

the
QUARTERDECK

Fall 2016



COLUMBIA RIVER MARITIME MUSEUM



Bumble Bee Seafood's Alaska Gillnetter is lifted by the gantry crane to allow a new custom cradle to be built for her.

From the Wheelhouse

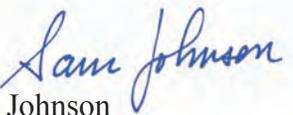
“America is a brown-water nation with a blue-water consciousness.” This quote from the book “The Way of The Ship: America’s Maritime History Reenvisioned, 1600 – 2000” refers to an important but largely invisible part of America’s maritime industry: the domestic shipping that carries the bulk cargo sustaining our economy. Today, more than 40,000 commercial vessels operate on the inland and coastal waters of the United States. These ships generate \$100 billion a year in revenue and employ more than a half million men and women.

This issue of the *Quarterdeck* features an article on the Tongue Point Job Corps Seamanship Program. Located in Astoria, this program, unique in the United States, has, since 1980, produced a steady stream of qualified Able Bodied Seamen, Engineers, Navigators, Stewards, and other skilled mariners to meet the needs of commercial domestic shipping.

Traditionally the term seamanship meant to be able to “Hand, Reef, and Steer.” It embraced a wide variety of tasks from knowing all the lines of a ship, rigging sails, navigation, to the management, practical use and maintenance of a ship’s gear and equipment. In addition, seamanship also required an intimate knowledge of the sea and its moods and the diverse laws that govern the waters over which ships were sailed.

Although the handling and reefing of sail is largely a thing of the past, the modern seaman, in addition to knowing most of the traditional skills, must also understand engineering, electronic, electrical, and refrigeration systems, and the complex regulations that govern the operation of vessels on the waters of the United States.

In the past, seamen learned by doing. They literally “learned the ropes” while on the job. While still true, today the basic knowledge required by even an entry-level seaman would take a lifetime of on-the-job training to acquire. The Tongue Point Seamanship Program provides both the hands-on and classroom training needed to teach the wide range of skills required by the maritime industry. The success of this program is reflected in the 95.5% placement rate of its graduates in the maritime industry. Each of these individuals carries with them the traditions of all those who historically plied the seas under oar, sail, and steam and who largely went unrecognized for their labors, quietly serving our nation well, helping to keep our industry strong and vibrant.



