

Galley Program Evaluation

Onboard the Tugboat *Arthur Foss*



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In October 2007, Northwest Seaport partnered with Old Tacoma Marine Inc and the Center for Wooden Boats to dry-dock the historic tugboat *Arthur Foss* and host two new public programs: a Hull Survey Workshop and a Galley Program. The project was funded by private and foundation donations and a King County 4Culture grant.

The tugboat was towed to Northlake Shipyard on Wednesday, October 3rd, where laborers pressure-washed, painted, and performed repairs to its hull. On Saturday and Sunday, October 6th and 7th, marine surveyor Lee Earhart led the Hull Survey Workshop to teach participants about wooden hull construction, deterioration, and condition assessment. Following Northwest Seaport's established workshop model, participants were served midday meals on the *Arthur Foss*. However, for the first time, these meals were prepared and served by a professional chef using the *Arthur Foss*'s own galley and original 1934 diesel stove.

Onboard Meals

Northwest Seaport has chosen to provide meals to workshop participants for several reasons. First, providing meals saves time during workshops, as courses can resume as soon as the meal is finished rather than waiting for participants to return from restaurants or grocery stores. Second, providing meals helps maintain group cohesion, as participants stay together and chat rather than disbanding to different areas for the meal. Third, providing meals adds time for participants to reflect on the workshop, share experiences and observations, and ask additional questions of instructors and other participants. Fourth, providing meals builds flexibility into the workshop model, allowing the same structure to be used when the *Arthur Foss* returns to cruising or is moored at a different location that does not have accessible waterfront restaurants. Finally, providing meals adds authenticity to the workshop experience, as tugboats crews were always provided meals in the era that the *Arthur Foss* represents.

Before the Galley Program tested during the 2007 Hull Survey Workshop, Northwest Seaport purchased food from local restaurants for workshop lunches and served it onboard the *Arthur Foss*. This satisfied the first three reasons that Northwest Seaport provides meals to program participants, but did not adequately address the second two reasons, as this method remains reliant on shoreside facilities and deli sandwiches do not represent an authentic tugboat experience. For these reasons, Northwest Seaport chose to test the feasibility of hiring a cook to prepare and serve food using the *Arthur Foss*'s own facilities during the Hull Survey Workshop put on during the 2007 dry-dock period.

Galley Program Logistics

Northwest Seaport selected Erica, a professional chef with longtime experience cooking on midsized vessels, including the 1934 research vessel *Catalyst* currently operated as a charter vessel in the Pacific Northwest. Now employed as a baker at a local university, Erica planned and shopped for meals the week before the Hull Survey Workshop and prepared some portions the night before. On the same night, Northwest Seaport turned on the *Arthur Foss*'s diesel stove to ensure that it would be fully hot when needed (the stove, fueled from the same day tank as the engine, takes approximately four hours to heat to cooking temperatures).

On Saturday, Erica arrived at the *Arthur Foss*'s dry-dock slip at 10:00 AM with one assistant. The two cooks prepared a walnut, feta, and spinach salad with raspberry vinaigrette dressing using the galley's long counter that doubles as an eating surface. They heated both beef and vegetarian chili, cooked the night before, on the diesel stove, and used the oven to bake chocolate chip and double-chocolate cookies for dessert. At noon, Erica and her assistant set the salad, sliced bread, garnishes for the chili,

and the cookies on the long counter, with the *Arthur Foss's* own plates and cutlery at one end. The two chili pots remained on the stove to keep warm. Participants served themselves buffet-style from the counter and the stove, and chose drinks from a cooler outside the galley or poured fresh-brewed coffee.

After the workshop participants and instructors had served themselves, laborers and Northwest Seaport volunteers were invited to dine as well. Participants ate mainly in the galley, while laborers and volunteers settled on the *Arthur Foss's* aft deck. Most of these individuals complemented Erica and her assistant on the meal, and all seemed satisfied.

