



Tariff Hearing» pg. 2

Maritime Festival» pg. 2

Ferry Film Premiere» pg. 3

Kitsap Peninsula Events» pg. 4

## 32-Year Veteran Steering WSF Toward More Secure Financial Future



**W**MICHAEL ANDERSON OFFICIALLY became Executive Director of Washington State Ferries (WSF) on February 25, 2005. Mike had served as the acting director since November 2004. After a competitive application and interview process, Transportation Secretary Doug MacDonald appointed Mike, a 32-year employee, to the position.

Mike began work at WSF as a traffic attendant and worked his way through the ranks in various line and management positions including ticket seller, Terminal Supervisor, South Region Terminals Manager and Marine Operations Director.

"Mike's experience in the organization was a big factor in his selection for the position," declared MacDonald.

"Being a part of Washington State Ferries has long been a great source of pride for me and I am honored to be appointed as the director. I am confident that my commitment to WSF will help make the organization an even stronger one as we move into the future," commented Anderson.

More than 24 million people ride the ferries each year. They walk on, bike on, ride motorcycles on, and drive on in cars, vanpools, transit buses and trucks. Common to every one of our riders is the expectation that they will arrive at their destination safely and reliably.

"It's a big job, meeting that expectation," says Mike. "As the new Executive Director, I realize that we have many challenges ahead of us."

Anderson will be addressing the urgent needs facing WSF: delivering the design-build procurement of the new ferry program and the renovation of several terminals. Improving efforts to develop understanding and find solutions for WSF's financial picture, still unsettled in the wake of I-695, will also be a key focus for Anderson as he starts his new job.

While much attention is focused on the finances, Mike is not forgetting the reason the ferry system exists – for the customer. Mike feels each customer deserves an easy and enjoyable travel experience on the ferries. In addition to the basic expectation of a safe and reliable trip, customers should be able to count on access to accurate information, clean facilities, availability of amenities, and friendly, knowledgeable staff on the phone, at the terminal, and on the vessels.

Changes are already underway. Restoring food service on the ferries is an important priority. This fall, WSF will implement an electronic fare system that offers purchasing options not available today.

With so many changes and so much happening at the ferry system, customers may have questions. Mike would like to invite customers to pose any questions, comments, or suggestions they may have about the ferry system, whether it's about decisions that have been made, or the direction the ferry system is headed.

Please send your questions, comments, or suggestions via email to [AskTheDirector@wsdot.wa.gov](mailto:AskTheDirector@wsdot.wa.gov), or via U.S. mail to:

"Ask the Director"  
c/o Sound Crossings  
2911 Second Avenue  
Seattle, WA 98121-1012

Those questions or comments that might be of interest to a broad base of customers are most likely to be published. Due to limited space in each edition, WSF reserves the right to publish or not publish letters, but all customers will receive a response. ■

## Piloting a Ferryboat takes Knowledge, Training and Patience



**H**AVE YOU EVER dreamt of sailing the seas, guiding a multi-million-dollar ferryboat across Puget Sound, and becoming a part of the maritime culture of the great Northwest?

Well, there's a lot more to becoming a Captain at Washington State Ferries (WSF) than just dreaming. In addition to extensive knowledge and training, potential Captains must put in their time to advance to the level of Captain at WSF.

Just about all of WSF's Captains (also called Masters) begin their career swabbing the decks and work their way up through the ranks, which can take several years. This is sometimes referred to in the fleet as "coming up through the hawsepipe." (See glossary for definition.)

Beginning as an entry-level vessel deck crewmember, employees can advance through the ranks, gaining merchant mariner document endorsements and passing tests for deck officer licenses along the way, to become the ship's Master.

This gives would-be Captains the opportunity to get to thoroughly know the ferry system and its vessels. At WSF, Masters are expected to know how to pilot every vessel, on every route in the system.

And, this is no easy task at the largest ferry system in the nation. With 24 vessels (representing 10 different classes) that operate on Puget Sound between 19 terminals, WSF's Captains have their work cut out for them.

### Training

Masters and Mates are Licensed Deck Officers. They have completed an extensive period of study, met initial Coast Guard licensing and pilotage requirements, and completed all the necessary training. But, even though they have all this knowledge and experience under their belts, deck officers continue to receive training from WSF throughout their careers with the ferry system.

Technology is constantly changing, and as new electronic navigational systems and equipment are installed on WSF vessels, officers must keep abreast of these changes. They receive training on Gyro and Satellite compass systems, Global Positioning Systems (GPS), Automated Ship Identification Systems and integration and display of electronic navigation information, just to name a few.