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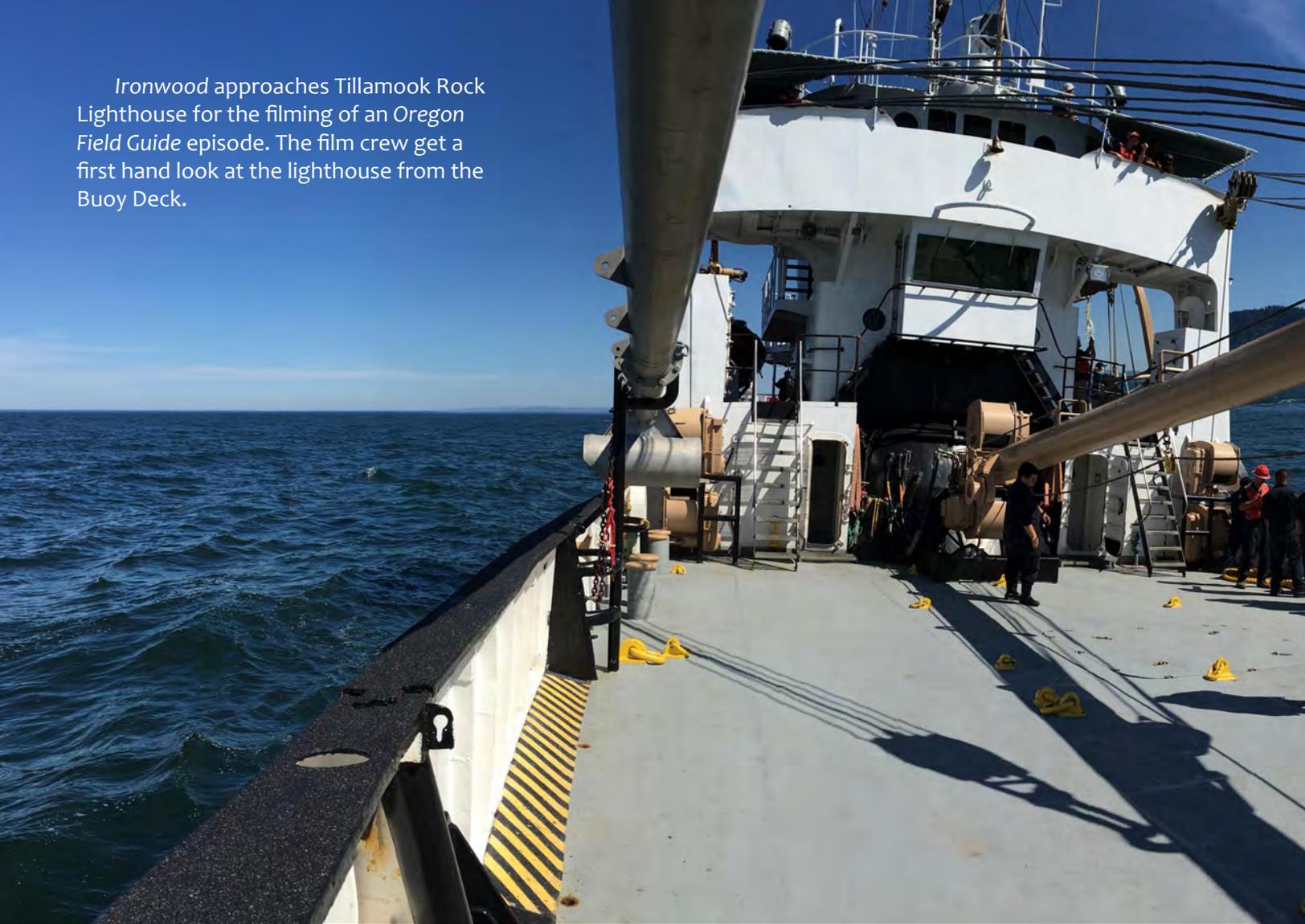
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On the Cover:

The Tillamook Lighthouse continues to stand proud through decades of extreme weather. Photo from a rare visit to lighthouse aboard the *Ironwood*. See page 13 for more details.

Ironwood approaches Tillamook Rock Lighthouse for the filming of an Oregon Field Guide episode. The film crew get a first hand look at the lighthouse from the Buoy Deck.



Teaching Vessel Ironwood

Tongue Point Job Corps Seamanship Program
Astoria, Oregon

“EARN EVERYTHING”
by Captain Len Tumbarello,
US Coast Guard, CAPT (retired)

We are honored to feature a behind-the-scenes look at the Seamanship Program in Astoria Oregon, considered the premier program of its kind in the nation. The Seamanship Program is the only Coast Guard approved maritime training facility in the United States administered by Job Corps. Due to the overall success of the Seamanship program, Captain Tumbarello and his staff of

12 Instructors recently led a major expansion of the Seamanship program by doubling the number of students to 120.

Three short years ago while still serving in the United States Coast as Sector Columbia River’s Deputy Commander, I was aware of Tongue Point Jobs Corps, but had little to no idea of its highly regarded Seamanship program. Actually, after having served at three separate Coast Guard units in Astoria, Oregon for over 11 years cumulatively during my 28 year Coast Guard career, it was



amazing to me that I knew very little about this credentialed Merchant Mariner producing program. This is ironic to me, since the Coast Guard and Seamanship program both exist to accomplish close to the same priorities — keeping all U.S. navigable waterways safe and secure, environmentally pristine and open for the free flow of commerce. After being at the helm as the Director and Captain of this fine program for three years now, I am intimately aware of the overall value of this beneficial learning institution and our obligation to produce credentialed Merchant Mariners with the skills, discipline, attention to detail, temperament and judgement to assist the Coast Guard in accomplishing these priorities.

During the first week in my new position as Director of Seamanship, I remember thinking to myself “How do we go about producing the best Seaman known to mankind?” After about two months on the job and having the opportunity to observe the

daily processes and the sixty 18-24 year old Seamanship students in action, it became painfully obvious to me that my staff and I had much more work to do than just teach these young men and women the hard skills of seamanship. Using my education in Organizational Management and my hands-on experience from the Coast Guard, I developed a Vision/Mission statement, core values, and detailed goals for each student. The following ensures the program’s success, from the Director, to the instructors, to the support staff, and each student. Here it is:

Seamanship Program’s Expectations

Vision

Through strong partnerships with Maritime organizations, continue to gain greater and positive program exposure to develop internships and job placement opportunities in locations throughout the United States and in every segment of the Maritime Industry.

