



Executive Director Mike Anderson Retires from WSF

For more than three decades, Mike Anderson dedicated his career to providing world-class service to customers of Washington State Ferries (WSF). On Dec. 31, 2007, Anderson, who served as Executive Director of WSF, called it a career and retired from the ferry system after more than 34-years of service.

Anderson began his career in 1973 as a ticket seller. Rising steadily through the ranks, he was tapped in 2004 for the top post by then-Secretary of Transportation Doug MacDonald. Prior to appointment as Executive Director, Anderson served as Director of Operations.

"It has been an extraordinary journey in every way," observed Anderson, "I have been privileged to be part of one of the finest organizations and one of the most respected ferry systems in the world. It has been the great honor of my life to serve as Executive Director."

Under Anderson, WSF emerged as a leader in environmental stewardship. WSF shifted to low-sulfur fuel in 2004 and has continued to test ultra-low sulfur and biodiesel fuels. Working with University of Washington scientists, WSF developed award-winning marine habitat restoration techniques. On the land side, WSF works with LEED-certified architects to design new facilities based on Green Building Technology.

The events of 9/11 created new challenges for transportation operators everywhere, including WSF. Anderson was instrumental in the implementation of WSF's Safety Management System, now considered a model for vessel system operators nationwide.

As Executive Director, Anderson worked to strengthen community relationships and increase awareness of ferry systems on a national level. In 2005, he initiated WSF's participation in regional fairs and festivals. WSF participated in 15 fairs and festivals in communities throughout Puget Sound in 2007. Fairs and festivals allowed employees of the organization to get out in the community and meet customers in a fun and relaxed environment.

"Getting to know our customers and becoming a part of their communities, rather than just providing their ferry service, helped us improve our operations," Anderson said. "Fairs and festivals gave us a chance to put a personal face on a large organization."

Recognizing a need for collaboration among public ferry operators, Anderson has worked to organize industry peers through the American Public Transit Association, the Public Ferries Coalition and the Passenger Vessel Association.

Prior to his departure, Anderson worked directly with WSF's senior managers and staff to develop and execute a workplan that will prepare the organization for the upcoming legislative session. WSF is working with the Joint Transportation Committee and the Washington State Transportation Commission in advance of the session to build a shared understanding and work plan regarding the complex issues facing WSF.



Mike Anderson served as Executive Director of WSF from Feb. 25, 2005 - Dec. 31, 2007.

In December 2007, Governor Gregoire and Secretary of Transportation Paula Hammond signed a contract with Todd Pacific Shipyards to build up to four new ferries. The Governor also proposed building three smaller ferries for the Port Townsend/Keystone route. These new boats will improve the safety of the system and increase capacity.

A Business Administration major, Mike is an alumnus of the University of Washington (as is his younger daughter, Amber Anderson, now a first year medical student). His oldest daughter, Ashley Anderson-Barnes, who graduated from San Diego State University, is now in chiropractic medicine. Anderson has been married for 28 years to his wife, Cindy. [↕](#)

New Advertisements Add Interest to WSF Facilities

Vivid, full-color images of outdoor recreation began appearing aboard state ferries in December. These promotional images, provided by JanSport and installed by Rainier Industries, are the first to appear aboard

Washington State Ferries (WSF) as part of the advertising program.

The advertising program is an opportunity for WSF to generate a new source of revenue. The money will go towards operating costs and could help reduce WSF's dependence on subsidies.

Advertisements were installed onboard the *Tacoma*, *Wenatchee* and at the Pier 52 Seattle and Bainbridge Island terminals on Dec. 9 and 10. Installation was originally scheduled to take four days, but Rainier Industries' highly skilled team of installers were able to do the job in just two.

Trans4media (T4M), the local vendor contracted to implement the system-wide program, recruited JanSport to kick off the campaign. Founded in Seattle in 1967, JanSport is an industry-leading manufacturer of backpacks and outdoor equipment. T4M recruited JanSport because they are looking for advertisers that will resonate with WSF riders and add value to their commute.

