NPS Form 10-900
(Oct. 1990)

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OMB No. 1024-0018

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 MV KALAKALA

Other names/site number Ferry PERALTA

2. Location

street & number Hylebos Creek Waterway, 1801 Taylor Way ____ not for publication

city or town Tacoma ____ vicinity

State Washington code WA county Pierce code 053 zip code 98421

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets __ does not meet the National Register criteria. I recommend that this property be considered significant __ nationally X statewide __ locally. (__ See continuation sheet for additional comments.)

[signature] 2-2-06
Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
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 certifying official/Title 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:) _____

for Edson W. Beall
Signature of the Keeper Date of Action

3.22.06

5. Classification

Ownership of Property
(Check as many boxes as apply)

- X private
- ___ public-local
- ___ public-State
- ___ public-Federal

Category of Property
(Check only one box

- ___ building(s)
- ___ district
- ___ site
- X structure
- ___ object

Number of Resources within Property
(Do not incl. previously listed resources in the count.)

Contributing	Non-Contributing	
		buildings
		sites
1		structures
		objects
1		Total

Name of related multiple property listing:
(Enter "N/A" if property is not part of a multiple property listing.)
N/A

N/A

Number of contributing resources previously listed in the National Register

None

6. Functions or Use

Historic Functions
(Enter categories from instructions)

Transportation – Water related

Current Functions
(Enter categories from instructions)

Work In Progress

7. Description

Architectural Classification
(Enter categories from instructions)

Modern Movement –Moderne

Materials
(Enter categories from instructions)

foundation MTAL: Iron (hull)

walls METAL: Steel (superstructure),
Copper (superstructure)

roof

other

Narrative Description
(Describe the historic and current condition of the property.) SEE CONTINUATION SHEET

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.)

- X **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.
- X **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.)

Property is:

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

Areas of Significance
(Enter categories from instructions)

Transportation
Architecture
Engineering

Period of Significance

1935 -1951

Significant Dates

1935
1946
1951

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Helmuth Schmitz (Architect)
Lake Washington Shipyard (Builder)

Narrative Statement of Significance
(Explain the significance of the property.) SEE CONTINUATION SHEET

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form.) SEE CONTINUATION SHEET

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 Engineering
- ___ Record#_____

Primary location of additional data:

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

Name of repository:
Washington State Ferries, Washington State Department of Transportation

10. Geographical Data

Acreage of Property Less Than One Acre

UTM References
(Place additional UTM References on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	5 46 228	52 35 972	3			
2				4			

Verbal Boundary Description
(Describe the boundaries of the property.) Boundraies for the the ferry MV Kalakala include the footprint of the vessel and its structure above and below the water line.

Boundary Justification
(Explain why the boundaries were selected.) The ferry MV Kalakala is temporary berthed at at the Hylebos Creek Waterway, 1801 Taylor Way, Tacoma, WA while indergoing repairs.

11. Form Prepared By

name/title Steve Rodrigues, George F. Petershagen
organization _____ date 11/1/2005
street & number 1801 Taylor Way telephone (360) 923-2430
city or town Tacoma state WA zip code 98424

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 the SHPO or FPO.)

name Steve Rodrigues
street & number 1801 Taylor Way telephone (360) 923-2430
city or town Tacoma state WA zip code 98421

Narrative Description:
The ferry MV KALAKALA is a unique superstructure created in 1935 on the hull of the steam ferry PERALTA. Currently the KALAKALA is being moored in the Hylebos Creek Waterway in Tacoma, Washington, and is undergoing rehabilitation. Presently, the ferry is considered a derelict vessel by the United States Coast Guard.

The KALAKALA is a double-ended car ferry with a single wheelhouse and a flying bridge at her bow. Designed in the Streamlined Moderne style, the KALAKALA has a smooth, rounded exterior appearance. Smooth lines were the designer's goal throughout the ship's exterior. Running lights and lifeboat mounts were built recessed into the exterior plating so as to not interrupt the sleek appearance. The KALAKALA's steel superstructure was painted silver, giving rise to one of the vessel's many nicknames, "the Silver Slug".

The roofline gradually tapers downward from the wheelhouse/bridge on the upper deck towards the ceiling over the Palm Room, then falls sharply from the promenade deck to the car deck. Round porthole windows are found evenly spaced on the auto deck, at the stern and bow of the passenger deck, at the stern of the observation deck and at the wheelhouse. Other windows consist of fixed pane segmental arched openings. At the stern of the ship is a large rectangular full-width opening, which allowed cars to access the auto deck. The bow of the ship, above the car deck is round in plan. Here two large doors protected the auto deck and the cars within from the elements. The doors were removed in the 1960s for faster loading and unloading of cars.