Newly licensed officers are required to successfully complete a New Mates Orientation program, during which the officers receive training covering leadership, risk management, ship's business (ie ordering ship's stores, filling out crew timesheets, and maintaining the vessel documents), watch standing procedures and etiquette, vessel vehicle

loading procedures, advanced first aid, crisis and crowd management, navigational and safety equipment, radar familiarization and vessel familiarization training.

Deck officers also receive firefighting training from certified marine firefighting training facilities, as well as security training. Ongoing security training is especially critical for WSF Captains, who act as the Vessel's Security Officer, a position that entails specific responsibilities under WSF's Security Plan.

### On the Boat

Either the Master or the Chief Mate must be in the pilothouse (also called the "bridge") at all times. With the exception of loading and unloading, often the Master and Mate are both in the pilothouse. Whenever the vessel is underway, the pilothouse must be staffed with a minimum of two people.

A Quartermaster (who is an Able-bodied Seaman) works under the direction of the Captain and helps out with pilothouse workload. The Quartermaster may steer the vessel while it is underway, but cannot dock the vessel, as only licensed officers may do this.

All licensed deck officers undergo Bridge Resource Management (BRM) training, which is certificated training that allows the officers to better utilize all resources available to them and to better communicate with their bridge team for safely navigating the vessel during their watch. It also includes a comprehensive familiarization with all navigational equipment installed on the vessel and establishes a clear understanding of the roles and responsibilities of each member of the bridge team.

### Navigating the Waters

The pilothouse is equipped with a GPS, which feeds information to a radar screen and helps detect, locate and determine dimensions of floating hazards. An example of a situation in which GPS is useful would include Search and Rescue during a "man overboard" emergency.

WSF pilots also use Automated Rapid Plotting Aid (ARPA) radar systems. The radar displays all objects and land masses on the surface of the water. Radar is used to determine the distance, speed, and bearing (direction) of other crafts in the area, and is especially helpful in fog and bad weather.

But officers do not rely solely on technology. There are times when good old fashioned eye sight and knowledge of your surroundings is critical.

During restricted visibility, a vessel crewmember



In 1912, the Colman Dock Clock fell into the Puget Sound. Photo credit: HistoryLink

## Clock Around the Dock

by Alan J. Stein, HistoryLink.org

**V**ISITORS TO THE Seattle Ferry Terminal at Colman Dock may have noticed that the tall, sturdy clock that used to stand guard in the passenger waiting room now has a new home, outside on the upper level facing Alaskan Way. This marks the fourth time the clock has been installed since it was built almost a century ago, and its history

shows that this is truly a timepiece that took a licking and kept on ticking.

The clock first came to Seattle in 1908, and was installed atop a 72-foot-high tower at the end of Colman Dock. Built by the E. Howard Clock Co. of Boston, the clock's four, 54-inch dials were lit from the inside to act as a beacon, aiding in the scheduled arrivals and departures of travelers on both land and water.

Continued, pg. 2 »

Continued, pg. 3 »

2005  
Seattle MARITIME FESTIVAL



“Clock Around the Dock”» continued from pg. 1



S. H. “Amby” Ambjor and the renovated Colman Dock Clock.

TAKE THE WORLD’S largest tugboat race. Add a chowder cook-off and a dash of free harbor tours. Spice it up with free admission for children at downtown waterfront attractions. Finish it all off with the First Annual Keta (salmon) Cook-off at Seattle Fishermen’s Terminal. Now, you’ve got the recipe for a great waterfront festival.

It’s the Seattle Maritime Festival, May 11-14 on the Seattle waterfront, sponsored by the Seattle Propeller Club and the Port of Seattle, in cooperation with Washington State Ferries and the Puget Sound Pilots.

The Seattle Maritime Festival is designed to celebrate and showcase Puget Sound’s maritime and fishing industries.

This year’s Festival celebrates “The Maritime Industry’s Investment in our Region,” with activities highlighting the industry’s investment in jobs, infrastructure, environmental protection and the community.

This year’s Family Fun Day is Saturday, May 14, with events including the tug boat races, lots of free kids activities and fun industry displays, demonstrations, tours and competitions. The festival takes place from 11:00 a.m. – 5:00 p.m. Most activities are free and held at Bell Harbor Marina/Pier 66.

Take some time to enjoy the Seattle waterfront, taste some award-winning chowder, and learn about what’s in store for the future of the maritime industry. ■

It served its duty well until the evening of April 25, 1912, when the steamship Alameda slammed into the dock and sent passengers in the waiting room running for their lives. The stately tower sheared off, fell onto the Alameda, and then into Puget Sound. The clock drifted off into the darkness, and was recovered the next day, its hands at 10:23, the time of the accident.