Captain Tumbarello recently retired from the U.S. Coast Guard in May 2013 after 28 years of distinguished service. His last assignment was Deputy Commander, Sector Columbia River in Warrenton, Oregon.

His other assignments include Deputy Commander, Sector Puget Sound in Seattle, WA. Captain Tumbarello earned his Coast Guard Cutterman insignia in 1997 after serving aboard USCGCs *Citrus* and *Steadfast* as First Lieutenant and Operations Officer, respectively.

He graduated from the U.S. Coast Guard Academy in 1989 with a Bachelor of Science in Management/Economics. In 2005, he earned a Master of Business Administration. He is also a Master Mariner (1600 Gross Tons).

Captain Len Tumbarello on the bridge of *Ironwood*.





Ironwood at her berth at the Seamanship Training Program. The campus includes a 1,000 foot dock, 3 vessels, a 30 person gravity davit lifeboat trainer, several classrooms, and various small boats.

Mission

Through solid mentorship, develop proficient, professional, passionate credentialed Merchant Mariners toward a successful career in the Maritime Industry.

Core Values

Proficiency- Continually strive to attain knowledge and skills necessary to do the job at a high-level of performance.

People - Treat everyone with dignity and respect and take care of yourself, so you can take care of your Shipmates!

Professionalism - Be a “squared away” Sailor that does the right thing at all times even when no one is looking.

Passion - Pour all energy and thought into doing the job well, but take time to enjoy life.

Student Goals

- 100% completion of AB, QMED, Steward in 18-24 months.
- 100% completion of a 30-day WBL.
- 70% of students on Gold or Platinum Privilege Level.
- 5% or less of students on Performance Probation.
- 100% mishap free & Safe Work environment.
- 10% of Seamanship graduates taking Advance Education at MERTS (Associates in Maritime Science)
- 100% Job Match Placement at 90 day post-graduation date

The area in this document that we, as part of Team Seamanship, hold in high regard and work hard to apply in our daily lives is the Core Values. What we call the 4Ps is the recipe for success not only in the



*Engineering is a key component of the training.
Khristian Diaz-Rivas in the engine room of Ironwood.*

Ironwood underway. View from the Buoy Deck looking back at the bridge.





Ironwood underway. Students learn all operations on the bridge under the watchful eye of Instructors. Kianta Lee conversing with Captain Tumbarello about Lookout Duties. Qualified Helmsman, Byron Braxton, mentoring break-ins, Jarrell Hampton and Cole Glandon on the finer points of being a Helmsman.

Seamanship program and the Maritime Industry, but better yet, in all facets of our lives.

This recipe for success is paying off. The program currently places 92.9% of its graduates in maritime industry jobs and these men and women are being paid \$60-80K year with a great deal of opportunity for upward mobility. Due to this program's great success in the Job Corps system, in 2015 enrollment was doubled from 60 to 120 students.

In 18-24 months, students graduate from the program with certifications and skills that are in high demand within the Maritime Industry including:

- Able Body Seaman (Limited)
- Qualified Member of the Engine Department
- Steward (Galley Cooking)
- Proficiency in Survival Craft/Lifeboat
- Rating Forming Part of Navigational Watch (Helm/Lookout)
- Ship Board Safety Training (Basic Fire Fighting, First Aid/CPR, Survival at Sea Skills)

In terms of history, this Seamanship training program has been producing Mariners since 1980 at Tongue Point Job Corps. The Job Corps was modeled after the Civilian Conservation Corps (CCC) and was one of many federal programs founded during President Lyndon B. Johnson's watch. Job Corps was seen as an integral part of President Johnson's domestic agenda known as the "Great Society." This well-known presidential domestic agenda created an important array of programs that still help U.S. citizens today, including Medicare, Medicaid, college financial aid, National Public Radio, food stamps and Head Start.