The advertisements are tastefully produced using glossy, laminated materials by 3M that are resistant to

graffiti, dirt and grime and are approved by the U.S. Coast Guard. Rainier Industries worked closely with JanSport to ensure the colors of the images were vibrant.

"I think people are really going to respond to these images," said Preston Sheldon, account executive overseeing the project for Rainier Industries. "The JanSport logo is not plastered all over the ad. It's a tasteful way to do it."

To enhance the advertising program, T4M added a personal profile component. The profiles feature celebrated individuals with ties to Washington who have enjoyed some of life's greatest moments traveling with WSF. The first profile, which was installed along with the JanSport ads, features legendary outdoor filmmaker Warren Miller. The profile includes an over-sized image of Miller and a description of his occupation, favorite quote, favorite charity and favorite WSF memory.

"We plan to expand the program system-wide. Our advertising experts, T4M, are talking to an exciting list of Northwest companies" said Jayne Davis, WSF Regional Operations Manager. [↕](#)



A young woman in this JanSport advertisement appears to be jumping over a vehicle in the car deck of the Tacoma.

WSF Enlists UW Students to Improve Recycle Bins

When Washington State Ferries (WSF) decided to design new waste and recycle bins for its vessels and terminals, project managers were challenged to think outside the bin.

Previous versions were top-loading and had no weight restrictions for bin liners. This design flaw put WSF employees at risk of back strains as a result of lifting waste out of the bins. In 2004, WSF began a program to replace existing waste and recycle bins with new ergonomically correct ones.

WSF Senior Port Captain Kelly Mitchell, who oversaw the project, scoured the market for bins that satisfied WSF requirements of being front loading, metal, and having a securable lid. There were very few on the market. Of those available, most were made from heavy-gauge stainless steel deemed too heavy and expensive.

Mitchell considered using in-house engineers to design new bins, but the cost and time constraints of using designers who specialize in marine design was not practical.

"If you have in-house people design it, it's going to cost money for the design effort," Mitchell said. "And most of our people's expertise is in designing docks and vessels."

Instead, Mitchell contacted Professor Vipin Kumar from the University of Washington Mechanical Engineering Department to see if students from the program were interested in taking on the challenge as a school project. Three students from the program came forward to accept the challenge.

Dawn Tara Parks, Hokuto Ueda and Jeremy Choi were given the parameters and went right to work on

their project. WSF needed three bins: one for waste, one for newspaper, and one for aluminum cans and plastic bottles. The bins had to be front loading, lids had to be securable and bags could not exceed 45 lbs. when full. The U.S. Coast Guard also required that the bins be metal to meet vessel fire prevention standards.

The three seniors spent time on the ferries observing how employees and passengers used the bins, then performed a waste analysis to determine the appropriate size of the bins. Their waste analysis results were surprising.

They determined that waste, due to the weight of its liquid content, is heavier than newspaper and should therefore be deposited in the smallest bin. Under the old design, newspaper was deposited in the smallest bin because it was thought to be the heaviest waste. They determined that the middle sized bin should be for newspaper and the tallest bin for aluminum cans and plastic bottles because they take up the most space and weigh the least.

After their waste analysis was complete, the students presented their findings to the WSF Health, Safety and Environmental committee.

"Some of the designs were quite creative and elaborate. But from an engineering and production standpoint, they were not practical," Mitchell said.

With some advice from WSF managers, the students went back to the drawing board and came up with a prototype which they mocked up using cardboard. It was a simple design that was approved by WSF. The design was applauded by their classmates and the Mechanical Engineering Department, because the students had improved significantly on the old design.

Teams began installing the bins in November as vessels went into the WSF Eagle Harbor Maintenance Facility or to commercial shipyards for scheduled maintenance. By the end of December, bins were installed on more than half of the fleet. The goal is to have new bins installed on all of the vessels by late April. Once bins have been installed on the vessels, WSF will begin installation at the terminals.