The exterior superstructure, above the car deck, is steel and was assembled using arc welding, which gives the appearance of smooth continuous surface. The steel hull, left over from the 1926 ferry PERALTA is riveted. Doors on the wheelhouse are two-paneled teak wood. Doors on the promenade deck are also two paneled teak wood, but slide.

Unlike most ferries of the day that were bi-directional, the KALAKALA was designed to go only one way (except for docking in reverse). With passenger doors and openings for cars on both ends, the ferry had room for 110 cars organized into three lanes on either side of the engine fidley. Each lane is divided by raised walks of corrugated steel and rows of round slender columns.

Lifeboats, one on either side, were housed in storage compartments on the main deck set in ward toward the stern so as to not interfere with the smooth exterior. The doors that covered these spaces were removed during the 1950s for safety reasons. Life preservers were hung on racks in the auto deck, and conveniently and unobtrusively located under the upholstered chair sets on the passenger deck.

The KALAKALA is 276.0 feet long with a beam of 55' 8". She has a depth of 21' 6" and a draft of 13 feet. Her displacement is light at 1,475 tons with a dead weight of approximately 750 tons.

The KALAKALA is powered by a 3,000 horsepower Busch-Sulzer direct drive diesel engine built in 1934. As the largest engine ever installed in a ferry at the time, it gave the KALAKALA a top speed of 17½ knots. The two cycle, ten cylinder engine housed on the lower deck inside the hull is 31'9" long, 8' 11½" wide, and 13'11" tall. While the engine shaft is still aboard the KALAKALA, the propeller has been removed. Auxiliary power was provided by an adjacent four-cycle, eight cylinder, 600-BHP Busch-Sulzer diesel engine. It was connected directly to a 450 kilowatt GE generator to supply current to all electrically operated equipment aboard the ship.

State of the art at the time of construction, heating and cooling systems came directly from the waste heat from both engines via a heat exchanger. During extreme weather, fuel oil could be burned to heat and auxiliary boiler. All rooms were provided with controlled ventilation as well.

While it is the exterior appearance that sets KALAKALA off from other ferries, the vessel was also known for its luxurious interior. The first passenger deck contained a large observation room in the bow bordered by a multitude of windows. On the bulkhead facing the stern hung one of two large paintings commissioned by Alexander Peabody especially for the KALAKALA by S.A. Cookson. The other painting hung on the bulkhead on the promenade deck. Lining the port and starboard sides of the ferry on passenger deck were long rows of finely upholstered, brown, synthetic leather settees, providing seats for up to 700 people. Each bench end was shaped in a semi-circle in step with the Streamline Moderne lines of the vessel. The stern section of the passenger deck housed the Ladies' Lounge. Resplendent with red velvet covered settees, it accommodated 100 women and had its own restrooms.

Each cabin area was individually decorated with its own color scheme for drapes, furniture, walls and accessories. Indirect lighting bounced off the white ceilings. Windows were plate glass with bronze frames. Steel walls finished with various shades of lacquer bordered the interior. Round porthole windows were located on the fore and aft. The round windows on the car deck were removed in the 40s due to repeated breakage from the KALAKALA's infamous vibration and the rigid and unforgiving frames.

The reward for climbing the elaborate wrought iron and brass-railing staircases, located towards the stern of the boat, was the entrance to the Palm Room on the promenade deck. White wicker furniture, red curtains and a checkered floor gave the room a relaxed atmosphere. The four hundred twelve-foot long promenade gracefully stretched around the sides and bow of the ferry.

In the middle of the promenade deck was the dining room area and the famed double horseshoe lunch counter. The counter-within-a-counter design allowed a single waitress to serve patrons at both counters more efficiently. Perhaps the most celebrated space on the KALAKALA was the forward observation room on the promenade level. The area was divided by a grand Art Deco inspired stair railing. During the day it was filled with stylish upholstered chairs, and at night the rooms came alive as with the sounds of *The Flying Birds Orchestra*.