Repairs were made to the damaged timekeeper, and it was reinstalled atop a newer, taller tower, where it overlooked Elliott Bay until 1936.

One year prior, The Puget Sound Navigation Company had launched the “futuristic” ferry Kalakala, and the Edwardian features of Colman Dock terminal suddenly became antiquated. Down it came, and in its place rose a streamlined Art Deco building that was more in style with the times. The clock was disassembled, hauled away, and soon forgotten.

No one gave the timepiece much thought until 1976, when it was discovered in a Seattle warehouse on the corner of 12th and Jackson, sharing space with some old chicken coops. At first, no one realized its significance. Laying in pieces, its gears and pendulums were rusty, and its glass dials were cracked and shattered. Experts from Seattle’s Museum of History and Industry were called in, and after much research it was determined that this was the long lost Colman Clock, hidden from sight for 40 years.

Although in disrepair, the clock was salvageable and worthy of restoration. A shopping mall back east expressed interest in purchasing the tower clock, but Seattle was loath to give up its historic timepiece so easily. In 1984, the Port of Seattle purchased the clock and enlisted the help of the Puget Sound Chapter of the National Association of Watch and Clock Collectors to restore it.

Weekly meetings were held at the watch shop of the North Seattle Community College to rebuild a piece of Seattle history. Each piece of the clock was cleaned and repainted, and in some cases new parts were manufactured to match those beyond repair. Special care was given to the movement and mechanism, to assure that the clock would once again keep precision time. All told, members volunteered over 800 hours to bring the clock back to mint condition.

On May 18, 1985, a ceremony was held during National Maritime Week at Colman Dock wherein the Port of Seattle formally gave the clock to the Washington State Department of Transportation. Special thanks were given to those who spent so many hours restoring the clock to its former glory.

**The Man Behind the Machine**

One of those watchmen was S. H. “Amby” Ambjor, who – to this day – keeps watch over the clock. When it was reinstalled in 1985, Amby used to come down and wind it every three days. An electric motor now keeps the mechanism in sync, but Amby still makes sure that the clock is kept in perfect working order, and has trained others in this endeavor. Amby was also consulted when the clock was moved back outside, for all in Seattle to enjoy.

Over the last hundred years, the clock has been dunked into Puget Sound, tossed in a warehouse, moved around here and there, and yet it still marks the hours of the day. The next time you’re at Colman Dock, check it out. You can spare a few seconds. ■

MARITIME FESTIVAL EVENTS

Here are just a few of the events taking place at the 2005 Maritime Festival

<b>Tuesday, May 10</b>	Celebrity judging for the Seattle Waterfront Neighborhood’s <b>Waterfront Chowder Cook-Off</b> . Waterfront restaurants compete for the trophy in this cook-off.	<b>Elliott’s</b> at Pier 56 from <b>11 am - 1 pm</b>
<b>Thursday, May 12</b>	Alaska Fisherman’s Journal “Stories of the Seas” – <b>The Sixth Annual Maritime Festival Poetry Competition</b> .	<b>8 pm</b> at the <b>Highliner Tavern</b> , 1735 West Thurman at the Port of Seattle’s Fishermen’s Terminal.
<b>Saturday, May 14</b>	<b>U.S. Oil and Refining Tugboat Race and Workboat Magazine Parade to Post</b> . It’s the country’s largest tugboat race, with 40 boats expected to compete in four heats.	The tugboat race from <b>Pier 86 to Pier 62/63</b> begins at <b>2 pm</b>
	<b>Pacific Maritime Magazine Quick &amp; Dirty Boatbuilding Competition</b> . Industry teams compete in building a boat from standard materials. Judging at 3 p.m., with racing in the Bell Harbor Marina scheduled for 4 p.m.	<b>9 am - 3 pm</b> , <b>Bell Street Pier/Pier 66</b> <b>Race scheduled for 4:00</b>
	<b>Maritime Discovery Map</b> Presented by the At-sea Processors Association and Washington State Ferries. Don’t miss this fun, interactive scavenger hunt to discover how the Maritime Industry is making a difference in the Puget Sound region.	<b>11 am - 5 pm</b> , <b>Pier 66</b>
	<b>Remote Control Boat Demonstrations</b> Modelers from throughout the Northwest will be exhibiting and conducting demonstrations.	<b>11 am - 5 p.m.</b> , <b>Bell Street Pier/Pier 66</b>

**Information** For further information on the Seattle Maritime Festival, call the public information hotline: (206) 728-3163, or go to [www.portseattle.org](http://www.portseattle.org). All events subject to change.