WSF currently recycles waste at some of its facilities. Environmental managers are working on contracts with waste carriers on each of our routes that will allow WSF to begin a system-wide recycle program once all of the bins have been deployed. [↕](#)



A WSF customer uses one of the new bins to discard a newspaper.

Vendor Spotlight: Matt's Gourmet Hot Dogs

Authentic Cuisine Made to Order at the Pier 52 Seattle Terminal.

When you're in need of an authentic meal at the Pier 52 Seattle Terminal, look no further than Matt's Gourmet Hot Dogs. Timeless classics like the Chicago Dog and the New York Dog are made to order right before your eyes. Further distinguishing Matt's gourmet line of hot dogs from the competition is his recipe, which uses only pure ingredients.

Unlike commercially produced hot dogs, you won't find refined sugars, nitrates, phosphates, MSG or chemicals of any kind in Matt's gourmet recipe. Instead Matt's uses premium meats, organic honey and sea salt to season his dogs.

"We found that we get a really, really great tasting hot dog when we keep the recipe pure," Matt said. "Our hot dogs have a great flavor, but are also a clean product that you won't be able to find in a grocery store."

The Chicago Dog, perhaps the most iconic style of hot dog there is, features a poppy seed bun, neon green relish, mustard, onion, tomato, kosher dill, a sport pepper and celery salt. The New York dog, although not as heavily laden with condiments, is also iconic. It features a sautéed onion tomato sauce and is typically served with mustard and sauerkraut.

Perhaps the most unique hot dog on the menu is the Slaw Dog. In the south, in places like Georgia and Florida, hot dogs come topped with onions, chili and cole slaw. The sweetness of the slaw is a perfect balance to the spice of the chili.

The original Matt's opened in the Georgetown neighborhood of south Seattle in 1992. Matt's now has six locations to satisfy even the most seasoned hot dog connoisseur. Matt's has two locations at Colman Dock: one inside the terminal and one next to the holding lanes on Alaskan Way. [↕](#)



Matt's Gourmet Hot Dogs at the Pier 52 Seattle Terminal features authentic Chicago and New York style hot dogs.

Governor Announces Plan to Invest \$100 Million for New Ferries

Governor Gregoire proposed investing \$100 million in Washington State Ferries (WSF) to improve safety and increase capacity, at a Dec. 13, 2007, press conference at Todd Pacific Shipyards in Seattle. The proposal, which will go before the state legislature during the 2008 supplemental session in January, includes the retirement of the 80-year old Steel Electric Class ferries.

In the Governor's proposal, \$64 million will be redirected from the budget for the 144-auto ferries and \$36 million will likely be deferred from the Mukilteo Terminal project for the construction of three small ferries that could be used on the Port Townsend/Keystone route.

"We have to replace our older ferries with newer, safer, more efficient vessels. These new boats will improve the safety of our system as well as increase capacity to serve not only our commuters and our freight but our tourism as well," Gregoire said.

To help lessen the impact of the loss of the Steel Electrics to Port Townsend/Keystone passengers, WSF will rent a boat from Pierce County that will allow auto service to resume on the route by late-January or early-February.

At the press conference, Governor Gregoire also signed a contract with Todd Shipyards to begin the technical design phase of the 144-auto ferries. The contract allows the state to move forward with the final phase of the vessel procurement process. Funding was approved by the state legislature in 2007 for up to four vessels. The governor expects construction to begin in late summer 2008.

"Our ferry system is simply an extension of our roads and mass transit systems and therefore needs just as much attention as any road and any bridge in the state of Washington," Governor Gregoire said. "Highway safety has got to be one of our top priorities in the state and the ferries are no exception.

"More and more people are crossing our waters by ferry boat. It's one of the things that I think makes our state so special and unique," she said. "One of the reasons people love coming here for tourism is because we offer one of the best ferry fleets anywhere in the United States. We want to keep that up and we want to make sure that we recognize just how vital our state ferries are to us; just like all of our roads, just like all of our bridges (are)." [↓](#)



Governor Gregoire (right) and Secretary of Transportation Paula Hammond with Steve Welch, CEO from Todd Shipyards after signing a contract for the 144-auto ferries.

