

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 097000321

Date Listed: 4/15/97

TOURIST II (Auto ferry)
Property Name

King
County

WA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

4/15/97

Date of Action

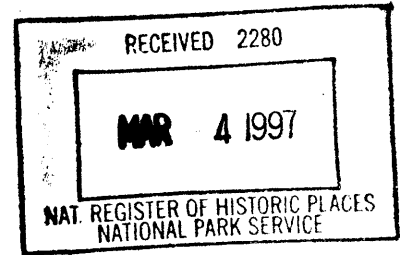
=====
Amended Items in Nomination:

Resource Count:
The *Category of Property* is: Structure

Significance:
Engineering (Naval) is added as an area of significance under NR Criterion C.

This information was confirmed with the WA SHPO office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)



United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name TOURIST II
other names/site number M. V. Kirkland, Island of Pierce County, Octopus

2. Location

street & number 25 Lake Shore Plaza, Marina Park not for publication
city or town Kirkland vicinity
state Washington code WA county King code 33 zip code 98033

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

David Hansen 2.19.97
Signature of certifying official Date
David Hansen, Acting State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
- See continuation sheet
- determined eligible for the National Register. See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Carl R. Jeger 4/15/97

h Signature of Keeper Date of Action

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8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations (Mark "x" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

MARITIME HISTORY

Period of Significance

1924-1947

Significant Dates

1924

Cultural Affiliation

N/A

Significant Person

Fritz Elfving

Architect/Builder

Alfred Niemi

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Property Name M. V. KIRKLAND

County and State KING CO., WA

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property less than one

UTM References

1	<u>1/0</u>	<u>5/5/9/4/8/0</u>	<u>5/2/8/0/2/2/0</u>	3	<u>/</u>	<u>/ / / / /</u>	<u>/ / / / /</u>	
	Zone	Easting	Northing			Zone	Easting	Northing
2	<u>/</u>	<u>/ / / / /</u>	<u>/ / / / /</u>	4	<u>/</u>	<u>/ / / / /</u>	<u>/ / / / /</u>	

See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

All of that area encompassed by the extreme length and beam of the vessel.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

The boundary encompasses the entire area of the vessel as she floats at her berth.

11. Form Prepared By

name/title Jeff Hickey

organization _____

date September 20, 1996

street & number 5603 18th Avenue Southwest

telephone 206-767-8085

city or town Seattle

state WA zip code 98106

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items.)

Property Owner (complete this item at the request of SHPO or FPO.)

name John Blackman, Donald J. Stabbert, dba Kirkland Ferry, LLC

street & number Pier 55, Suite 201

telephone _____

city or town Seattle

state WA zip code 98101

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The Tourist II is a double-ended, single screw, former auto ferry built in 1924 in Astoria, Oregon. It is 98 feet in length, 36 feet in breadth with three decks, and is registered at 96 gross tons and 65 net tons. The Tourist II is a floating vessel actively operated by Argosy Cruise Lines of Seattle, Washington. The boat operates daily between May and October providing scenic tours of Lake Washington, east of Seattle. The vessel is owned by John Blackman and Donald J. Stabbert, doing business as Kirkland Ferry, LLC.

Physical Description

As built in 1924 as the Tourist II, a Columbia River auto ferry and later known as the M.V. Kirkland, the vessel is a double-ended single screw (or propeller) wood-planked vessel of 98 feet in length with a breadth of 36 feet, and a depth of hold of 8.1 feet. Tourist II is registered at 96 gross tons and 65 net tons. The vessel has three decks: navigation bridge deck with a forward wheelhouse, a passenger deck with open and enclosed passenger spaces, and an auto deck with open aprons on each end. The wheelhouse and the passenger deck are constructed of wood with plywood and tounge-and-groove siding. The passenger deck is supported by 5" by 8" fir beams which are in turn supported by 8" by 8" vertical posts. The vessel's superstructure is supported and braced vertically and laterally by massive knees. This bracing was installed originally to provide shear strength that would withstand severe wave actions and extreme weather conditions at Astoria's location near the mouth of the Columbia River. The passenger deck is accessible via an inside stairwell from the aft deck. The inside passenger deck features the original built-in tounge-and-groove wood side benches.