Hearing Being Held on Amended Tariff Proposal for WSF

THE WASHINGTON STATE Transportation Commission will hear testimony regarding the amended tariff proposal for Washington State Ferries (WSF) at a public hearing on **Tuesday, April 26, from 10:00 a.m.-noon in the boardroom of the Puget Sound Regional Council, 5th floor, 1011 Western Avenue in Seattle.**

Recently, WSF and the Tariff Policy Committee gathered comments from citizens on a ferry fare proposal, hosting 13 open houses/public meetings and accepting comments via email, letter, and phone or at the open houses/meetings. Over 1,270 citizens attended the outreach meetings and more than 3,700 comments were submitted.

Based on the public’s submissions, the Transportation Commission modified the proposal and extended the public comment period until April 26.

**Original Elements of the WSF Tariff Proposal and Corresponding Amendments**

The original proposal suggested that the multi-ride fare media (currently ticket books, but will be scan-able cards in the fall when the new electronic fare system is implemented) should be replaced with two cards, one that would expire in 30 days instead of the 90 days that exists today and the other that would require only half the number of trips and expire in 60 days.

AMENDED: The Transportation Commission amended this proposal. Only one type of multi-ride card will be offered, and it will expire in 90 days with the same 20% discount frequent users currently enjoy.

The original proposal called for a 5% general fare increase. This was partially determined be-

cause of the additional income that would have been generated by the proposed changes to the frequent-user discount policies. With the decision to revert to existing frequent-user policies, the additional revenue would go away.

AMENDED: The Transportation Commission amended the General Fare Increase proposal. In order to generate additional revenue to partially replace revenues lost with the amended proposal above, a revised proposal is put forward with a 6% general fare increase with dime rounding for both passengers and car and driver fares, instead of quarter rounding for vehicles as in previous fare increases.

The original proposal called for charging a 5% surcharge to people purchasing multi-ride cards at the tollbooths instead of online or via a kiosk located in the terminal building. The surcharge would be implemented in May 2006.

AMENDED: The proposal was amended to exempt the elderly, disabled or youth fares from the tollbooth surcharge. ■

Piloting» continued from pg. 1

ber is reassigned from their normal duties to act as a lookout for sight and sound at the foremost point of the vessel and the Master must navigate using his or her professional skills.

Communication is also an essential part of ferryboating. Before every trip, the Captain or Chief Mate calls the Coast Guard Vessel Traffic System (VTS) to give them the direction they are heading and any important information they may need to know with regard to that trip. The VTS in turn, gives the officers the commercial traffic report and location of other pleasure craft they may know about.

The Captain makes a final determination in all situations – whether or not to sail the vessel in fog or inclement weather, decisions on equipment, crewing issues.

Life on the boat

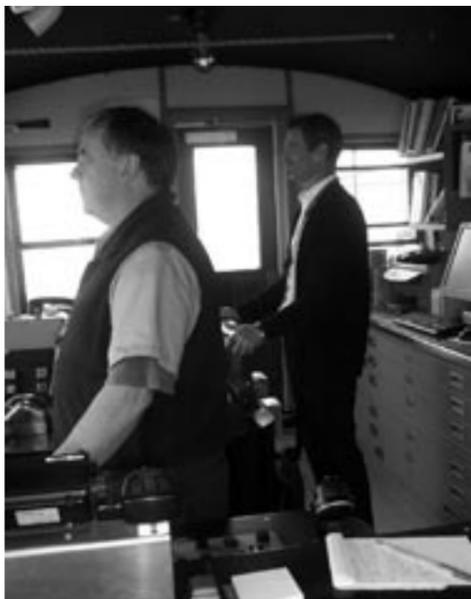
Not all wheelhouse crews across the system work the same schedules. The crewing schedule is largely dependent on the number of operating hours budgeted to the vessel.

Take the tiny M/V Rhododendron, as an example. She runs on the Pt. Defiance-Tahlequah route and carries a maximum of 65 cars and 546 passengers.

The wheelhouse crew of the “Rhody” (as she is fondly called) is on the vessel for 23 hours at a time. For example, they will work an afternoon, followed by a rest period on the boat, during which the vessel is not in service, and then its back to work in the morning for a second shift. After that, they will have the afternoon, night, and morning off, and come back to start another 23-hour period (two shifts) the next afternoon.

Because of the crew watch hours, with an extended rest period between watches, the vessels are outfitted with crew sleeping quarters, showers, and kitchens. ■

Quartermaster Larry Wakeman (left) and Captain Bryan Hanley of the M/V Rhododendron credit a great vessel and wonderful customers for their love of the job. »



## The Journey to Becoming a WSF Captain

WSF's Captains (Masters) and Chief Mates are Licensed Deck Officers and are members in the International Order of Masters, Mates & Pilots union (MM&P).

