Smith, museum curator at the Columbia River Maritime Museum, said that there's a certain nostalgia sur-

rounding the North Coast ferries and the slower pace of life they represent. Many longtime residents, he said, fondly remember buying their tickets and waiting, sometimes hours, to make the 4-1/2-mile voyage from the 14th Street Ferry Dock to the Megler, Wash., terminal.

"It was just this adventure across the river," Smith said.