Like the CCC, Job Corps began with similar ideas in mind just over 50 years ago. The impetus behind Job Corps was that the Federal government could provide a "hand up" to working-aged youths by teaching them a trade to start them in a career. The Job Corps program has 126 Centers nationwide, one being Tongue Point Job Corps, that provides underprivileged young adults a "bridge" to success no matter what path a student has chosen in the past. Tongue Point Job Corps has been doing this great work for 50 years, as well.

With the overall Job Corps mission in mind, the Seamanship program spends a

great deal of time and effort making sure all their cadets are equipped with not only technical skills but also with the life skills necessary to be a successful mariner and employee. In addition we pay particular attention to the more challenged students in terms of behavior and performance — the lower 10% of the student population. That is what great organizations and leaders do and this is especially important in Job Corps trade. The Seamanship's culture is that we have an obligation to those students to help them along, even if it means spending more time and resources assisting them to succeed.

Our program plays a large role in producing the future Mariners of this great nation. This role is particularly relevant with the 80,000-100,000 projected shortfall of Merchant Mariners by 2022. With a glut of Baby Boomers anticipated to depart the industry over the next 6 years, it is our duty and obligation to produce quality mariners. From my perspective, and confirmation by several maritime organizations that we partner with regularly, I am completely convinced that we are.

How do we accomplish our mission here at Seamanship? There are several key factors that lead us to being successful in conducting our mission of producing proficient, professional and passionate Coast Guard credentialed Mariners for a successful career in the maritime industry. In my mind, the primary reason for our success is due to the incredibly experienced staff that model, mentor and coach our students on a daily basis. The staff here is second to none and collectively has around 200+ years operating in the maritime environment. Some are retired military (Coast Guard, Marines and Navy), some have extensive backgrounds on the commercial side of the industry as career-long Merchant Mariners and some have both. This wonderful mixture of talents comprises a highly functioning and productive team.

In addition to this solid team, we are fortunate to have 3 ships that comprise our training fleet. They are the *Ironwood*, *Columbia* and *Iuka*. The *Iuka* is a retired Navy Tug and the *Columbia* is a retired Columbia River Bar Pilot vessel that was graciously donated about a decade ago from the prestigious Bar Pilots. The Queen of our

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The QuarterDeck

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Standing watch as *Ironwood* prepares to come around Tongue Point.

training fleet is the 74-year old retired Coast Guard buoy tender the *Ironwood*. She is 180' long and weighs over 750 gross tons and serves as an excellent platform to train our students. It is safe to say the majority of our program is hands-on training because we firmly believe "underway is the only way." In addition, we provide solid classroom instruction coupled with Coast Guard testing every Friday. Through this combination of classroom and hands-on training, we feel confident that we are sending quality Deck and Engineers out to the fleet.

While the program provides extensive sea time and a comprehensive curriculum, one of our high priorities is to expand our internship portfolio so every one of our students has an opportunity to work in the real world before they have to for real. In 2013, the program had only about 5-6 internship sites and now because of positive exposure and hard work toward relationships with maritime entities we have about 18 internship sites and currently have 25 of our 120 students on commercial vessels honing their craft.

Even though this program is incredibly dynamic with a great deal of moving parts, the key is maintaining a simple approach to instruction. With a culture of striving toward continual improvement and "Earn Everything" approach, a solid Vision and Mission embraced by the entire team, a strict adherence to our Core Values (4Ps) and insatiable desire to reach the program goals, this program is thriving and will continue to be part of the solution to the National issue concerning a 80,000-100,000 shortfall of Maritime employees by 2022.

Maritime history is rich and intriguing and we as Sailors should thirst for that knowledge. It is also of the utmost importance to look ahead and continue to assist the Coast Guard in meeting its Congressional mandates of keeping all navigable waterways safe and secure, environmentally pristine, and open for the free flow of commerce. I have spent 28 years devoted to these priorities and I am committed to help continue the cause now. Because once "Always Ready", forever Always Ready!"



Ironwood approaches the Astoria Bridge, heading out to sea.