**First Step: Start as an Ordinary Seaman (OS)**

But ABs and OSs are represented by the Inlandboatman's Union (IBU), which require all new hires to start as an Ordinary Seaman (OS), an entry-level vessel position. The Inlandboatman's Union (IBU), the union that represents unlicensed vessel deck crewmembers, requires all new-hires to start as an Ordinary Seaman (OS), an entry-level vessel position.

**Next Step: Becoming an Able-bodied Seaman (AB)**

To move up from OS to AB, employees must first acquire at least 12 months sea time experience to qualify to take an examination to get an AB endorsement on their merchant mariner document, which requires a competency examination given by the U.S. Coast Guard (USCG). This examination tests the skill level of the candidate in the competencies of lifeboat construction and operation, marlinspike seamanship (knots, splicing, line handling), basic helmsman commands, lookout duties, general seamanship, and ship nomenclature. An AB is a vessel deck department crewmember that effectively performs all the duties needed for deck operations. These duties may include loading and unloading vehicles, fire fighting, rescue boat handling, line handling, and emergency response, including first aid training, to name a few. The MM&P contract rules require that all licensed deck officers must work as an Able-bodied Seaman (AB) (vessel deck crewmember) for two years, before they can qualify to work as a licensed deck officer.

**In the wheelhouse, ABs are Quartermasters:**

The Quartermaster is an AB who acts as the Captain's eyes and ears in the wheelhouse. The Quartermaster is an invaluable resource for the Captain and is part of the bridge resource management team. He/She may give the traffic report to the Captain, or steer the vessel under the Captain's command, but does not make landings, as only licensed officers are allowed to dock the vessel.

**Next to Last Step: Becoming Mate**

After putting in a minimum of 12 months sea time, an AB can take the examination to become a Mate. The test is a knowledge-based examination demonstrating such things as knowledge of ship stability and construction, navigating and commanding a vessel, and pilotage.

Pilotage is an important and comprehensive term that covers the practical aspects of operating any vessel on a

particular route. This includes water currents, tide, weather, land masses, vessel equipment, specifications of each vessel – turning radius, stopping ability, dimensions – and much more. WSF Mates and Masters are required to have pilotage endorsements on their licenses for the entire WSF system.

To acquire a pilotage endorsement for a particular route, a licensed deck officer does the required number of “observing trips.” This is just what it sounds like – the officer observes the navigation on the route from inside the pilothouse. The Captain “signs off” the trips to verify that the officer has completed them.

After completing the observing trips, the candidate takes a comprehensive examination from the USCG, to demonstrate that the candidate has the local route knowledge needed for the specific route.

To pass the test, the officer must draw an exact replica of the navigational chart covering the particular area they are testing for.

It is an extremely comprehensive test. Test-takers must include depths, contour depth lines, traffic lanes, navigational aids, land masses, and dangers to navigation. After passing the examination, the pilotage endorsement is written onto the deck officer's license.

**Final Step: Becoming Captain**

After putting in the necessary amount of required sea time, a Mate can take the Coast Guard exam to get a Master's license. This is a knowledge-based examination that tests the candidate in all aspects of the functional requirements needed to perform in the position of Captain aboard a vessel.

Climbing the ranks is the only method of becoming a Captain within Washington State Ferries. Every step along the way is important, each position has its own set of challenges and competencies, and all are considered professionals in their own right. Of course, it's ultimately about the end goal for employees aspiring to become Captains, but the journey is essential.

Washington State Ferries is proud to employ and partner in the development of one of the most experienced and professional teams of fleet personnel in the nation. This is demonstrated by Washington State Ferries' commitment to safety and unparalleled safety record.

It is Washington State Ferries' mission to provide safe, reliable, and efficient marine transportation for people and goods throughout Puget Sound. But, it is WSF's fleet of aspiring professionals that go beyond our mission statement to make Washington State Ferries the number one ferry system in the nation. ■

### Ferryboating Glossary

**Pilothouse (n)** The room in which the vessel is piloted. (aka - wheelhouse, bridge.)

**Pilotage (n)** The practical aspects of operating a particular vessel on a particular route, includes water currents, tide, weather, land masses, vessel equipment, and specifications of each vessel – turning radius, stopping ability, dimensions, etc.

**Ordinary Seaman (n)** An entry-level vessel deck position. Typical duties include: General housekeeping duties of emptying trash, cleaning decks, windows, and toilets. Also performs lookout duties as a member of the bridge team.