Above the forward observation room is the wheelhouse and flying bridge for where the captain maneuvered the ferry. The unusually small wheelhouse (at just 10' wide) was fabricated using solid copper so as to not interfere with the navigational equipment. The captain communicated with the engine room via an advanced automatic electric telegraph system. The KALAKALA was also equipped with a Hyde electric-hydraulic steering gear that was the fastest and most sensitive steering device known at the time of construction. Just behind the wheelhouse were the master's, chief engineer's and owner's cabins and an officer's head with showers. The range light was fixed to an electric-powered mast that lowered out of sight during daylight hours.

In the spacious compartments below the car deck and adjacent to the engine room, was the men's lounge, locker rooms with showers, and a taproom that served beer. In the bow was the crew and officers quarters.

Most of the interior features and furnishings were removed to accommodate the fish processing operation that became the vessel's lot later in life. Important as these were to the vessel's reputation, it should be remembered that almost all of these were portable and decorative, in other words relatively easily replaced. The ship's control and navigation equipment in the wheelhouse is also gone. Above the roofline, the 1945 radar stanchion and mast assembly still exists, and the Raytheon manufactured radar housing remains intact while being protected in storage of the ship. Remaining are the various volumes of spaces, wall and structural materials, the Art Deco inspired handrails that divided the various decks, and the 3,000 horsepower Busch-Sulzer engine. Also remaining are some original bathroom fixtures and passenger seats, as well as teak wood handrails on the flying bridge and promenade decks. The distinguishing character defining features such as the smooth exterior walls, the volume and massing of spaces, and the feeling of being on an auto ferry are all present.

While the internal luxury of KALAKALA was noteworthy the vessel contains enough integrity to convey its use as a former automobile and passenger ferry. It also conveys enough integrity to express its type and period of construction which boasts the KALAKALA as a one of a kind, a "concept" vessel and as the world's first Art Deco ferry.

Narrative Statement of Significance:
The ferry MV KALAKALA is eligible for the National Register of Historic Places under Criterion A for its direct association to automobile and passenger transportation in and around the Puget Sound region in northwestern Washington state. The KALAKALA is also historically significant under Criterion C as a unique, one of a kind "concept" vessel. Created in 1935, the KALAKALA possesses distinctive characteristics of the Art Deco period, and captured the imagination of a Depression-weary public. Due to its regional impact on the transportation needs of citizens in the Puget Sound, the KALAKALA is significant at the state level of significance. The period of significance begins in 1935 with the creation of the KALAKALA and ends in 1951 with the sale of the vessel to the Washington State Ferry system.

Ferry service on the Puget Sound, which began around 1900, was initially provided by a number of companies using small steamers known as the "Mosquito Fleet." By 1929, the ferry industry had consolidated into two companies: the Puget Sound Navigation Company (PSNC) and Kitsap County Transportation Company. A strike in 1935 forced Kitsap County Transportation Company out of business and left the PSNC, commonly known as Black Ball Line, with primary control of all ferry service on Puget Sound.

With direct family ties to a prominent trans-Atlantic shipping and trading company on the East coast from the early 1800's, the PSNC has a rich maritime history. In 1885 Charles E. Peabody formed the Alaska Steamship Company of Seattle to offer competition to the Pacific Steamship Company. Quickly the PSNC became the largest water transportation line on the west coast. In order to handle increased passenger traffic within the Puget Sound, in 1897 the Alaska Steamship Company formed a subsidiary, the Puget Sound Navigation Company. First under the leadership of Charles Peabody, and then under his capable son, Alexander, the PSNC would thrive for the next 54 years.

After the sudden death of his father in 1926, Alexander at the young age of thirty-three became president and general manager of the company in 1928. The young Alexander immediately began to put his stamp of tradition, professionalism, and efficiency on the organization. With the permission of the parent Alaska Steamship Company, he reinstated the trade name Black Ball Line and flew the historically significant red flag with a black ball from the masts of all PSNC ferries. It was the flag's third incarnation, one hundred and twelve years after it first flew on his great grandfather's Black Ball clipper ships.

Under Peabody's visionary leadership, the Puget Sound Navigation Company's Black Ball Line grew with Puget Sound's population. Part of the innovation Peabody wanted to bring to the Puget Sound was a high-speed ferry service that could move the required number of passengers

and cars in safety and comfort. Estimates of the cost of such a vessel seemed prohibitive, however. This would hold true until Peabody found the hull of ferry PERALTA.