OPB Episode Preview

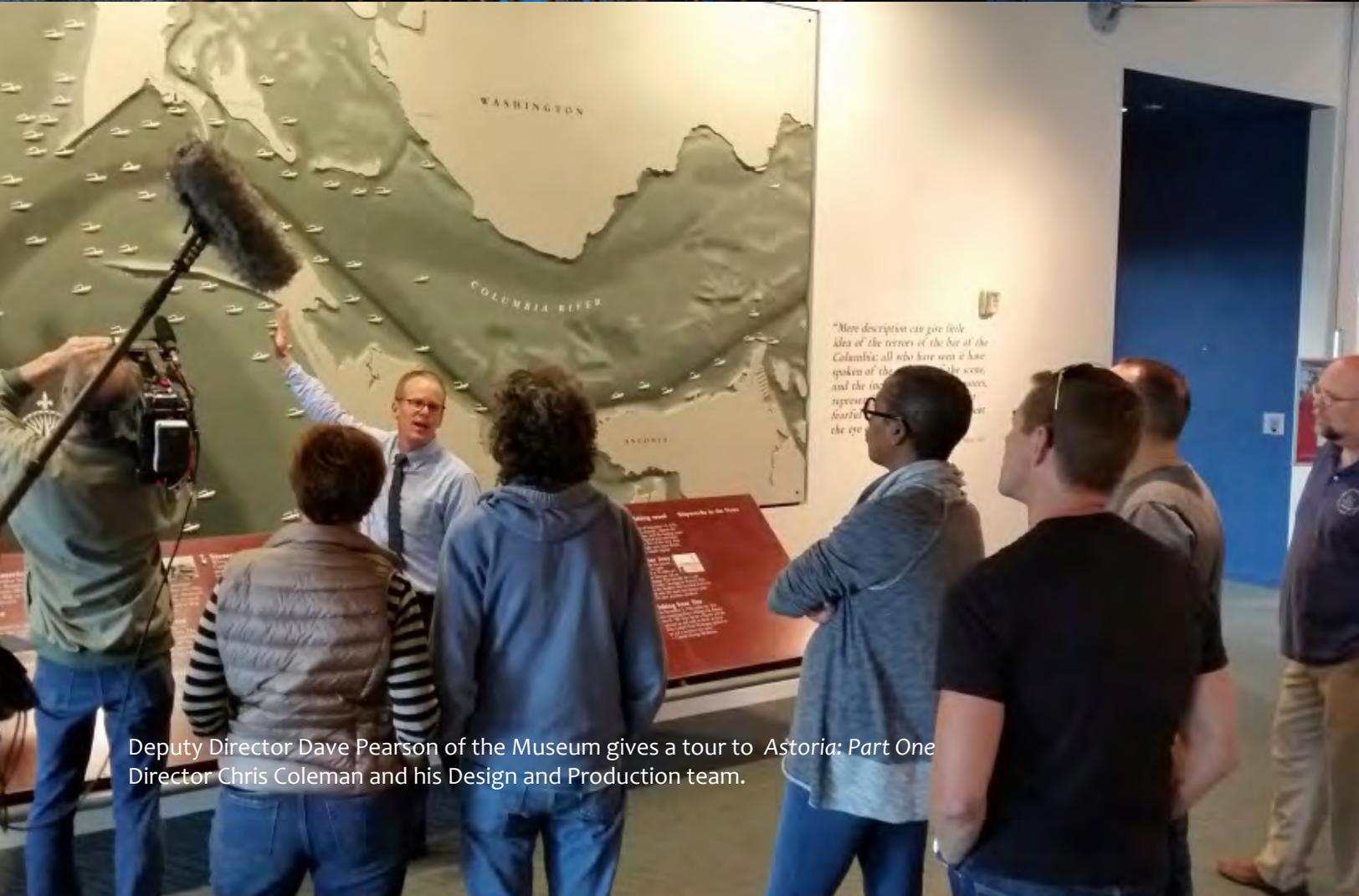
Oregon Public Broadcasting is producing a new feature story on Tillamook Rock for the show Oregon Field Guide. The episode will feature an exclusive look at life on the rock itself at the light-house including an interview with one of the crew who served at Tillamook for two years.

The Columbia River Maritime Museum was honored to be able to share our extensive collection of photos from our research library with Oregon Public Broadcasting. The *Ironwood* took the team out to see the Lighthouse first hand; a rare visit to the rough and isolated location.

The episode is set to air on the spring season of Oregon Field Guide, which will start in February. The Museum will email you when we hear the final air date and time.