**Able-bodied Seaman (n)** A mid-level vessel deck position. Requires an endorsement, which involves demonstrating physical ability, mechanical ability, and knowledge of vessel commands. Typical duties include: General seaman-ship, mooring and tying up the vessel, loads and unloads vehicles on the vehicle deck, exterior maintenance of vessel including cleaning and painting, bridge watch responsibilities.

**Quartermaster (n)** An Able-bodied Seaman who assists the Captain and Chief Mate with traffic, navigation, steering, and such in the pilothouse, but does not land the vessel. Typical duties include: Same as AB and in addition performs the steering responsibilities during the vessel navigation watch.

**Hawsepipe (n)** literally: the hole that an anchor rope passes through. Now, it has become part of an industry term that means that an individual starts as an entry-level seaman and works up to an entry-level deck officer, and then up to the highest rating of Captain. ■

## Film About Ferry Commuters to Premiere Onboard Ferries

THEY COMMUTED TO work on the ferry every day, but never spoke. What would be the harm in just saying “hello”?

Executive Producer Alan Rudolph and IFP/Seattle present Hello, a short film written and directed by John Helde and produced by Jennifer M. Roth.

Hello is part of the lineup at the 2005 Seattle International Film Festival (SIFF) (www.seattlefilm.org), and Washington State Ferries has the honor of premiering the film aboard vessels on two routes –Seattle/Bainbridge Island and Seattle/Bremerton.

“I’ve always been intrigued by the commuter culture on the boats and the way it seems to offer more potential for social interaction than, say, a bus,” said John Helde, the film’s writer and director. “WSF was incredibly cooperative in making “Hello” happen, so we figured what better place to have our premiere?”

Hello stars Eric Stoltz (Mask, Pulp Fiction) as Max, an introverted insurance agent who continually notices a beautiful woman (Susanna Thompson - ABC's Once and Again; The Ballad of Jack and Rose) during his ferry commute to work in Seattle. One day, after spending too long weighing the risks, he finds the nerve to talk to her and gets more than he bargained for.

Hello was made possible in part by the Independent Feature Project (IFP)/Seattle “Spotlight Award,” an annual grant of services by IFP/Seattle and community businesses in support of a local filmmaker. For more information, visit www.ifp.org.

The entire film was shot in four days. The film crew shot footage onboard the M/V Kaleetan on the Seattle/Bremerton route for two days last December.

The onboard premiere of Hello is scheduled for the evening of May 26 on the Seattle/Bainbridge Island boat; and Saturday, May 28 on the Seattle/Bremerton boat. There will be no additional admission price for the movie – just the price of your regular ferry ticket. The film is 17 minutes in length, and will be shown during two regular ferry crossings on the evening of May 26 and during the day on May 28. Please note – passengers that walk on the ferry on the Bainbridge and Bremerton sides will need to disembark in Seattle and pay to ride the ferry back.

Look for more details at the terminals and onboard as the event draws closer. Or email Sound Crossings Editor at SCEditor@wsdot.wa.gov. ■



### Hello

IFP/Seattle spotlight award winner  
 Written & Directed by John Helde  
 Produced by Jennifer M. Roth  
 Executive Producer Alan Rudolph  
 Director of Photography Paul Mailman ■ Editor Lynn Shelton  
 Music Stephen Thomas Cavitt ■ Anil Seth, Solo Cello  
 Production Designer Nicola Hewitt  
 Costume Designer Ron Leamon  
 Line Producer Amy Lillard  
 Casting Stephen Salamunovich, CSA

# The Kitsap Peninsula

ONCE CALLED THE Great Peninsula, the Kitsap Peninsula is surrounded by over 300 miles of saltwater shoreline and is located between Puget Sound and the Olympic Peninsula. The Kitsap Peninsula affords spectacular views of mountains and water from every vantage point and welcomes visitors to tour this unique and beautiful area.

Less than an hour from Seattle, Kitsap is easily accessible from the greater Seattle area by four routes on Washington State Ferries. From the west, Kitsap is connected to the Olympic Peninsula by the Hood Canal Bridge (the world's longest floating bridge over tidal water). Highway 104 connects the peninsula by land and bridge to the south. Every com-

munity on Kitsap is located on the waterfront.

The combination of Native American, Scandinavian, military and pioneer attractions all within a one-hour radius make Kitsap an easy-to-tour destination rich in history and diversity.

From the 1850's lumber mill town of Port Gamble (a National Historic Site) to Bainbridge Island with its quaint shopping district or the Smithsonian-lauded museum of the Suquamish Tribe and the gravesite of Chief Seattle at St. Peter's Mission, on through the Norwegian town of Poulsbo on the shore of fjord-like Liberty Bay, to the settler's log cabin museum in Port Orchard and the former fishing village of Gig Harbor, Kitsap's heritage abounds.

