



Washington State Ferries



SEATTLE FERRY TERMINAL, SEATTLE, WASHINGTON 98104 • MA 4-2700 July, 1967

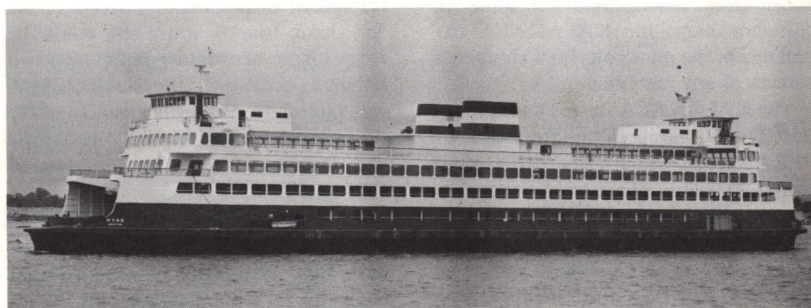
FIRST OF FOUR SUPERFERRIES HERE!

Launched last December in San Diego, the first of four Superferries being built for the Washington State Ferry System has arrived in Seattle.

The vessel is the 382-foot M.V. HYAK, which will start operations this month on the Seattle-Bremerton route. The HYAK will relieve the famous old M.V. KALAKALA, a colorful and sometimes troublesome "streamlined" ferry built in 1934-35 on the hull of an even older ferry, the PERALTA, which had burned to the waterline. The HYAK will also replace at least one of the older single-ended, 55-car ferries, the M.V. WILLAPA or the M.V. ENETAI, which have operated on the Navy-yard route for more than 25 years.

The HYAK and her sister ships are much larger and faster than any ferries now in operation on Puget Sound. As a point of comparison, the HYAK will accommodate 160 cars and 2,600 passengers as opposed to 100 cars and 1,140 passengers for the largest vessel now in the fleet. HYAK's powerplant will deliver 8,000 horsepower providing a cruising speed of 20 knots instead of 15 for the fastest vessels now operating.

Translating this into time, it means good news for tourists and commuters alike. The trip from downtown Seattle to Bremerton which now takes one hour and five minutes with present ferries, will be cut to just 45 minutes with the HYAK. The present 35-minute trip to Bainbridge Island will be reduced to 25 minutes on the M.V. KALEETAN, the second of the four new superferries to be launched



and put into service.

The increased size and speed of the HYAK and her sister ships will be helpful in reducing the overload problem which plagues many Puget Sound ferry patrons during the busy summer months and during holiday weekends throughout the year.

More and more Seattle-area workers are moving to the islands and the Olympic Peninsula served best by the ferry system for day-to-day commuting. As such, they have put a heavy demand upon the ferry system for quick and efficient service, especially in the peak morning and afternoon drive-time hours.

Increasing tourism throughout the Pacific Northwest places additional demands on the ferries. The interesting marine routes and scenic recreational areas served by Washington's ferries and the colorful vessels themselves are bringing tourists in growing numbers. In 1962, for example, the ferries carried nearly 1.5 million World's Fair visitors.

On the commercial side, ferry system movement of raw materials and consumer goods adds up to 1.5 million tons of cargo per year.

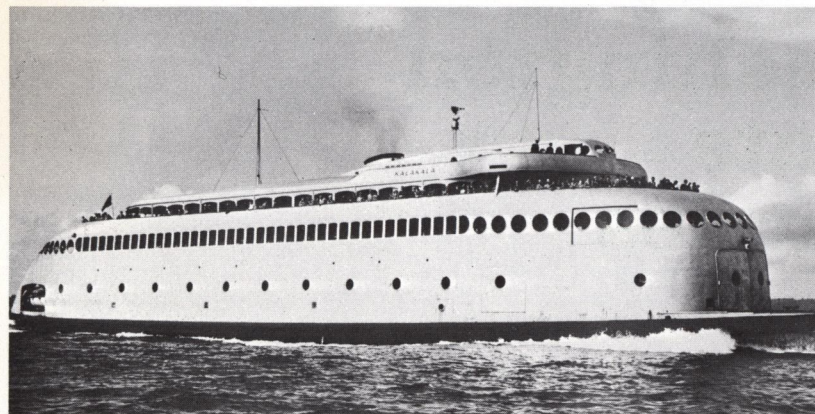
These are some of the reasons why the HYAK will be good news for commercial transporters, commuters and tourists.

