



# Washington State Ferries

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

What's a Puget Sound superferry?

It's the biggest, fastest, most efficient double-ended ferry in the world, and the first of four being built for the Washington State Ferry System will commence operations on the Seattle-Bremerton route July 1.

As part of the largest cross-Sound transportation improvement project ever undertaken by the State of Washington, the M.V. HYAK, the first of four new superferries will start its operations on that date.

The HYAK will relieve the famous old M.V. KALAKALA, a colorful and sometimes troublesome "streamlined" ferry built during the Depression on the hull of an even older ferry 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 will accommodate 160 cars and 2,067 passengers. Her powerplant will deliver 8,000 horsepower providing a cruising speed of 20 knots. 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.

All four vessels, the HYAK, the KALEETAN, the M.V. YAKIMA, and the M.V. ELWHA, are being built in San Diego by the National Steel & Shipbuilding Company.

The YAKIMA, which will be launched on May 20 in San Diego, will also be assigned, along with the HYAK, to the Seattle-Bremerton run and is scheduled to start operations in Seattle in mid-December.



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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. YAKIMA, latest ship in the series of four new superferries being launched 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. YAKIMA
HULL LAUNCHED:	November 10, 1958	May 20, 1967
IN SERVICE:	April, 1959	December, 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, 067
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.



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The maiden voyage of each of the four new superferries being built in San Diego by the National Steel & Shipbuilding Company for the Washington State Ferry System, will be by far their longest voyage--and quite possibly the most hazardous.

For after the superferries are launched and superstructure work is completed, they face the formidable task of a 1,200 mile voyage up the sometimes not too hospitable Pacific Coast to Seattle.

All four ferries, built for the Washington State Ferry System, will, however, make the long voyage under their own power as opposed to being towed.

The first of these, the M.V. HYAK, will make the trip in June and start operations on the Seattle-Bremerton run starting July 1, 1967. To help insure that the 382-foot ferry will make the voyage to Seattle without incident, a high false bow will be installed to enable the HYAK and her sister ships to breast the heavy seas and swells that could be encountered on the trip to Puget Sound.

In case of really inclement weather, there are numerous harbors of refuge dotted along the coast into which the HYAK could go to ride out a bad storm.



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May 15, 1967

Mr. Click Relander  
The Yakima Daily Republic  
Yakima, Washington 98901

Dear Click:

Once again we are about to launch another of our 382-foot superferries - this time it's the MV YAKIMA -- to be launched Saturday morning, May 20 at National Steel & Shipbuilding Company, in San Diego. As you know, the YAKIMA is the third of four 160-car vessels being built for Washington State Ferries. The first, the MV HYAK, is presently receiving finishing touches and will begin sea-trials at San Diego in about two weeks. We plan to assign the HYAK to the Seattle-Bremerton route on July 1.

The construction of the new ferries is being watched closely by people all over the world. Of utmost importance, we think, is the relaying of the superferry story to the ferry patrons and non-patrons living throughout the Puget Sound region. Being the largest improvement ever in cross-Sound transportation, the superferries story commands the attention of all, especially since for the first time federal funds have been granted for a ferry system improvement project by the Federal Housing and Urban Development Agency.

It's a magnificent story and one in which you have played a major role in the telling. We appreciate your efforts and extend our sincerest gratitude. We feel we enjoy an exceptionally fine relationship with you and your organization and pledge our continued cooperation at all times.

Meanwhile, it's time to launch another new ferry. Most of the particulars are in our YAKIMA press kit which is attached. Please feel free to call me anytime for additional information or assistance.

Sincerely,

WASHINGTON STATE FERRIES

A handwritten signature in green ink, appearing to read 'Ralph'.

Ralph E. White  
Traffic Manager

REW:p1



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Ringed by mountain chains east and west, hemmed in by the sea and laced with waterways, the residents of Puget Sound face unique problems in water transportation. Water transportation has always been vital to the people, economy and growth of the Puget Sound area. Over the years, the requirements for cross-Sound transportation and the method of meeting these requirements have changed.