Astoria: Part One Director Chris Coleman and his Design and Production team spent an afternoon at the Museum as part of the creation of the play.



Deputy Director Dave Pearson of the Museum gives a tour to Astoria: Part One Director Chris Coleman and his Design and Production team.

Peter Stark's *Astoria* to be featured at Portland Center Stage

Astoria: Part One, By Chris Coleman

Based on the book *Astoria: John Jacob Astor and Thomas Jefferson's Lost Pacific Empire - A Story of Wealth, Ambition, and Survival* by Peter Stark

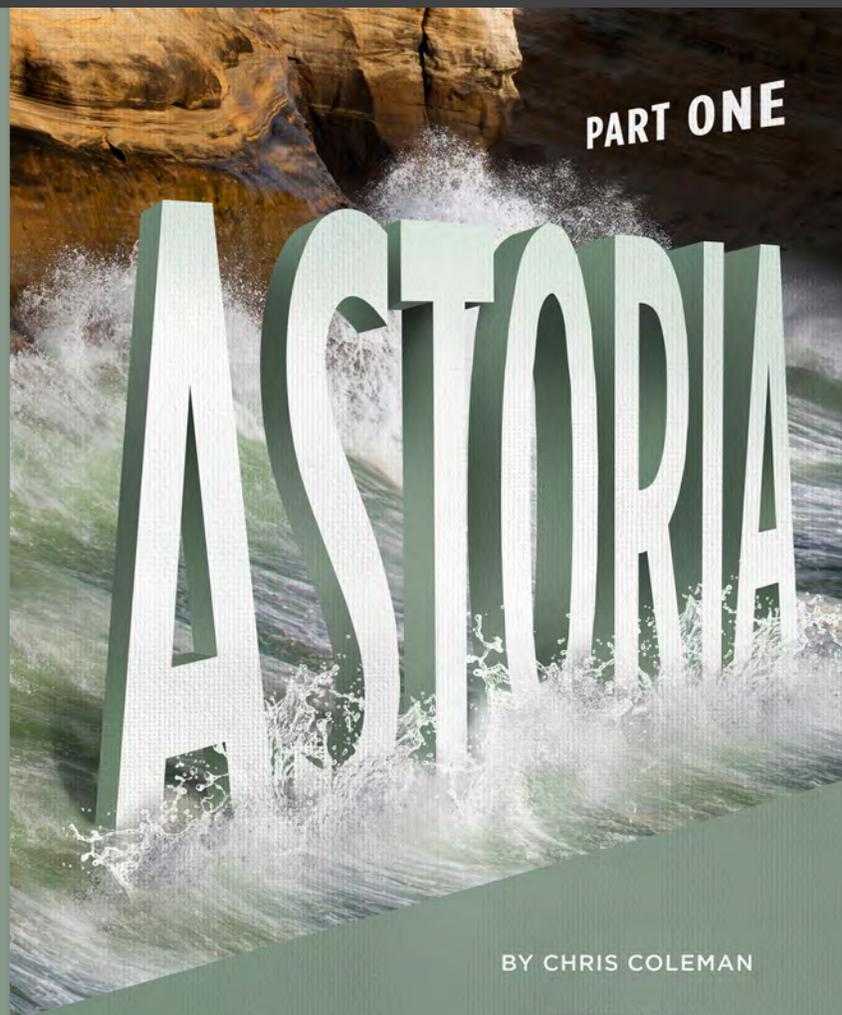
Portland Center Stage at The Armory, Portland, OR
January 14 – February 12, 2017

Adapted from the best-selling true story by Peter Stark, this a harrowing dual journey — one over land, one by sea — will be told with an exceptional cast of sixteen actors. Just two years after the Lewis and Clark expedition concluded in 1806, two visionaries — President Jefferson and John Jacob Astor — turn their sights westward and begin one of history's most dramatic but largely forgotten conquests. This monumental piece of American history will be told in two parts over the course of two seasons. Part One is the journey to Astoria and Part Two is about the establishment of Astoria, the first permanent United States settlement on the West Coast.