The inaugural trip of the HYAK between Seattle-Bremerton this month is part of the largest improvement project ever undertaken by the Washington State Toll Bridge Authority. Construction of the four vessels marks the first time Federal funds have been granted to help finance a ferry system improvement project. Federal assistance reflects the ferry system's role as part of Washington State's highway and bridge system.

As the Puget Sound areas continue to grow, the Washington State Ferry System, an important link in Washington's transportation chain, is continuing to keep pace.

Welcome to Puget Sound, HYAK, and bon voyage.

KALAKALA TO BE AUCTIONED



One of the most famous ferry boats in the world will soon come to the end of the line as a regularly scheduled commercial ferry, when the M.V. KALAKALA is put on the auction block to 15 bidders next month.

Known as the "Flying Bird," the "World's First Streamlined Ferry" and some other descriptions not quite so complimentary, the KALAKALA has had one of the most colorful if checkered careers of any ferry boat afloat.

The KALAKALA started its existence in 1933 by being rebuilt on the old S.S. PERALTA, a vessel which had burned to the waterline. The burned hull, without the engines, was towed to Seattle when it was purchased by the Puget Sound Navigation Company, known as the Black Ball Line and rebuilt into its present streamlined form in Houghton, Wash., on the east shore of Lake Washington. Captain Alexander M. Peabody, President of Puget Sound Navigation

Company, was the man who designed the streamlined hull.

On July 2, 1935, the KALAKALA started its new life on the Seattle-Bremerton route. The KALAKALA also ran "moonlight" excursion cruises during the summer months that were very popular and was sometimes utilized for special excursions to Victoria or the San Juan Islands when she could be spared from her regular duties. On two different occasions, the KALAKALA was pulled off her regular run to make the one-a-day round trip between Seattle and Victoria during the summers of 1945 and 1946.

The Black Ball Line continued to operate the KALAKALA until June, 1951, when the intra-state holdings of that company were purchased by the Washington Toll Bridge Authority of which the Washington State Ferries is a division.

How many millions of miles the KALAKALA has shaken, shuddered,

and rattled through are not available, but this much is known. From July 2, 1935 to August 8, 1952, she made 35,601 Seattle-Bremerton round trips and ran a total of 1,007,229.5 nautical miles. No compilation has been made since that time.

The KALAKALA's present operation is as a stand-by vessel in the off-season and a scheduled vessel on the Seattle-Bremerton route in the summer. She is a single-ended ferry and therefore suited to longer routes. Also, her car deck design limits the ability to handle the new and larger vehicles. From an original capacity of 100 automobiles in 1935, she now handles from 49 to 64 vehicles, depending upon size. She is still a fine passenger carrier, but travel tends more and more toward vehicular traffic. In addition, the KALAKALA has not been rebuilt since 1935 and maintenance costs on her old engines have risen steadily.

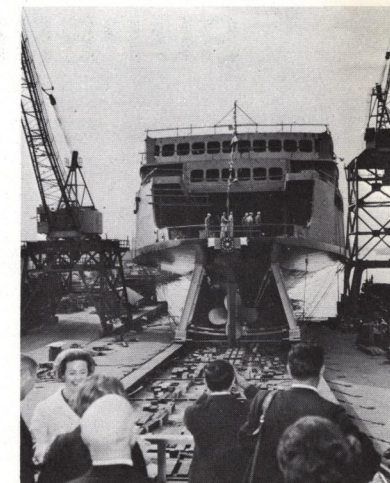
So now, with the arrival of the M.V. HYAK, first of the four new superferries, the KALAKALA is no longer needed. As such, the State Highway Commission has declared the vessel surplus and ordered that she be disposed of.

There have been about 15 inquiries from brokers throughout the country on the KALAKALA. The bidding will take place on August 1. The intentions of prospective bidders are not known, but at least some of them are thinking of keeping the KALAKALA in operation as a ferryboat. There has been some talk—and nothing more than that—of converting the 41 year old vessel into a floating restaurant or hotel.

But no matter what her future, her past has been proud and colorful; and it's a safe bet to say that the "Flying Bird" will long be remembered.