WSF Commuter Center: Get ready to *Fill It Up Again!*

King County Metro is pleased to announce the return of *Fill it Up*. *Fill it Up Again* rewards commuters for leaving their cars at home and joining or forming a King County Metro vanpool or vanshipare. More than 2,000 commuters took advantage of this promotion last year and now it's your turn.

Vanpool

When you vanpool across the Sound with five or more people, not only can you receive preferential loading on the sailing of your choice, but you get the vehicle/driver fare waived as well. Having a vanpool at your worksite also gives you the flexibility to run errands and go out for lunch with the benefit of personal use. Not to mention saving a ton of money by leaving your car at home.

Open the door to great rewards in a vanpool

Join or form a King County Metro vanpool in 2008 and receive:

- \$50 – MasterCard gift card just for joining.
- \$50 – MasterCard gift card for becoming a driver or primary bookkeeper.
- \$50 – Already vanpooling? Receive a \$50 MasterCard gift card for recruiting a new rider into your van or another King County van; up to five riders for \$250!

Vanshipare

Instead of driving onto the boat, walk on and meet a van that is conveniently parked for you near the ferry terminal to travel to your King County worksite. King County Metro will provide your group of five or more with a vehicle, maintenance, insurance and even a parking spot for only \$55 plus gas.

Get pumped with vanshipare!

Join or form a King County Metro vanshipare in 2008 and receive:

- \$50 – MasterCard gift card just for joining.
- \$50 – MasterCard gift card for becoming a driver.
- \$50 – Already in a vanshipare? Receive a \$50 MasterCard gift card for recruiting a new rider into your van or another King County van; up to five riders for \$250!

Are you ready to *Fill It Up Again*? Learn more, find a van for your commute and register for your rewards at www.rideshareonline.com/ or call 206-625-4500.

WSF Through the Years

The *Vashon* is seen here docking at Columbia Beach, Whidbey Island, in January, 1957. Launched on May 10, 1930, this wooden-hulled, diesel-powered ferry was one of three built for the Kitsap County Transportation Company. The *Vashon* and its sister ships – *Kitsap* and *Bainbridge* – proved to be reliable ferries that were extremely versatile in their auto and passenger carrying capacities.

All three vessels were built at a Lake Washington Shipyard. The last vessel out of the yard, and the largest of the three, was the *Vashon*.

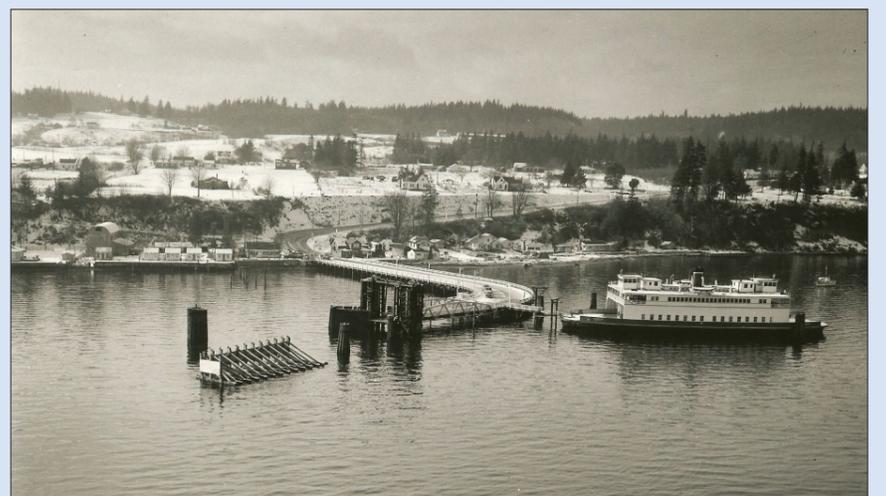
The ferry mainly served its island namesake until 1941 when it was assigned to the San Juan Islands. For the next nine years the vessel made the rounds in the islands until the new Hood Canal route between Lofall and Southpoint opened up. While at Hood Canal, the *Vashon* made 28 trips a day until the *Olympic* took its place in 1954.

