

Aberdeen, Wash: 75 years ago, May 18, 1938

Battered by high winds and terrific seas for more than two days, the tug Arthur Foss and her tow, the big Harbor log barge Nisqually, entered port this afternoon none the worse for one of the heaviest nor'west blows ever seen on the coast.

Frank Hubble of the Allman-Hubble Tug Boat company said he talked by radiophone to Captain Vincent Miller and Captain Martin Guchee, both of whom are on the Arthur Foss and they reported the tug and her tow were weathering one of the heaviest storms they had ever encountered in years of coastwise tugboating.

They said seas were breaking entirely over the barge and her high load of logs but that she was taking the beating apparently with ease. Men in the tug itself were hanging on "tooth and nail" they reported

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Harley Marine Services, Inc.

CELEBRATING 25 YEARS - 1987-2012

Dear valued employees, customers, vendors, investors, lenders and friends,
This April represents the 25th anniversary of our company's incorporation. Wow, how time flies and how we have changed. Many of you have heard the story of how Harley Marine came to be, but for those of you who have not, I would like to reflect a bit on our past.

My friends, the Quigg's, had a small tugboat company called **Allman Hubble**. For over 65 years Allman Hubble, a fixture in Gray's Harbor, towed logs and did ship assist work. They had a simple fleet of primarily single screw tugs, 1,000 horsepower or smaller. As the ships got bigger, the pilots and agents asked for "twin screw" 2,000 horsepower tugs. Simultaneously, log transport, the bread and butter business of Allman Hubble, was sharply curtailed by new demands for conservation of our forests and preservation of the Northwest Spotted Owl. Allman Hubble was unable to answer market demands, and the competition moved in with two twin screw 2,000 horsepower tugs. By the time Allman Hubble responded, it was too late.

The Allman Hubble fleet sat idle for over two years, until I returned from San Francisco looking for new career opportunities. I had just moved back to Seattle and heard about the plight of Allman Hubble. The Quigg family were longtime friends and I realized maybe I could help. I went to work looking at how we could use the little fleet.

After long discussions and many meetings with potential customers and industry experts, the Quigg's and I came to an agreement forming our new venture: Olympic Tug & Barge. Oddly enough, one of the last acts I performed as a lawyer was to draft the articles of incorporation, bylaws, and file for the appropriate business licenses.

We started with seed money of \$30,000 which paid the insurance down stroke and chartered the James T. Quigg from Allman Hubble. We also chartered a barge from Wright's Marine and another, four months later, from Knapton. Our office was my condo in downtown Seattle, and we spent a lot of time vetting prospective new employees and preparing the vessels for coast guard and customer inspections. During those initial days, I funded the company primarily from my personal funds until we got our first job and began generating income. Even then, our staying power was precarious at best. Our first job was for US Oil out of Tacoma, the AURORA ACE. I was the deckhand cook, bookkeeper, parts runner and gofer. Needless to say, we had to kiss a lot of frogs until we found our princes.

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Tyee (tug). The tug Tyee of the Allman - **Hubble Tug Boat Co.** at Hoquiam, built there five years earlier as a 340-horsepower steamer, was repowered with a ...

Tyee (tug)

April 3, 1933 Tug, 90', owned by **F. P. & A. G. Hubble** of Hoquiam, Wash. Under Captain Fowler, she went aground on the south portion of Nehalem jetty. Don Marshall, Ship disasters from Cascade Head to Nehalem River, Oregon Shipwrecks, 1985, p. 96-98.

Tyee (tug)

Tyee, diesel tug owned by the Hubble Towing Co. of Hoquiam, caught in a 90-mile gale and swept ashore on the Tillamook Bar December 6. John Henderson, deckhand, and Julius Long, cook, were swept overboard and drowned. **Capt. Hillary Hubble**, Mate Evan Campbell, Engineer Neil Logue and Assistant Engineer George Thorberg took to the tug's 16-foot lifeboat, battling 40-foot seas for six hours before they were rescued by the cutter Onandaga, Cmdr. M. J. Jensen, in a dangerous operation handled in the best tradition of the Coast Guard. The wreck was later hauled onto the beach by Astoria parties and sold to the Foss Co., who hauled her off nearly a year later and took her to Tacoma, where she re-entered service in 1942 as the Sandra Foss. Gordon Newell, Maritime Events of 1940, H.W. McCurdy Marine History of the Pacific Northwest, p. 484.

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Tyee (original name)- Allman-Hubble Tugboat Co Tugboat. 77 feet long; built 1925. Later called Sandra Foss, then Tyee. 199x abandoned Bainbridge Island WA

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<http://nwda.orbiscascade.org/ark:/80444/xv83810>

115-119: Officers of the S.S. *Higbo*

5 photographs

3 of the images depict 8 officers on the deck of the Higbo: 1st Mate Meadows, 2nd Mate Phillips, Chief Engineer Robert B. Ross, 1st Assistant Engineer H.O. Halvorsen, 2nd Assistant Engineer R. Billings, 3rd Assistant Engineer B. Hubble, and an unidentified Radio Operator and 3rd Mate.

2 of the images depict 4 of the officers listed above

1920



No. 21 The former **Allman-Hubble Tug Boat Company office**, located directly along the bank of the Hoquiam River at 717 Levee Street (ca. 1917), served as the company's office until the late 1980s. This building is one of the few remaining structures along the river that represents historic industrial development in the downtown. Altered considerably over time, it was remodeled for its current office occupant, Edward Jones Investments.

With the shipping interests of Hoquiam Frank P. **Hubble** has been continuously identified since his arrival in that city in 1897. He was born in New Brunswick, Canada, in 1876, and was therefore a young man of twenty-one years when he took up his abode in Hoquiam, where through all the intervening years he has been associated with the operation of tugboats. In connection with his brother Alonzo he purchased the tugboat Florence B, and then joined with John Allman and his brother, Alonzo **Hubble**, in organizing the Allman-**Hubble** Tugboat **Company**. Mr. Allman was at that time the owner of the **tug** Advance and they added to their fleet the Harbor Queen and the Ranger, so that they became the owners of four tugs. Each of the three partners acts as captain of one of these boats and they do a general towing business.

Alonzo **Hubble** was born in 1880 and came to Hoquiam in 1898. He married Miss Flannigan and they have one daughter, Marjory.

The marriage of Frank P. **Hubble** occurred in Hoquiam in 1901, when he wedded Miss Addie M. Davis, a daughter of A. H. Davis, an artist and painter there. In his political views Frank P. **Hubble** is a republican, having marked faith in the principles of the party but never seeking office as a reward for party fealty. He belongs to both the Masonic and Elks lodges and is loyal to their teachings and purposes.

In 1940, two crew members unaccounted for as Hubble tug sinks

December 6, 1940

Four crewmen of the Hubble Towing company tug Tye, which foundered this morning off Tillamook Bay, were picked up in a lifeboat by the coast guard ship Onondaga near the Columbia River, according to word received by Captain Alonzo Hubble this afternoon. They were Captain Hilland Hubble, Mate Evan Campbell, Engineer Neil Logue and Assistant Engineer George Thorberg. No word has been forthcoming of the fate of Jack Henderson and Julius Long, the two other members of the crew.