The underdeck is divided into ten watertight compartments, which include four longitudinal bulkheads. Steel covers open on main deck hatches to all underdeck compartments. The boat frame varies in size and construction throughout the vessel. The forward section has 11 1/2" by 5 1/2" fir frames; the midsection has 10 1/2" by 5 1/2" fir frames; and the aft section has 12" by 8" fir frames. The aft area is double-framed to handle the increased stress experienced by the frame near the propeller. The hull planking is 2 1/2" by 8" and 2 1/2" by 10" fir. The keel is constructed of massive old-growth fir timbers. Fasteners are typically galvanized steel bolts, spikes and nails.

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The main propulsion machinery is a Caterpillar 353 Series D diesel engine, located midship. It is fitted with a Caterpillar/Twin Disc MG 521 reduction gear. The main engine has six cylinders and is turbo-charged. It has been in continuous operation since 1959. A 371 Jimmy diesel engine is utilized as a standby generator. This generator is 30 kw, turbo-charged, with three cylinders. The Jimmy diesel engine currently provides electricity, heat and air conditioning to the vessel. Newspaper articles about the vessels launching in 1924 noted that the original engine was a 200 hp Fairbanks-Morse diesel engine. The propeller is a three-blade bronze measuring 68" by 46" and is located on the right hand side. A mechanical cable system with tackle and blocks and a 57" diameter wheel provides steering.

The engine room houses four air tanks which together once provided all air to the original engine. Since the current engine now requires less air to function and only two air tanks are still used. The other two air tanks are now used as fuel tanks.

Developmental History and Alterations

While operating as a Columbia River ferry between 1924 and 1966, Tourist II, underwent several modifications. Twenty feet of the superstructure was removed off the bow at an unknown date. The wheelhouse and the rudder cables were moved aft at the same time. The reason for this modification is unknown but the additional area may have accommodated more vehicles. It is also possible that the modification may have occurred during World War II when the vessel was reportedly operated as a minelayer at the mouth of the Columbia River. While operated by Pierce County, Washington in southern Puget Sound from 1967 to 1994 (known then as the Islander of Pierce County), the vessel underwent additional modifications. The superstructure was raised 30" to its present location and mounted upon steel I-beams. The vertical supports for the passenger deck were also raised with 30" kickers. Three steps were added to the bottom of the stairway that leads up to the passenger deck. The superstructure was raised to accommodate larger vehicles and taller trucks of the era. The electrical system was overhauled in 1992. The restrooms located on the passenger deck were removed in 1967 due to their noncompliance with Coast Guard regulations forbidding the discharge of untreated sewage.

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Tourist II's Present Condition and Appearance

During 1996, the vessel was renovated as a passenger-only, sightseeing vessel which now provides scenic tours of Lake Washington. The former car deck was enclosed with 11' glass picture windows installed between the original 8" by 8" support posts for the superstructure. Restrooms were added at the forward end of the car deck. The open ends of the car deck were enclosed with permanent railings. A tiny aft wheelhouse constructed of plywood and aluminum, which had been added at an unknown date, was removed.

The interior and exterior walls of the new bathrooms were constructed and sheathed with specially-milled bead board which accurately simulates the original 1" bead board retained in the passenger deck. The vertical chase on the passenger deck for the steering cables was also enclosed with this specially milled bead board. Flagpoles and banners were added at each corner of the boat. The flagpoles, in addition to providing decorative features, are used by the vessel captain as a gauging device when mooring the vessel. Septic tanks, gray water tanks and fresh water tanks were added below deck in the engine room. Beverage bars have been added to the auto deck and passenger deck. The smoke stack has been painted with gold and blue bands and the 1924 construction date has been added. Below deck, a dual control bow thruster (an air control system that aids in steering and in shifting the engine) was added in 1996.