At the time of construction in 1926, the PERALTA and her twin, the YERBA BUENA, were labeled as the finest and largest ferryboats on San Francisco Bay. The vessels were 256 ft. long and each carried 2,000 passengers and 115 automobiles. According to their designers and builders, their steel construction insured that they were fireproof, or so they thought. Both vessels possessed all the trappings of the conventional double-ended auto/passenger design, i.e. three decks for vehicles, passengers, and crew operations respectively. Additionally both vessels had a new unique "safety" feature, a rapid ballast transfer system, which could move water between tanks in both ends of the vessel to counter the weight of passengers all rushing to the debarkation points on arrivals.

Designed by the naval architectural firm of Hibbs, McCaauley, & Smith and constructed by the Moore Shipbuilding Company in Oakland, California, the PERALTA was built for the Key System and served automobile and passengers on San Francisco Bay.

On May 6, 1933 a disastrous fire struck the Oakland docks. The PERALTA, which was docked at the site, was unable to move out of harm's way and became engulfed in flames. While the hull incurred only minor damage, the upper decks were a total loss. She was then towed to the Moore Drydock where it was agreed between insurance carriers and the Key System that the vessel was a total loss. With Golden Gate Bridge set to open in 1936, the expense of rebuilding the PERALTA could not be justified.

The "death" of the PERALTA set in motion Peabody's dream to build the nation's most modern ferryboat. What others saw as an unsalvageable, burned-out ruin, Peabody recognized as the foundation to a luxurious ferry. Less than five months after the fire, the PSNC purchased the PERALTA hull for $6,500 and had it towed to the Lake Washington Shipyards at Houghton (now Kirkland). Plans were already underway for a dramatic transformation of the vessel that would capture the imagination of the world.

Few noticed the departure of the vessel from San Francisco Bay, and just as few witnessed its arrival at the Lake Washington Shipyard. Completion of the new ship took a little over a year. The Lake Washington Shipyard was at the time the only shipyard on the West Coast to have mastered a new metal fabrication technique known as arc welding or "electrowelding". Since the new design called for a steel superstructure and managing costs was a priority, the ability to weld the steel components rather than fastening them by riveting was crucial to the success of the new construction. Seven tons of welding rod was used to do the job. It was reported that

$600,000 was spent to build the KALAKALA. A full crew of 300 men, working day and night for the last four months completed the new vessel in nineteen months.

The construction of the KALAKALA was shrouded in secrecy until less than two months before her launching. When reporters were allowed a sneak preview of the ferryboat they were eager to pass on their vivid descriptions to the public, much to the delight of a proud PSNC. Designed in the Streamline Moderne style, which was first applied to airplanes in the 1920s to improve aerodynamics, the KALAKALA was a visual tour-de-force with a clearly defined bow and stern, yet double ended at the same time. The streamlined look extended from the smooth rounded steel sheathing, to the round port-hole windows and up to the flying bridge on either side of the wheelhouse which suggested that the boat had aviation capabilities. The appearance gave her an advanced "space age" look. The Seattle Daily Times wrote, *"The startling design of the new craft will give the impression that Elliot Bay has a visitor from Mars or some other planet inhabited by Superman."*

In anticipation of the new vessel, PSNC revamped Colman Dock on Seattle's waterfront to serve as the KALAKALA's homeport. Architects gave the 1920's era building a complete makeover to complement the KALAKALA's Streamlined Moderne styling. Features included large Deco inspired signage, chrome entrance canopy and a Howard Miller-like inspired clock tower.

Advanced as the KALAKALA was in her outward appearance, she was equally exceptional in her functionality and safety features. At the time of her construction, she was one of the largest and fastest ferryboats in the nation. At 276 ft. long and 55'8" wide at her beam, she could reach a top speed of 18 knots and could hold up to 2,000 passengers and 110 cars. The hull was subdivided into eight watertight bulkheads and twenty-five compartments, which rendered the boat virtually unsinkable. The KALAKALA's main engine was another first in maritime history. Her Busch-Sulzer, ten cylinder, two cycle, 3,000 brake horsepower diesel engine was the most powerful ever to propel a ferry. Augie Busch brought the diesel patent from Germany to the United States and manufactured the engines in St. Louis. Building the engines kept his beer making work force employed during Prohibition. Of the thirteen identical engines that were built, the KALAKALA's was the only one to be installed in a ship.