Support Columbia River
Maritime Museum and
save \$5 on adult tickets to
Astoria with the promo code
"CRMM"

Visit www.pcs.org or call
503-445-3700,
12:00 pm - 6:00 pm daily.
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BY CHRIS COLEMAN



NORTHWEST
STORIES

BASED ON THE BOOK
*ASTORIA: JOHN JACOB ASTOR AND THOMAS
JEFFERSON'S LOST PACIFIC EMPIRE, A STORY
OF WEALTH, AMBITION, AND SURVIVAL*

BY PETER STARK



Astoria built and fished *Bue Girl* is placed on a new cradle by the gantry crane.

Major Milestone Reached in Collections Storage

Jeffrey H. Smith, Curator

On September 1, 2016 we passed a milestone in our quest to establish safe, secure, environmentally stable storage for our collections, namely our collection of small craft. We have completed the refit of the lumber storage building from the former Astoria Builder's Supply into our new Boat Hall. The fire suppression and detection systems along with the security system are in place and all the new shelving has been installed. New energy efficient LED lighting and a large ceiling-mounted fan to circulate and de-stratify the air have been installed. Over the past four weeks we have been placing our boats on their new steel cradles, manufactured for us by students from Portland Community College under the guidance of Vigor Industries at Swan Island. With the help of two 7.5 ton gantry cranes we rented from Lifting Gear Hire, we are happy to report the work is done. We now

have 51 boats safely stored within the walls of the Boat Hall and can happily say we have room for a few more.

Staff and volunteers put in extra hours and determined effort to get the project finished within the time allotted by the crane rental. Special thanks to volunteer Mike Soderberg for showing up almost every day to offer his time and talents. All this extra help made for a smooth and safe operation, for which we are very grateful.

The Columbia River Maritime Museum holds the world's largest and most comprehensive collection of the region's watercraft, and has the responsibility and obligation to maintain and care for that resource. Establishing the Boat Hall goes a long way toward fulfilling that obligation and provides better access to such resources for researchers and interested individuals for many years to come.



Students aboard the Lightship Columbia.

Full Steam Ahead

Nathan Sandel, Education Manager

The 2016-2017 school year is off to a great start. Over the summer the Education Department was working hard putting on programs and creating an array of new programs to debut this fall. Please join us as we go full STEAM ahead integrating hands-on science, technology, engineering, art, and math into our education programming.

Museum in the Schools- 20 years and 100,000 students later, our school outreach program is going strong and is on track to have its best year yet. We offer our FREE programs to schools in Clatsop, Columbia, Tillamook, Pacific, Wahkiakum, and Cowlitz Counties. New this year, we are excited to offer our Museum in the Schools program to Clark, Multnomah, and Washington counties for the nominal fee of \$100/ day.

Underwater Robotics Program- This spring we are launching our newest on-site education program, Under the Sea STEAM. In this activity-based program, students will learn the fundamentals of basic underwater ROV (remotely operated vehicle) design. Working in teams to

complete a mission, students will construct a ROV and attempt to recover the “seven remaining carronades of the USS *Shark*” from the bottom of our pool.

Mission Statement of the Education Department

To provide quality, engaging, maritime-themed STEAM learning opportunities that will excite and inspire students to explore these disciplines as possible career choices.

New Members

Bernard Aboba and
Renee Gilbert
Bill and Margaret Antilla
Ty Ball and Kristi Schultz Ball
Daniel and Jennifer Bargaen
Levi Barnett and Jen Brandall
Frank Bates
Patrick and Linda Bender
Herman and Teresa Bernards
Adrian and Tracy Birdeno
Susan Bookout and
Deandra Wallace
Richard Bowers and
Nelle Moffett
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Korakoch Gerrard
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Nathaniel Witten and
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In Honor of

In Honor of
3/16/2016 thru 9/13/2016

[Natalie Hanson](#)

Mr. and Mrs. Gordon Adelman

[Michael Soderberg](#) on his 75th
birthday
JoAnn Dawley



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3/16/2016 thru 9/13/2016

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At sea, an anchor to windward provides stability in a storm, and secures a vessel and its crew in difficult weather. Much like an anchor to windward, planned gifts such as bequests, gifts of real estate, and charitable trusts, provide security and benefits to donors and the Maritime Museum. Please consider a planned gift to the Museum.

For further information on how you can provide a lasting legacy to the Museum please contact Sam Johnson, Executive Director at 503-325-2323.

COLUMBIA RIVER MARITIME MUSEUM

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