The *Vashon* then spent most of its time in the San Juan Islands and remained there for 18 years. The ferry became synonymous with the route and island residents became protective of their little ferry, giving it the name "old reliable."

In the early 1970s, the *Vashon* was displaced by the Jumbo Class *Walla Walla* and two Steel Electrics. The *Vashon* moved to the Mukilteo/Canton route, working Friday through Monday during the fall, spring and summer months. In June of 1978 the *Vashon* returned to the San Juan Islands on the newly-established inter-island route. By this time, the *Vashon* was the last all-wood car ferry in operation on Puget Sound.

The *Vashon* made its last run in December of 1980, on Mukilteo/Canton.

Historical data provided by Steven J. Pickens, www.evergreenfleet.com.



The *Vashon* docks at Columbia Beach on a snowy day in January, 1957.

Winter Travel at its Best in the Puget Sound

The lines are short, the air is still, and the pressure of the holidays is over.

Smart travelers know that winter season is the best time to travel. The Puget Sound is a gold mine for value shoppers, from discounted lodging to winter ferry rates; it is easier to enjoy and afford a luxury vacation or romantic weekend getaway.

The following are some of the lodging and bed & breakfast associations in the Puget Sound. These are great places to start your plans for vacations. All of the sites include sections for winter and mid-week specials!

www.BainbridgeLodging.com

www.San-Juan-Island.net

www.wbbg.com (Washington Bed & Breakfast Guild)

www.opbba.com (Olympic Peninsula Bed & Breakfast Assn.)

Plan your vacation around community events and feel like a local. Enjoy the treasures of the Puget Sound's arts, music, theatre and wine making communities.

Wherever your Puget Sound travels take you this winter, Washington State Ferries can get you there. As the No. 1 tourist destination in the state of Washington, millions of visitors from all over the world come to Seattle and enjoy a ride across Puget Sound while here. Many travel beyond King County to reach vacation destinations in the San Juan Islands, Whidbey Island, the Olympic and Kitsap Peninsulas, and Vancouver Island, British Columbia.

For more information visit the Washington State Ferries website.

www.wsdot.wa.gov/ferries



Calendar of Events

Seussical the Musical, Blue Heron Arts Center, January 11 – 13 (Fri and Sat 7:30 pm and Sun 2 pm), Vashon Island

Marita Ericksen directs ages 7 – 18 in this award-winning Broadway musical. Revisit your favorite Seussian characters, from Horton the Elephant to the Cat in the Hat. www.vashonalliedarts.org

Art-Mart "Garage Sale" at Coupeville Arts Center January 19, Saturday, Coupeville (Whidbey Island) Arts supplies, tools and equipment at garage sale prices! www.coupevillearts.org

Red Wine & Chocolates – Two Delicious Weekends Feb 9 – 10 and Feb 16 – 18, North Olympic Peninsula Wineries

From the Fullness of Cabernet to the finesse of Syrah, see what all the excitement is about in this heavenly combination. Tickets are \$15 online or at the door of the participating wineries on the North Olympic Peninsula.

www.northsoundwineries.org

23rd Annual Langley Mystery Weekend – DEATH BY CHOCOLATE!

February 24 – 25, Langley (Whidbey Island)

Murder's afoot! Join the entire town of Langley on beautiful Whidbey Island, as we track the clues and uncover the dastardly culprit! This fun, two-day event is great for the whole family.

www.langleymystery.com

Gaelic Storm

Saturday, February 23 – 7:30 pm, Port Angeles

Gaelic Storm is the popular and talented Celtic band that catapulted to fame from its appearance as the "party band" in the blockbuster film Titanic. PAHS Performing Arts Center (360) 457-5411.

Tickets are \$23-25. www.jffa.org

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WSF Deputy Executive Director, Traci Brewer-Rogstad
Editor, Shawn Devine, 206-515-3771
Advertising, Jill Andrews, 206-870-2470
Layout, Publications, 360-705-7427