MEANINGS OF FERRY NAMES

1. M.V. CROSLINE Named for vessel's builder, Capt. Crosby
2. M.V. CHETZEMOKA Clallam Chieftan
3. M.V. ELWA "Elk"
4. M.V. ENETAI "Across or on other side"
5. M.V. EVERGREEN STATE State nickname
6. M.V. HIYU "Plenty"
7. M.V. HYAK "Fast or speedy"
8. M.V. ILLAHEE "Land, place or location"
9. M.V. KALAKALA "Flying bird"
10. M.V. KALEETAN "Arrow"
11. M.V. KEHLOKEN "Swan or other aquatic bird"
12. M.V. KLAHANIE "Outside or great out-of-doors"
13. M.V. KLAHOWYA "Greetings"
14. M.V. KLICKITAT South Central Washington Indian tribe
15. M.V. LESCHI Nisqually Indian chief
16. M.V. NISQUALLY Indian tribe at mouth of Nisqually river
17. M.V. OLYMPIC Washington's great Western Peninsula
18. M.V. QUINALT "River with a lake in the middle"
19. M.V. RHODODENDRON State flower
20. S.S. SAN MATEO Saint Matthew; also California city
21. M.V. SKANSONIA Named for vessel's builder, Capt. Skansy
22. M.V. TILLIKUM "Friend"
23. M.V. VASHON A British admiral
24. M.V. WILLAPA Willapa Harbor Indian tribe
25. M.V. YAKIMA "To become peopled"

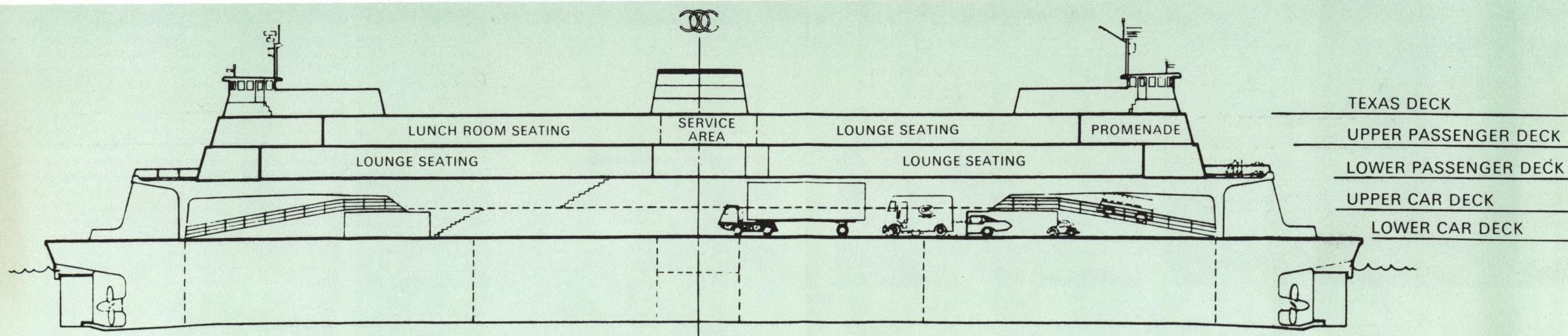


Sliding down the marine ways only moments after her christening on December 17, 1966, is the M.V. HYAK, first of the four new superferries to be launched at the National Steel & Shipbuilding Co. marine yards in San Diego.

THE HYAK IN COMPARISON

The last ferry to be built for the Washington State Ferry System, the largest in the U.S., was the M. V. TILLIKUM in 1959, currently the largest and newest ferry operating on Puget Sound. A statistical comparison, however, between the TILLIKUM and the M. V. HYAK, first ship in the series of four new superferries being built at the National Steel & Shipbuilding Company yards in San Diego, shows the immense difference in concept and size between the TILLIKUM and the four new superferries, all of which are identical in structure.