Despite these modifications, the Tourist II retains a high degree of integrity of design, workmanship and materials. The vessel's distinctive lines and profiles remain intact. Its basic design is unchanged. The vessel's frame, constructed of massive old-growth fir timbers, is unaltered. Based on expert observation of the quality and length of its wood planking, the vessel retains over 90 % of its original planking. New interior wood surfaces were installed during 1996 that mimic original interior wood surfaces. Most areas of the passenger deck and the navigation deck are unchanged. Numerous original features of the vessel's superstructure are still in place, including the wheelhouse and wheel, the funnel, and many elements of the passenger deck, including its windows, built-in benches, and railings and castings.

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INTRODUCTION

The Tourist II, also known as the M. V. Kirkland, is eligible for the National Register as the last surviving example of a particular ferry vessel type in the state. The nominated property possesses important engineering merits, many not visible and concealed internally in the hull structure, and claims significant associations with a key transportation link between Astoria, Oregon and Washington state. Under criterion B, the vessel is significantly associated with the life of its original proprietor, Fritz Elfving.

Although the Tourist II has received a number of modifications throughout the years, it is important to note that three changes are less than fifty years of age: the raising of the upper deck in the 1960s to accommodate larger vehicles, the addition of glazing to the lower deck framing, and the installation of restrooms at either end of the lower deck. The recent reclamation and rehabilitation of the vessel resulted in two changes which have impacted the visual presentation of the ferry vessel: the addition of two bathrooms at either end of the main deck, and the application of glazing over existing framing on either side of the main deck. Both of these changes were made as the vessel was salvaged and converted for commercial excursion use. The glazing replaced earlier plywood which was not original and had been applied over the open framework for weather protection. The framing elements date to the historic period.

A major change made in the 1960s ensured the vessel's survival. At this time, either end of the vehicle enclosure was shortened and the upper deck was raised slightly -- both necessities for accommodating larger truck freight.

In spite of these changes, the vessel still retains the majority of character-defining design elements, workmanship, and materials, as well as engineering values. Key character-defining features which are present on this vessel and are associated with the period of significance are:

Wide hull, with a broad flat, car deck; vehicle enclosure framing; all original structural elements and finishing materials visible on the deck, interior, and upper deck; presence of wheel house and original wheel; retention of original railings and upper deck windows; beadboard finishing throughout, old growth timber materials used in hull construction; mechanical operations below deck (upgraded as necessary for current operation).

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The 1924 wood-hulled auto ferry M.V. Kirkland, formerly known as the Tourist II of Astoria, Oregon, qualifies for National Register listing under criteria A, B, and C. The vessel retains integrity of setting, design, workmanship, materials, feeling and association. The Tourist II retains integrity of setting and association due to its waterside setting in downtown Kirkland. The vessel's home port is Marina Park in Kirkland, Washington, near the historic downtown location of the former Kirkland passenger ferry dock. Lake Washington passenger ferry service operated between downtown Kirkland and Madison Park in Seattle from 1900 to 1940. The vessel also retains integrity of design, as its distinctive lines and profiles remain unaltered, along with the basic characteristics of her construction (See Section 7, "Description.")

Wood-hulled auto ferries such as the Tourist II were once common on many bodies of water up and down the West Coast. However, few, if any, such vessels remain intact, and even fewer continue to provide transportation functions in the manner of the Tourist II. The vessel is a good example of a historic type of vessel that was involved in an important commercial activity, the transportation of passengers and automobiles across a major water barrier in the Pacific Coast highway network from 1924 to 1966. The vessel helped facilitate Pacific Northwest coastal travel. As the Tourist II in Astoria, Oregon from 1924 to 1966, and then as the Islander of Pierce County in southern Puget Sound from 1966 to 1994, the vessel operated continuously for 70 years as an auto and passenger ferry in the Pacific Northwest.