After eating, participants and all who had eaten returned their dishes to the galley, where Erica and her assistant washed, dried, and put them away. They then packed up the supplies and utensils that they had brought with them, and left the vessel.

The following day, Erica and her assistant followed the same procedures, arriving at the *Arthur Foss* in the morning, preparing portions of the meal in the galley, and serving meals to workshop participants, instructors, laborers, and volunteers. The meal, served later in the day to provide a finale to the Hull Survey Workshop, was pan-roasted chicken (cooked in the diesel oven), herb polenta, and a cooked vegetable salad, with carrot cake for dessert.

Outcome

Overall, the Galley Program tested during the Hull Survey Workshop went very well. Participants enjoyed the meals and felt that they contributed to their experience aboard the *Arthur Foss*. Providing meals to participants and laborers also saved time as planned, as the area surrounding Northlake Shipyard has few food service venues and the nearby Fremont neighborhood is very busy on weekends.

Participants also continued discussing topics brought up during the Hull Survey Workshop and talked with one-another, as intended.

This test of the Galley Program also identified several weak areas for Northwest Seaport to improve. First, and most easily fixed, the *Arthur Foss* did not enough spoons in its cutlery drawer for all those served. Several laborers and volunteers used forks instead of spoons to eat the first day's chili.

Second, during the dry-dock period the *Arthur Foss* hooked into the Northlake Shipyard water system, which provided potable water that retained a metallic taste. While drinking water is filtered through a commercial pitcher first, the galley's automatic coffee maker is connected directly to the tug's potable water system. Coffee made with the automatic maker held the metallic taste, making it undrinkable to all but the saltiest laborers and volunteers. Chef Erica brewed coffee using filtered drinking water and a non-automatic coffee filter, rather than using the automatic maker in the galley.

Third, the *Arthur Foss's* galley was designed for a coastwise towing crew of nine to twelve individuals, who ate at different times. Serving fifteen to twenty individuals all at once created quite a crowd in the space, as the galley counter was used as both serving space and seating space. This was partially due to the mess (dining room) being used as a center-of-operations for managing the dry-dock period and being unavailable for additional seating.

These weak areas did not significantly detract from the overall experience of the Galley Program, according to participants, laborers, and volunteers.

Recommendations

Northwest Seaport considers the pilot Galley Program held during the 2007 Hull Survey Workshop to be highly successful and worth continuing for its other workshops and programs aboard the *Arthur Foss*. The next scheduled program is the five-session Diesel Engine Theory workshop, to be held in November and December of 2007. The organization plans to hire chef Erica to prepare lunches for the first four sessions and a final banquet, following the meal pattern used in previous Diesel Engine Theory workshops.

Northwest Seaport also created a list of recommendations for further improving the Galley Program.

First, the organization will acquire more cutlery for the galley, especially spoons. These can be obtained inexpensively through local thrift stores, or possibly donated.

Second, the organization will flush the *Arthur Foss*'s potable water system to rinse the metallic taste out, to ensure that coffee brewed in the automatic maker is drinkable during future workshops.

Third, the organization will investigate repairing the *Arthur Foss*'s refrigerator, to return the galley to full functionality. The Hull Survey Workshop Galley Program relied on a cooler stocked with ice to keep drinks and perishable foods chilled.

Furthermore, as Northwest Seaport plans restoration priorities and projects for its other historic vessels, the organization will consider restoring their galley facilities to use in future public programming.

Photographs



Chef Erica and assistant prepare fixin's for the chili and a walnut, feta and spinach salad.



Participants and shipwrights serve themselves buffet-style in the *Arthur Foss's* galley



Participants dine together at the galley's long counter.



Instructors, shipwrights, and a participant chat on the aft deck, with a fabulous view of the Westlake neighborhood across from Northlake Shipyard.



Participants, shipwrights and laborers enjoy the meal while Chef Erica enjoys a joke.



Laborers, showing evidence of a day spent painting, enjoy a hot meal in the galley.