The "mosquito fleet" of the Puget Sound Navigation Company and other firms was first, prior to the automobile. These small freight and passenger steamers served the people of the area but were not designed for automobiles. The auto and the growth of the Puget Sound Naval Shipyard at Bremerton made the "mosquito fleet" obsolete. As the auto became more popular, more and larger vessels were needed to accommodate them.

The ferries of San Francisco Bay, idled by the completion of the Golden Gate and other bridges, were brought to Puget Sound to serve this need.

In 1951 the Puget Sound ferry system was purchased by the Washington State Toll Bridge Authority. The Toll Bridge Authority today operates the system, largest in the world, under the direction of the Washington State Highway Commission.

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 visitors in growing numbers. In 1962, for example, the ferries carried nearly six million passengers, a large number of them visitors to the World's Fair. In 1966, the ferries carried 6,300,000 passengers and almost four million vehicles.

There are currently 21 ferries serving seven routes and 18 terminals. The ferries travel approximately 750,000 miles and make about 180,000 landings a year. Ferry system movement of raw materials and consumer goods adds up to more than

(more)

WASHINGTON STATE FERRIES  
Add One

1.5 million tons of cargo per year.

As part of a major modernization program to meet increased needs, construction is presently underway on three of four 160-car "superferries". The first of these four superferries, the M. V. HYAK, arrived on Puget Sound in July and is now in operation between Seattle and Bremerton. Each superferry carries substantially more cars at a greater speed than any other ferry in the system. In addition, a smaller ferry, the M. V. HIYU, was built in Portland and is now in service in the lower Puget Sound region.

Construction of the ferries will effect welcome dollar economies for the system. Some of the older, slower ferries presently used have high maintenance costs but carry only a few vehicles. Such ferries have been relegated to the role of "extra-ferry" to assist the larger, regular vessels during the peak traffic periods. The new superferries will make it possible to dispense with this costly extra-ferry operation.

As the Puget Sound areas continue to grow, Washington State Ferries, an important link in Washington's transportation chain, continues to keep pace.

# # #





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## WASHINGTON STATE FERRIES AT A GLANCE

Started:	In 1951, when the State of Washington bought out the privately-owned Black Ball Line.
Place in State Government:	Washington State Ferries is a division of the Washington State Toll Bridge Authority which in turn is under the jurisdiction of the Washington Highway Commission.
General Manager:	A. F. "Spike" Eikum
Number of Ferries:	Presently 21, with the addition of the superferry HYAK and the HIYU. There will be 24 when the other three superferries arrive by early 1968.
Number of Terminals:	18
Number of Routes:	7 -- They are Pt. Defiance-Tahlequah; Southworth-Vashon Island-Fauntleroy; Seattle-Winslow; Seattle-Bremerton; Edmonds-Kingston; Mukilteo-Columbia Beach (Whidbey Island); Anacortes-San Juan Islands and Sidney, B. C.
Number of Employees:	700
Shortest Run:	Pt. Defiance-Tahlequah, 10 minutes on the HIYU.
Longest Run:	Anacortes-Sidney, via San Juan Islands, about 3 hours.
Largest Ferry:	M. V. HYAK (and her sister ships KALEETAN, YAKIMA and ELWHA) accommodate 160 autos and 2,600 passengers.
Smallest Ferry:	M. V. CROSLINE, 150 feet long, carries only 30 cars and 300 passengers.
Oldest Ferry:	M. V. LESCHI, built in 1913, still in service today on a standby basis.
Number of Ferry Landings, 1966:	180,000
Miles Traveled, 1966:	750,000
Vehicle Traffic Volume, 1966:	3,930,000
Passengers Carried, 1966:	6,300,000
Largest Non-Holiday Weekend:	Weekend of August 13, 1967. System carried 67,391 vehicles.