Name:	M.V. Tillikum	M.V. Hyak
HULL LAUNCHED:	November 10, 1958	December, 1966
IN SERVICE:	April, 1959	July, 1967
DIMENSIONS:		
length	310'2"	382'2"
beam	73'2"	73'2"
draft	15'6"	16'6"
max. vehicle clearance	14'	16'
POWER: (shaft h.p.)	2,500	8,000
SPEED: (knots per hour)	15	20
ACCOMMODATIONS:		
passengers	1,140	2,600
vehicles	100	160
NAVAL ARCHITECT:	W. C. Nickum and Sons Company Seattle, Wash.	W. C. Nickum and Sons Company Seattle, Wash.
BUILDERS:	Puget Sound Bridge & Drydock Company Seattle, Wash.	National Steel & Shipbuilding Co. San Diego, Calif.



SUPERFERRIES PROGRESS

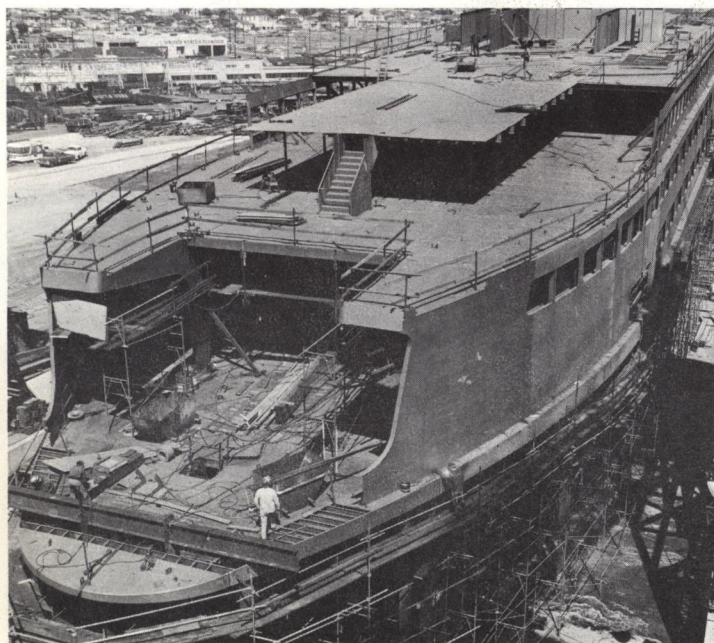
Present at M.V. YAKIMA launching on May 20 at the NASSCO marine ways in San Diego were, left to right: C.C. Nichols, assistant director for Toll Facilities, State of Washington; James M. Blair, Sr., vice chairman, Washington Highway Commission; Alex Saluskin, former councilman of the Yakima Indian Tribe; Mrs. Ellen Saluskin, matron-of-honor; Princess Vivian Saluskin, sponsor of the YAKIMA; Walter McKibben, deputy director for highways, State of Washington; and John V. Banks, executive vice president of NASSCO.



Foreground (left) is the M.V. YAKIMA in final stages preparatory to her launching on May 20 from the NASSCO marine ways. Also in the foreground (right) is the M.V. ELWHA, last of the four superferries to be launched for the Washington State Ferry System. The background shows the M.V. KALEETAN (left) and the M.V. HYAK in final stages of completion prior to their trip to Seattle.

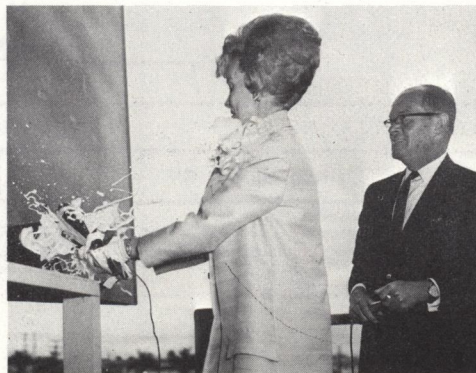


Being readied for her launching on August 12 is the M.V. ELWHA, last of the four new superferries to be built for the Washington State Ferry System.



Yakima Indian Princess Vivian Saluskin, sponsor of the M.V. YAKIMA, christens the vessel with the traditional champagne at the launching of the YAKIMA at the National Steel & Shipbuilding Co. marine yards in San Diego on May 20. Next to Princess Saluskin is John V. Banks, executive vice president of NASSCO.

Champagne cracked against the hull of the M.V. KALTEETAN on March 11 as Mrs. Warren G. Magnuson, wife of the senior senator from the State of Washington, christened the KALEETAN at the NASSCO marine ways in San Diego. At right is John V. Banks, executive vice president of NASSCO.



Photos by: Nassco