The 1924 vessel M. V. Kirkland, an operating historic vessel, is significant as an excellent example of wood-hulled Columbia river and coastal river ferry boats of the early to mid-twentieth century. Known then as the Tourist II, the vessel crossed the Columbia River at Astoria Oregon for forty-two years from 1924 to 1966. For approximately thirty years, from the mid-1930s to 1966, the vessel and its sister ships of the Astoria ferry fleet completed the last water gap in the Pacific Coast Highway system. The Astoria ferry service was a vital link in the Pacific Northwest coastal highway system, from the completion of the Oregon coast highway system in the mid-1930s until the opening of the Astoria Bridge in 1966. For thirty year, the Astoria ferries were necessary for continuous coastal travel. Only the Tourist II survives today from the once-vital Astoria fleet. Only the Tourist II continued to operate as an auto and passenger ferry in the

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Pacific Northwest after completion of the Astoria Bridge. Today, very few, if any, of this type of wood-hulled auto ferry remain substantially intact and afloat on the West Coast.¹

The Tourist II was commissioned by Fritz Elfving, a native of Sweden, who founded and captained the first Astoria auto ferry, the Tourist I, in 1921. Between 1921 and 1946, Elfving operated a number of Columbia River auto ferries as founder and head of the Astoria-North Beach Ferry Company. He also operated ferries in Coos Bay, Oregon and across the Siuslaw River, Siuslaw County on the Oregon coast in the 1920s and 1930s. Elfving commissioned his Astoria fleet, comprised of the Tourist I, the Tourist II, and the Tourist III, between 1921 and 1931. In 1946, the State of Oregon assumed operation of Elfving's company. In 1966, the Astoria ferry fleet was made obsolete by the opening of the Astoria-Megler bridge. The Tourist II was sold to Pierce County, Washington, renamed the Islander of Pierce County, and placed in service in southern Puget Sound between Steilacoom and Anderson Island, Washington. It retained its historic function as a passenger and car ferry until 1994 when Pierce County retired the vessel and sold it to its present owners. It has been renovated as a passenger-only vessel and now operate as a sightseeing boat on Lake Washington from its home part of Marina Park in Kirkland near Seattle, Washington.

This summary is based on a more detailed statement of significance that follows.

Construction and Early Career of the Tourist II

The Tourist II was constructed in 1924 in Astoria, Oregon by the Wilson Shipbuilding Company, under the general supervision of Alfred Niemi, Master Carpenter. It was 98 feet in length, 36 feet in width, weighed 95 gross tons (66 net tons), featured three decks, and was valued at \$37,000. It was powered by a 200 hp engine.² Its sister ship, the Tourist I, was launched in 1921, also in Astoria. The third vessel in Elfving's fleet, the Tourist III, was built in 1931 in Astoria. Joseph M. Dyer designed the Tourist III and may have designed the Tourist II.³ All three vessels were wood-hulled.

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A ferry boat, according to one definition, has three features: 1) it is regularly scheduled to operate over a body of water, 2) it is an extension of a highway, and 3) it carries passengers, freight and vehicles.⁴ This mode of transportation became necessary up and down the West Coast as automobiles became more popular and better roads were built, beginning in the early 1900s and then increasingly during the 1920s and 1930s. Earlier, during the late nineteenth century, passenger ferries and train car ferries became common in the lower Columbia River region. These early commercial ferries regularly crossed the river to destinations on the Washington coast including Ilwaco and beach resorts on the Long Beach peninsula.⁵ Auto ferries appeared in many West Coast locales at approximately the same time in the early 1920s. Auto ferries began crossing San Francisco Bay, the Sacramento River, several

Oregon coastal rivers, the upper and lower Columbia River, Puget Sound in Washington state, and the coastal areas of British Columbia and Alaska.⁶