# Washington State Ferries

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The last ferry to be built for the Washington State Ferries prior to the construction of the superferries, was the M. V. TILLIKUM in 1959, second in size only to the M. V. HYAK, first of the four superferries now operating on Puget Sound. A statistical comparison, however, between the TILLIKUM and the M. V. ELWHA, last ship in the series of four superferries being launched 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. ELWHA
HULL LAUNCHED:	November 10, 1958	December 16, 1967
IN SERVICE:	April, 1959	April, 1968
DIMENSIONS:		
length	310' 2"	382' 2"
beam	73' 2"	73' 2"
draft	15' 6"	15' 6"
max. vehicle clearance	14'	16'
POWER: (shaft h. p. )	2,500	8,000
SPEED: (knots)	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 Company San Diego, Calif.



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It's not only hydroplanes that change their names. Other boats do, too, including several of the vessels now found in the Washington State Ferry fleet. Ten of the twenty-one vessels now in the ferry system came from San Francisco in the 1930's when the bay area bridges were constructed.

The M. V. KEHLOKEN, for example, familiar to most Puget Sound residents, once traveled San Francisco waters as the GOLDEN STATE. The streamlined KALAKALA, recently sold to private interests, was built on the hull of the old "jinx ferry", PERALTA. The WILLAPA once was called the FRESNO, and the ENETAI sailed the bay area as the SANTA ROSA.

The ILLAHEE, another of the fleet from San Francisco, was originally called the LAKE TAHOE; and the KLICKITAT, which runs through the San Juan Islands, was christened the STOCKTON. Weekend passengers traveling between Edmonds and Kingston often ride the KLAHANIE; but if they look close at the nameplate, they'll see the name GOLDEN AGE on the other side.

The QUINALT formerly was called the REDWOOD EMPIRE, the CHETZEMOKA is the ex-GOLDEN POPPY, and the MENDOCINO is now known to Puget Sounders as the NISQUALLY, a regular ferry on the Kingston shuttle.

The only ferry whose name wasn't changed when it was transferred from San Francisco to Seattle in the 1930's is the last of the old steam-powered vessels, the SAN MATEO, which runs only during the summer season. It is, however, probably the most popular ex-San Francisco boat in the Washington State Ferry fleet and Puget Sound residents have developed the same type of feeling about it as San Francisco has about its cable cars.



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For after the superferries are launched and superstructure work and sea trials completed, they face the formidable task of a 1,200 mile trip up the sometimes not too hospitable Pacific Coast to Seattle.

All four ferries, built for the Washington State Ferries, will, however, make the long voyage under their own power as opposed to being towed. The first of these, the M. V. HYAK, made the trip to Seattle in June, scheduled to start operations on the Seattle-Bremerton run on July 1, 1967.

However, the HYAK ran into heavy seas at the Oregon-California line. The false bow which had been installed to help prevent her from taking water over the bow onto the auto deck was partially damaged, and the HYAK was forced to return to San Francisco Bay for a week of repairs, and as a result, the HYAK didn't start operations until July 19.

Now, it's the M. V. KALEETAN's turn to travel the coast route to Seattle. In case of really inclement weather, there are numerous harbors of refuge dotted along the coast into which the KALEETAN could go to ride out a bad storm.

The KALEETAN and her two sister ships, which have yet to make the trip, will be manned by National Steel personnel on the four-day trip to Seattle. During that time, the crew and observers will have to "rough it" on cots as the KALEETAN has no overnight accommodations. A temporary galley will be rigged for the trip.

The three remaining superferries, the KALEETAN, M. V. YAKIMA and M. V. ELWHA are scheduled for delivery to Seattle by early 1968.



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It's the biggest, fastest, most efficient double-ended ferry in the world, and the first of four being built for the Washington State Ferries commenced operations on the Seattle-Bremerton route July 19.

As part of the largest cross-Sound transportation improvement project ever undertaken by the State of Washington, the M. V. HYAK, the first of four new superferries, started its operations on that date.