At Bremerton you can visit the Naval Museum, tour the destroyer Turner Joy or tour the growing number of galleries and arts related activities.

Everything for the gardener exists on the Peninsula, including full service nurseries, specialty nurseries and a number of display gardens to tour such as the Bloedel Estate and Heronswood, and the internationally known Elandan Garden's bonsai garden.

Nine State Parks can be found on the Peninsula as well as 14 county and numerous city parks and playgrounds. Boat launches and scuba diving areas are nestled throughout and other sports such as kayaking, skate boarding, swimming, antique and mall shopping, beach combing,

hiking, biking, or just relaxing and enjoying the view are readily available. Kitsap restaurants offer delectable dining and once again, there's that fabulous view.

Eleven golf courses include three of the top-ten ranked in Washington, two of which were ranked by Golf Digest in the Nation's Top 200 public courses.

Shopping is another plus with everything from galleries to craft shops, antiques, specialty shops, large chain stores and the up-to-the-minute Kitsap Mall.

To find it all go to [www.VisitKitsap.com](http://www.VisitKitsap.com) or call the Kitsap Peninsula Visitor & Convention Bureau at (360) 297-8200. ■



## Spring Calendar of Events

May 7 - Port Orchard	<b>17th Annual Seagull Calling Festival</b> Birds of a feather flock together at this campy celebration. Prizes are given for best costume, most realistic call. A tongue and cheek poetry reading and "seagull splat" candy round out the fun. (360) 876-3505
May 21 - Bremerton	<b>57th Annual Armed Forces Day Parade</b> The nation's largest and longest run Armed Forces Day Parade. Downtown Bremerton starting at Fourth & Chester, up Warren Ave to Burwell, Burwell to Pacific and along Pacific Avenue to Sixth Street. Starting at 10:00 a.m. Bring out the family and the lawn chairs and watch over 140 entries including bands, floats, military units and much more. (360) 479-3579
May 20, 21, 22 - Poulsbo	<b>Viking Fest</b> A celebration of Norwegian Constitution Day; entertainment, food and craft booths, rides, Viking village - non stop fun for the whole family. Scandinavian lunch available at the Sons of Norway. (360) 779-3378, <a href="http://www.vikingfest.org">www.vikingfest.org</a>
June 4 & 5 - Port Gamble	<b>Medieval Faire</b> Enjoy armored combat, swashbucklers, gypsy belly dancing, Celtic dancing, wandering minstrels, live period theater and story telling. There will be children's games, medieval musical performances. Bring the kids to don a sword and pretend to be a knight. Enjoy feasting of all sorts. (360) 297-7135 <a href="http://www.medievalfaire.org">www.medievalfaire.org</a>
June 4 & 5 - Gig Harbor	<b>Maritime Gig Festival</b> Outstanding family fun! Your favorite activities and events are back, including the Fun Run, the Kiwanis Pancake Breakfast, the "Unity in the Community" Parade, Regatta, the Gig Harbor Historical Society's Round Rock Contest, Music and Entertainment, food vendors, historic boat displays, the Farmer's Market with arts and crafts, and the Blessing of the Fleet. (253) 851-6865 <a href="http://www.maritimegig.com">www.maritimegig.com</a>

## Local Farmer's Markets

Kitsap's very popular Farmers & other Outdoor Markets - many located within walking distance of the ferries!