During the 1920s and 1930s, several auto ferries were necessary to travel along the Oregon coast and then north into Washington. Auto ferries were utilized to cross Coos Bay, the Umpqua River, Yaquina Bay, the Siuslaw River, and then finally the Columbia River at Astoria. In addition to operating at Astoria, Fritz Elfving also provided ferry service during the 1920s and 1930s at Coos Bay and across the Siuslaw River. Gradually during the 1930s, as the state of Oregon constructed a series of coastal bridges, unimpeded travel along the Pacific Ocean was possible and Oregon coastal auto ferries became unnecessary. The long-lasting exception, and the last remaining water gap in the Pacific Coast highway system, remained for many years at the mouth of the Columbia River at Astoria, Oregon.

Astoria is located on the left bank just east of the vast, four-mile wide mouth of the Columbia River. The width of the Columbia at its mouth, the volume of water flowing toward the Pacific Ocean, the river's swift currents and shifting sandbars, and the many large ships calling at Astoria all combined to create significant challenges in the engineering and construction of a bridge across the river and north into Washington. The cost of such a complex structure also presented financial and political obstacles which consequently delayed planning for the bridge for many

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years. A Public Works Administration project actually resulted in the approval of a federal permit to build the bridge in 1933 but construction was never started. The proposed bridge languished during the World War II years and then began receiving serious consideration finally in the late 1950s.⁷ Consequently, local and regional conditions required that a regularly-scheduled ferry fleet remain in place at Astoria for thirty years after a bridge was first proposed in the early 1930s.

Fritz Elfving was the first person to meet the need for this vital ferry service at Astoria. For 25 years, from the launching of his first ferry, the Tourist I in 1921 until the purchase of his fleet by the state of Oregon in 1946, Elfving and his Astoria-North Beach Ferry Company provided this important commercial service. Fritz Elfving was born in Lanna Sweden on October 23, 1883. He came to Astoria in 1907 and worked as a carpenter and ship builder. He began operating boats on the Columbia River in 1910. He began his maritime career hauling road building supplies from points upriver to several locations near Astoria.⁸

In 1921, Elfving, who by then was referred to locally as a "well known launch operator," petitioned the city of Astoria for the construction of a ferry landing at the foot of Fourteenth Street. In April, 1921 Elfving, C.G. Palmberg, and J.E. Wicks incorporated the Astoria-McGowan Ferry Company at a value of \$30,000. Elfving launched the first auto ferry out of Astoria, the Tourist I, on May 28, 1921. The Tourist I was a wood-hulled vessel with a length of 60' and a width of nearly 28'. It was powered by a 90 hp engine and could carry 18 autos and 150 passengers.⁹

By 1924, Elfving's business across the river was "rapidly increasing," noted one newspaper article, requiring that the company "practically triple its transportation facilities before the opening of the next tourist season." Consequently, Elfving commissioned the Tourist II, with a planned capacity of 32 to 36 automobiles and 350 passengers. "She will be a double decker with ample cabin space," announced the *Astoria Evening Budget*, and would feature a "fully equipped dining room and galley."¹⁰

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Elfving was sole operator of the Astoria auto ferries until 1928. Then the Union Pacific Railroad and later the North Beach Transportation Company began providing auto ferry service. In a notorious example of competition, the North Beach Transportation Company in 1931 erected pilings in the water in front of Elfving's Fourteenth Street dock. Elfving responded with a legendary action that is celebrated in Astoria history and which is now known as the defining moment in the "Astoria ferry wars." As he motored toward the dock, Elfving spotted the pilings from afar. He responded by backing up the fully loaded ferry and then powering forward to splinter the barrier with the bow of the boat. It was reported that the shattered pilings floated towards the competitor's ferry landing and temporarily disabled a vessel.¹¹

Elfving eventually triumphed completely over his competitors. A merger between the two companies in 1933 allowed him to add his former competitor's ferry, the North Beach to his fleet. He continued as sole operator of the Astoria auto ferries. By then, he was also operating the Tourist III, a vessel of 120' in length with a 500 hp engine and room for 35 autos and 500 passengers. By the mid-1930s, Elfving was operating three auto ferries on the lower Columbia River, and was also providing service on the Oregon Coast across Coos Bay and the Siuslaw River.