The HYAK relieved the famous old M. V. KALAKALA, a colorful but sometimes troublesome old "streamlined" ferry built during the Depression on the hull of an even older ferry 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 accommodate 160 cars and 2,600 passengers. Her powerplant will deliver 8,000 horsepower providing a cruising speed of 20 knots. Translating this into time, it means good news for tourists, truckers and commuters alike. The trip from downtown Seattle to Bremerton which now takes one hour and five minutes with other ferries, has been cut to just 45 minutes with the HYAK. The present 35-minute trip to Bainbridge Island (Winslow) will be reduced to 25 minutes on the M. V. KALEETAN, second of the four new superferries to be launched and put into service.

All four vessels, the HYAK, the KALEETAN, the M. V. YAKIMA, and the M. V. ELWHA have been launched and built in San Diego by the National Steel & Shipbuilding Company.

The ELWHA, which will be launched on December 16, will be assigned, along with the KALEETAN, to the Seattle-Winslow run and is scheduled to start operation in Seattle in late April, 1968.



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FOR RELEASE DECEMBER 17, 1966

The first of four "super-ferries" being built for the Washington State Ferry System was launched in San Diego this morning. Mrs. Daniel J. Evans, Washington's first lady, christened the 382-foot vessel, the MV HYAK.

The HYAK (an Indian word meaning "fast") will be moored at the docks of her builders, the National Steel and Shipbuilding Company, while her superstructure is completed. Delivery of the HYAK to Puget Sound is scheduled for about mid-June, 1967, and the first passengers will board her later that month. Hull construction on the second ferry, the KALEETAN, is underway, and the third and fourth vessels, the ELWHA and the YAKIMA, will be built after the first two ferries are moved to Seattle. Total cost of the construction project is \$23 million.

The increased size and speed of the new ferries will be helpful in reducing the overload problem which plagues many Puget Sound ferry patrons during the busy summer months. The present trip from Seattle to Bremerton, for example, takes 1 hour and 5 minutes on one of the older, single-ended ferries now operating. The HYAK will make the one-way trip in just 45 minutes.

Today's launching is one in a series of service improvement projects undertaken by the Washington State Toll Bridge Authority, which operates the state's ferry system. Construction of the four vessels marks the first





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time federal funds have been granted to help finance a ferry system improvement project. The HYAK, KALEETAN ("arrow"), ELWHA ("elk"), and YAKIMA ("to become peopled") are being financed jointly by a bond resolution authorized by the state legislature and a federal grant from the Housing and Home Finance Agency through the Urban Mass Transportation Act of 1964. Federal assistance reflects the ferry system's role as part of Washington State's highway and bridge system.



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FOR RELEASE DECEMBER 17, 1966

This model shows the design of four super-ferries being built in San Diego for the Washington State Ferries by National Steel and Shipbuilding Company. The hull of the first vessel, the MV HYAK, was launched today. The new ferry, scheduled to go into service on Puget Sound about mid-June next year, will carry nearly sixty per cent more vehicles and passengers, and travel some thirty per cent faster than the newest ferry now in use by the Ferry System.





# Washington State Ferries

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## STATISTICAL COMPARISON -- NEW MV HYAK WITH MV TILLIKUM\*

NAME:		M. V. Hyak	M. V. Tillikum
HULL LAUNCHED:		December 12, 1966	
IN SERVICE:		February , 1967	1959
DIMENSIONS:	length	382' 2"	310' 2"
	beam	73' 2"	73' 2"
	draft	16' 6" (unloaded)	15' 6"
	max. vehicle clearance	16'	14'
POWER:		8,000 shaft h. p.	2,500
SPEED:		20 knots per hour	15 knots per hour
ACCOMMODATIONS:	passengers	2,067	1,140
	vehicles	160	100
NAVAL ARCHITECT:		W. C. Nickum and Sons Co. Seattle, Wash.	W. C. Nickum and Sons Co. Seattle, Wash.
BUILDERS:		National Steel & Shipbuilding Co. San Diego, California	Puget Sound Bridge & Drydock Co. Seattle, Wash.

