

- ## 11. Cross Street Reference

12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture

[REDACTED]

B. Construction Material

wood hull
wood superstructure

C. No. of Stories

D. Condition

Excellent _____

Good X

Fair _____

Poor _____

E. Exterior Deseccation of
Original Design

None or little _____

Moderate amount X

Considerable _____

F. Architectural worth at
Example of Its Style

Exceptional _____

Excellent _____

Good _____

Fair _____

Poor _____

G. Notable Features: (Be specific, i.e., detailing, craftsmanship, proportions, materials, colors, interior, etc.
Refer to Guidelines of Landmarks Preservation Board).

ARTHUR FOSS is a wooden-hulled vessel, one deck, two masts, a sharp head, and a round stern. Registered length is 111.6 feet, registered breadth is 23.9 feet, and registered depth is 11.6 feet. Gross tonnage is 225, net tonnage 127.

14. Significance

A. Major Significance

- ☒ Historical
☐ Architectural
☒ Engineering
☐ Cultural
☐ Geographical
☐ Archaeological

B. Level of Significance

- ☐ National
☒ State
☒ Community

C. Statement of Significance (Be specific, history, personages, events, etc.)

The ARTHUR FOSS was launched in Portland, Oregon in 1889 as the steam tug WALLOWA for the Oregon Railway and Navigation Company. For almost a decade she served on the Columbia River including towing sailing ships across the bar and into port. In 1898 the WALLOWA joined the armada of ships, tugs and barges that headed north following the discovery of gold in Alaska. Among her Gold Rush feats was a towing of the White Star ship, YOSEMITE, from Puget Sound to St. Michael, near Nome. On her return in November, 1898, while towing the bark COLUMBIA from Skagway to Seattle, the WALLOWA was driven ashore in a winter gale, but both the tug and her tow survived. In the ensuing decades she logged thousands of miles in Alaska and Puget Sound waters, including assisting sailing ships engaged in early-day lumber and wheat trade. Following a fire in 1927, her deckhouse was replaced, and in 1934 her steam engine was replaced by a Deisel. The WALLOWA was purchased by the Foss Launch and Tug Co. from the Merrell and Ring Lumber Co. in 1930 and renamed the ARTHUR FOSS. The name was given in honor of the first of three sons of Thea and Andrew Foss, founders of the Foss Launch and Tug Co. in 1889 with a single rowboat. In 1934 the ARTHUR FOSS basked in brief fame as the doughty tug, NARCISSUS, in the MGM motion picture, Tugboat Annie, from Norman Reilly Raine's Saturday Evening Post series inspired by the Foss family saga and starring Wallace Berry and Marie Dressler. In December, 1941, after delivering a military tow to Wake Island the ARTHUR FOSS narrowly escaped capture by the Japanese, being the last vessel to leave that beleaguered bastion and returning to Honolulu with lights out and under radio silence. Following military duty during the remainder of World War II, the ARTHUR FOSS rejoined the Foss fleet. When Foss launched the first of its supertugs in 1966, the name ARTHUR FOSS was passed to a new vessel and for a time the older tug operated under the name THEODORE FOSS. The name ARTHUR FOSS was restored to the tug in 1970 when it was donated to the Save Our Ships (Northwest Seaports, Inc. today) organization by the Foss company. Northwest Seaport, Inc. is presently restoring her for museum display.

Surveyor Signature

Date

Reviewed:

Historic Preservation Officer

Date