World War II Service

According to unverified sources, the Tourist II was commandeered by the United States Army on December 7th, 1941 at the outset of American participation in World War II. It was reputedly renamed The Octopus and served initially as a minelayer at the mouth of the Columbia River. It later operated as a troop ferry between two forts that flank the mouth of river, Fort Stevens in Oregon and Fort Canby in Washington. The Octopus is said to have served so well as a military vessel that it was awarded a coveted "E" for excellence commendation by the Coast Guard. It was returned to Elfving at the end of the war in 1945. This information has been verified in a general sense by a very few official documents located in the Pacific Northwest region, and also by newspaper articles. However, this study did not

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undertake a comprehensive assessment of wartime service records of the vessel that might be located in the National Archives in Washington, D.C. Consequently, an understanding of the wartime operations of the Octopus exists mainly in the realm of legend and lore.¹²

State of Oregon Assumes Control of the Ferry System in 1946

For many years, state and local officials had proposed that the Astoria ferry fleet be operated by a governmental body. Prior to 1946, these efforts had foundered due to disagreements between the states of Oregon and Washington. The two states could not agree on the methods necessary for a joint purchase and operation of the ferry system. In 1946, Oregon finally arranged an agreement and paid Fritz Elfving \$163,000 for his company. The Oregon Highways Commission hired private companies to run the ferries and expanded the fleet through the years. The all-steel M.R. Chessman, 180' in length with a six-cylinder 600-hp engine and capacity for over 40 autos, was added in 1947. The wood-hulled Kitsap, 160' in length with a six-cylinder, 600-hp engine, was placed on the run in 1962 in anticipation of large crowds heading north to Seattle for the Worlds Fair. And the Tourist III continued to cross the river as she had for many years.¹³

Astoria Bridge Completed

The construction of a lower Columbia River bridge at Astoria, first given serious consideration in the 1930s, was finally completed between 1962 and 1966. Its opening on July 29, 1966 was also the final day in the 45-year history of the Astoria auto ferries. The Astoria Bridge was one of several massive floating (or partially floating) bridges constructed in the Pacific Northwest in this era. Companion bridges included the Lacey V. Murrow and Evergreen Point bridges across Lake Washington east of Seattle, completed in 1940 and 1963 respectively, and the Hood Canal Floating Bridge linking the Kitsap and Olympic Peninsulas, opened in 1961. All testified to the rapid growth of automobile travel from the 1920s onward and each highlighted the desire of Northwestern motorists to travel more quickly and face fewer delays.

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By the 1960s, the Astoria ferry crossing was perceived throughout the West Coast as a major obstacle to coastal travel. The extreme weather conditions common to the region could keep the entire fleet in port for indefinite periods. Seasoned captains were sometimes surprised by new sandbars that stranded a ferry in mid-course, to be rescued only by a later, higher tide. Many commercial vehicles were denied crossing due to height limitations. And in periods of good weather and during the summer travel season, the fleet could not provide timely crossings for the ever-increasing lines of backed-up automobiles. It was possible but not convenient to find other routes. The only alternatives to crossing at Astoria were either a very small, open-air ferry linking Puget Island, Oregon 30 miles east of Astoria with a bridge crossing to Cathlamet, Washington or a drive of several hours east to the Longview-Kelso area and a crossing of the Columbia on the Lewis and Clark Bridge. All of these factors combined to make the completion of the Astoria Bridge and the final docking of the ferry fleet a necessity by 1966.¹⁴