On the morning of July 2, 1935, the City of Seattle exploded with an enormously enthusiastic reception for the KALAKALA as she emerged from the Todd Shipyards and made her way to the Colman Dock on Seattle's waterfront. An estimated one hundred thousand well-wishers eagerly watched from downtown office buildings, hillside homes, the wharves and other ships. Reporter Susan Paynter from the Seattle Post-Intelligencer wrote, *"....tugs and fireboats spewed saltwater "champagne" from water cannons. Sailboats, dreamboat cruisers, tour boats, fishing trawlers,*

and tiny aluminum pea pods bobbed all around. And people hooted cheered and blasted air horns on every side." Seven thousand school children were released from school for the day to attend the ceremonies. Throngs of children and other onlookers caused traffic jams along Alaska Way Blvd, and their amassed weight reportedly threatened the stability of the Canadian National Dock.

Over 500 guests, dignitaries, and Black Ball officials boarded the KALAKALA for the ceremonial first run to Bremerton. Among them were George Lent (founder of PSNC), J.T. Hefferman and J.H. Fox (early shipyard owners), and L.C. Gilman (railroad czar of the Northwest). They could hardly contain their excitement. In Hefferman's address to the public, he remarked, *"You can't keep Seattle down. When you think the old town is slowing up her pace, she comes through with a masterpiece such as this."*

Quickly the KALAKALA became headlines in news media published locally, nationally and even internationally. Instantly known as the "World's First Streamlined Ferry", and was reflected on and represented a new future symbol of hope during America's depression era. The KALAKALA was featured on a variety of postcards and was even superimposed onto a picture of the Ohio River for the City of Cincinnati's Centennial in 1941. Bing Crosby and the Andrews Sisters sang about the KALAKALA and the Black Ball Line in a 1951 a song entitled: *Black Ball Line* and an image of the KALAKALA appeared on the title page in Luke May's serial magazine, True Detective Mysteries called: Six Murders in Six Minutes.

As an icon of industrial Art Deco styling, exactly how she was designed and who participated in the design is surprisingly speculative. Seattle historian Paul Dorpat reports that the original sketches of what would become the KALAKALA were drawn by industrial designer Norman Bel Geddes. A 1932 model by Geddes does look similar to the KALAKALA, but substantiation and corroboration by Peabody and Geddes cannot be found. Other stories persist that Peabody's wife-to-be, Marie, had a hand in the design as well. Reportedly Peabody and a number of others sat around a dining room table one evening in 1934 to discuss the new ferry. With sketches of the vessel spread out on the table, Marie altered the drawings to her own satisfaction to emphasize the curvilinear lines of the boat. Regardless of how the design came about, Puget Sound Navigation's naval architect, Helmuth W. Schmitz name is found on the plans and is listed at the official architect. Schmitz, who was born in Germany, came to the United States as a boy of five and received his education in the United States. Always interested in marine construction, he specialized in it during his studies at the University of Washington. He also received practical training while still a student by part-time employment with Seattle naval architects, Lee & Brinton. He joined the Puget Sound Navigation Co. Black Ball Line staff in 1930 and drew plans for the CHIPPEWA, QUILICENE, and ROSARIO, in addition to the KALAKALA. His work also includes

designing the terminals and the new type electric counterbalanced ferry slips. Helmut Schmitz died Nov.3, 1970.

Schmitz' design for the KALAKALA featured many innovative ideas such as a disappearing mast, inset running lights on the flying bridge, and all welded superstructure, an automatic sprinkler system for fire suppression, an amplified voice communications system between bridge and engine room, and a complicated mechanism that locked big steel doors at the vessel's bow. The use of electrowelding (or arc welding) on the superstructure was particularly innovative. The Navy's first all welded submarine pressure hull was not produced until 1934, the same year construction began on the KALAKALA.

In the tradition of the Black Ball Line, the name of the ferry would be derived from Native American language. William O. Thorniley, PSNC publicist, came up with the name. He was a student of the Chinook Indian jargon (trade jargon), which is a mixture of Indian, French, and English words and was commonly spoken by fir traders, early settlers and many Native American tribes. He favored the Chinook word "kalakala" which is said to be "an imitation of the notes of a wild goose when flying, hence the derived meaning "Flying Bird."

The KALAKALA is best associated with the high-volume Seattle-Bremerton ferry run, which she ran from 1935 to 1942. Until 1942, she ran seven days a week except when down for maintenance and repairs or when running special excursion trips. The illustrious and decorated Captain Wallace Mangan was chosen to assume the first command of the KALAKALA. As a Master of Vessels with over 30 years of experience, Mangan was a logical choice. As a Commander, he had undertaken fifty thousand round trips with no accidents. Beginning on July 3, 1935, Captain Mangan commandeered the KALAKALA on six round trips a day for 28 days a month.