\* The Tillikum is the newest ferry currently in service on Puget Sound



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## BACKGROUND INFORMATION, WASHINGTON STATE FERRY SYSTEM

Water transportation has always been vital to the people, economy and growth of the Puget Sound Area. Over the years, the requirements for cross-sound transportation (and the method of meeting these requirements) have changed.

In the early 1900's several privately-owned ferry companies served the waterfront points of the Olympic and Kitsap Peninsulas, Seattle, Everett and Tacoma, and the major islands of the Sound. By the 1930's the automobile was becoming popular and more and larger vessels were needed to accommodate them. The ferries of San Francisco Bay, idled by the completion of the Golden Gate and other bridges, were brought to Puget Sound to serve this need.

In 1951 the Puget Sound ferry system was purchased by the Washington State Toll Bridge Authority. The Toll Bridge Authority today operates the system, largest in the world, under the direction of the Washington State Highway Commission.

Traffic increase on the ferry system has been impressive. In the ten year period 1956-66, passenger traffic has increased 13 per cent and vehicular traffic has increased 38 per cent. On an average day, 12,000 passengers and 9,000 motorists use the services of Washington's state ferries. These figures do not include the trucks and other vehicles classified as "commerce traffic," or tourists.



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## BACKGROUND INFORMATION -- Page 2

There are currently 20 ferries serving seven routes and 18 terminals. The ferries travel approximately 750,000 miles and make about 180,000 landings per year. Ferry system movement of raw materials and consumer goods adds up to 1-1/2 million tons of cargo per year.

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.

Construction is presently underway on four 160-car "super-ferries." Each ferry will carry substantially more cars and at greater speed than the largest, fastest ferry now in operation in the system. A smaller ferry is also being built to up-date service in the lower Puget Sound region.

Construction of the ferries will effect welcome dollar economies for the system. Some of the older, slower ferries presently used have high maintenance costs but carry only a few vehicles. Such ferries have been relegated to the role of "extra-ferry" to assist the larger, regular vessels during the peak traffic periods. The new super-ferries will make it possible to dispense with this costly extra-ferry operation.

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



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## MEANINGS OF FERRY NAMES

MV CROSLINE . . . . .	Named for vessel's builder, Capt. Crosby
MV CHETZEMOKA . . . . .	Clallam Chieftan
MV ELWHA . . . . .	"Elk"
MV ENETAI . . . . .	"Across or on other side"
MV EVERGREEN STATE . . . . .	State nickname
MV HIYU . . . . .	"Plenty"
MV HYAK . . . . .	"Fast or speedy"
MV ILLAHEE . . . . .	"Land, place or location"
MV KALAKALA . . . . .	"Flying bird"
MV KALEETAN . . . . .	"Arrow"
MV KEHLOKEN . . . . .	"Swan or other aquatic bird"
MV KLAHANIE . . . . .	"Outside or great out-of-doors"
MV KLAHOWYA . . . . .	"Greetings"
MV KLINKITAT . . . . .	South Central Washington Indian tribe
MV LESCHI . . . . .	Nisqually Indian chief
MV NISQUALLY . . . . .	Indian tribe at mouth of Nisqually river
MV OLYMPIC . . . . .	Washington's great Western Peninsula
MV QUINAULT . . . . .	"River with a lake in the middle"
MV RHODODENDRON . . . . .	State flower
SS SAN MATEO . . . . .	Saint Matthew; also California city
MV SKANSONIA . . . . .	Named for vessel's builder, Capt. Skansy
MV TILLIKUM . . . . .	"Friend"
MV VASHON . . . . .	A British admiral
MV WILLAPA . . . . .	Willapa Harbor Indian tribe
MV YAKIMA . . . . .	"To become peopled"