The Astoria auto ferry fleet headed off to new ventures and new waters after 1966. The Tourist I, however, had left years earlier. Elfving reportedly had shifted the boat to his other Oregon operations as early as 1928, and it remained on the Oregon coast until 1937. The Tourist I returned to the lower Columbia River in 1937 and operated between Westport and Puget Island, 30 miles east of Astoria, until it ran aground on the island in 1947. Its rotting hull was still visible near the Westport ferry landing as late as 1964. The Tourist III headed to Kodiak, Alaska where it became a floating crab cannery. The M.R. Chessman was sold to the Agency for International Development, which utilized it in Vietnam for nonmilitary support purposes. The Kitsap ran aground near Kodiak, Alaska.¹⁵

The Tourist II was sold to Pierce County, Washington, which operates a local ferry service between Steilacoom and Anderson Island and Ketron Island in southern Puget Sound. Pierce County renamed the vessel The Islander of Pierce County. The ex-Columbia River auto ferry operated as a primary vessel in Pierce County's fleet of auto and passenger ferries from 1967 to 1974. It functioned as a backup ferry from 1974 to 1994, when it was retired from service and sold to its present owners.

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Major Bibliographic References

I. Documents

National Archives and Records Administration-Pacific Northwest Region, Record Group 26, United States Coast Guard, Box 4, Dead Vessels, Astoria, 1967, ships Sea Breeze-West Point, folder "Tourist No. 2, 223916."

Pierce County Public Works, Tacoma, Washington. Various files created during the operation of the ferry Islander of Pierce County.

II. Interviews

Canright, Steve, Curator, San Francisco Maritime Museum. August 27, 1996.

Ostermiller, Jerry, Executive Director, Columbia River Maritime Museum, Astoria. June 17, 1996

Peterson, Don, P.E., Pierce County, Washington Public Works. August 29, 1996

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3. "An Interesting Columbia River Ferry Vessel," in Pacific Motor Boat, May, 1931, pg. 41, describes the Tourist III. This magazine was searched each month from 1923-1925 for a similar article on the Tourist II but no other information was found.

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1. *Astoria Evening Budget*, January 22, 1921; and April 4, 1921; and May 18, 1921.

1. "Ferry Company will Put Big New Craft Into Service Soon," *Astoria Evening Budget*, April 16, 1924.

"New Ferryboat is Launched Today at Wilson Shipyards," *Astoria Evening Budget*, June 17, 1924.

1. The competition between the ferry operators was reported on extensively in the *Astoria Evening Budget* of the late 1920s and early 1930s. See for example the editions of July 12, 1926; November 30, 1926; June 27, 1927; March 30, 1928; December 26, 1930; January 17, 1931; August 21, 1931; September 10, 1931; and December 24, 1931. The competition is featured prominently in nearly every historical source about Elfving and his ferry operation. Elfving smashed through the barrier of pilings on August 8, 1931.

1. "Redelivery Certificate," signed by Fritz Elfving, October 1, 1945, and letter of July 7, 1943 by Seattle office of the U.S. Customs Service to the Astoria Deputy Collector of Customs, both located in National Archives and Records Administration-Pacific Northwest Region, Record Group 26, United States Coast Guard, Box 4, Dead Vessels, Astoria, 1967, ships Sea Breeze-West Point, folder "Tourist No. 2, 223916."

"Ferry Boat Coming Back," *Astoria Budget*, October 3, 1945.

"Retiring Hendricks Recalls WWII Service," *The Daily Astorian*, April 11, 1978. Howard Hendricks reminisced about taking the Tourist II from Elfving and about its operations during the war.

1. Memorandum, R.M. Smith, Astoria District Maintenance Superintendent, State of Oregon, December 14, 1967. Located in vertical file "Ferryboats," Columbia River Maritime Museum, Astoria.

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1. Lindman, "Proposed Astoria-Megler Bridge," pg. 5.

1. "The H.W. McCurdy Marine History of the Pacific Northwest," pg. xxiii.

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