<b>Bainbridge Island Farmers Market</b> , Downtown between City Hall and BPA Playhouse, (206) 855-1500, <a href="http://www.bainbridgefarmersmarket.com">www.bainbridgefarmersmarket.com</a> , Saturdays, April thru October, 9 AM - 1 PM
<b>Belfair Farmers Market</b> , Belfair Elementary School, (360) 275-0616, Saturdays, May - October; 9 AM - 3 PM <b>Bremerton Open Air Market</b> , Café Destino's courtyard, 1223 McKenzie AVE, (360) 782-0711, Wednesdays June - October, 4PM - 9PM - weather permitting.
<b>Gig Harbor Farmers Market</b> , Strohs Field, (253) 884-9672, <a href="http://www.gigharborfarmersmarket.com">www.gigharborfarmersmarket.com</a> , Saturdays, April - October, 8:30 AM - 2:00 PM
<b>Kingston Farmers Market</b> , Mike Wallace Park - Port of Kingston Marina, (360) 297-7683, <a href="http://www.kingstonfarmersmarket.com">www.kingstonfarmersmarket.com</a> , Saturdays, Mid April - Mid October; 9 AM - 2:00 PM
<b>Peninsula Farmers Market</b> , Bucklin Hill @ Red Lion Silverdale Hotel Parking Lot, (360) 830-9502, Tuesdays, May - September; 11:00 AM - 4:00 PM
<b>Port Gamble Sunday Market</b> , Across from the Historic Grounds Coffee, (360) 297-8074, <a href="http://www.ptgamble.com/events">www.ptgamble.com/events</a> , Sundays, April - October, 10 AM - 4 PM
<b>Port Gamble Antique Market</b> , Rainier AVE, (360) 297-8074, <a href="http://www.ptgamble.com/events">www.ptgamble.com/events</a> , Sundays, April - October, 11 AM - 5 PM
<b>Port Orchard Saturday Farmers Market</b> , Marina/Waterfront Park, (360) 377-3173, <a href="http://www.pofarmersmarket.org">www.pofarmersmarket.org</a> , Saturdays, May - October; 9 AM - 3 PM
<b>Port Orchard Wednesday Market</b> , South Kitsap Community Park (use the Lund AVE entrance), (360) 377-3173, <a href="http://www.pofarmersmarket.org">www.pofarmersmarket.org</a> , Wednesdays, Late May - October, 11 AM - 4 PM
<b>Poulsbo Saturday Farmers Market</b> , Poulsbo Village Medical/Dental Center on the corner of Iverson and 7th, (360) 649-0274, <a href="http://www.poulsbofarmersmarket.org">www.poulsbofarmersmarket.org</a> , Saturday May - October 9 AM - 1 PM
<b>Poulsbo Wednesday Farmers Market</b> , The Northwest Design Center and Furniture Gallery parking lot at the corner of Hostmark and HWY 305, (360) 649-0274, <a href="http://www.poulsbofarmersmarket.org">www.poulsbofarmersmarket.org</a> , Wednesday June - September 3 PM - 7 PM

**"We Toss 'em, They're Awesome"**  
**PIZZA FACTORY®**

WE DELIVER!  
in most areas

Pizza & Pasta  
Calzone  
Salads  
Sandwiches  
Dine In  
Take Out  
Delivery

**PIZZA FACTORY®**  
**\$3.00 OFF**  
**XLG PIZZA**  
**\$2.00 OFF**  
**LARGE PIZZA**  
**\$1.00 OFF**  
**MEDIUM PIZZA**

Valid at participating Pizza Factories only. Not valid with any other offer. One coupon per visit.

**Visit all of our AWESOME locations!**

<b>Anacortes</b> 360/293-1908 3219 Commercial Ave.	<b>Arlington</b> 360/435-8701 599 West Ave.	<b>Bainbridge Island</b> 206/842-8929 323 High School Rd NE	<b>Belfair</b> 360/275-2000 NE 23730 Hwy 3	<b>Blaine</b> 360/332-3838 738 Peace Portal Dr.	<b>Burlington</b> 360/257-9600 107 Cedar Ave.
<b>Coupeville</b> 360/678-3206 107 S. Main St.	<b>Kingston</b> 360/297-7777 10928 State Hwy 104	<b>Oak Harbor</b> 360/879-0300 947 Ault Field Rd.	<b>Port Orchard</b> 360/876-4558 1541 SE Piperberry Way	<b>Port Townsend</b> 360/385-7223 1102 Water St.	<b>Sedro Woolley</b> 360/855-9400 714 Metcalf

**PALACE HOTEL**  
A Step Back in Time  
Restored 1889 Victorian Hotel  
1004 Water Street  
Port Townsend, WA  
1-800-962-0741

**FinditKitsap.com**

**The fastest, easiest way to locate any business in Kitsap, Gig Harbor, and Port Ludlow**

10,000 LOCAL businesses on a single website  
Find any business with just a mouse click or two

Phone 360.697.7111  
Email [info@FinditKitsap.com](mailto:info@FinditKitsap.com)

PO Box 2697  
Poulsbo, WA 98370

[www.FinditKitsap.com](http://www.FinditKitsap.com)

**SoundCrossings**

**ADVERTISE**

15,000 print run placed on 18-20 vessels and 6 terminals.  
Call for information on how to advertise in Sound Crossings.

**206.870.2470**

## SoundCrossings

April/May 2005, Vol. 2, No. 2  
Sound Crossings is published bi-monthly by Washington State Ferries for ferry riders. The WSF Administrative Offices are located at: 2911 2nd Avenue Seattle, WA 98121-1012

Mike Anderson, WSF Executive Director  
Editor, Michelle Norfolk  
Advertising, Jill Andrews 206.870.2470  
Design, Chris Zodrow