As the flagship of the Black Ball fleet, the KALAKALA made numerous chartered excursion trips and performed many ceremonial functions in addition to her regularly scheduled runs. These included Sunday cruises to Poulsbo and trips through the Hood Canal. Among the most popular were the moonlight dance cruises serenaded by the "Flying Birds Orchestra." President Roosevelt rode the KALAKALA from Bremerton to Seattle in 1936, when he came to inspect the shipyards. The Canadian government even requested the service of the KALAKALA to transport people to and from Victoria for an historic visit by the King and Queen of England in 1939.

The timing of the KALAKALA's commissioning could not have been better for purposes of the build-up to World War II. The Bremerton Shipyards, already busy building and refurbishing a variety of military vessels, was called upon to step up its production capabilities. More work

meant more workers. It was not long before housing in the Bremerton area exceeded its capacity. As housing availability diminished, thousands of workers and their families located across the bay in the Seattle area. During the war years, the KALAKALA and three other ferries made twenty-nine runs a day to accommodate the expanded defense workforce at the shipyards. Between December 7, 1941 and August 14, 1945, the KALAKALA and two other ferries carried almost 35 million passengers, 5.7 million vehicles and 1.3 million tons of freight without incident. Under PSNC ownership the Kalakala made a total of 35,601 round trips between Seattle-Bremerton that totaled 1,001,299.5 miles.

Shortly after the war, the KALAKALA added to its list of firsts with the installation of a radar system. The newly-declassified radar unit replaced the echo navigation system and was reportedly the first civilian application of this wartime technology. The Ratheon Manufacturing Company of New York installed the radar equipment in 1946 at a cost of $50,000.

Despite innovation and technology, the Black Ball Line of Puget Sound Navigation fell on hard times in the years following World War II. Operating costs, especially in the form of increased pay and benefit demands by the unions representing the company's employees, increased in the second half of the 1940s, while company revenues fell. Appeals for fare relief from Peabody to the regulating body (the Washington Toll Bridge Authority) were not granted. An incensed Peabody promised to halt all ferry service unless his rate hike was implemented. The state did not relent and, following some legal wrangling, Peabody made good on his promise, tying up his boats and suspending service on March 1, 1948. The service stoppage set the stage for a showdown with then Governor Monrad C. Wallgren. The governor and most of the public agreed that transportation around the Puget Sound should not be under the whims of a private owner and began negotiations for the state to acquire the entire Black Ball Line. Eventually Peabody agreed to sell, setting the price at $5 million. On May 31, 1951 sixteen PSNC ferries (including the KALAKALA), twenty-one terminals, a destroyer escort, miscellaneous equipment and supplies, and access roads built on Hood Canal, became state property.

While the remainder of the Black Ball fleet changed in appearance as a result of the change of ownership, the Toll Bridge Authority had continued KALAKALA's trademark silver appearance. In 1955, the state run ferry system shifted the KALAKALA to the Port Angeles-Victoria run in the summers to boost tourist profits. The KALAKALA was temporarily removed from her Victoria run from April through mid June in 1957 to complete $50,000 worth of remodeling at the Commercial Ship Repair Company in Winslow. Additional watertight bulkheads and escape hatches were constructed, the rudder blade was widened to improve steerage and the annual bottom repairs were carried out giving her a structural "facelift."

The KALAKALA returned to the Seattle-Bremerton run in the summers of 1960-61, although she was relegated to standby service in the wintertime. During the "Century 21" world's fair in 1962-63, the KALAKALA was one of the highlights of the fair. She transported passengers from Seattle to the Bremerton Shipyard to tour the USS Missouri. Remarkably, though she was built almost three decades earlier, her futuristic look still evoked a vision of space and fit right in with the theme of the fair, "A Parade of Progress." It was reported that the KALAKALA was the second most attended attraction at the World's Fair, second only to the Space Needle. By 1964, the KALAKALA was running between Seattle and Bremerton again, but only two trips daily to supplement the work of her counterpart the CHIPPEWA. In a report commissioned by the State on the condition of the fleet, the KALAKALA began to show signs of age. The survey noted that the hull would require considerable plate work and reported that the KALAKALA was inefficient and could not operate at a profit. Her car deck with a clearance of eleven feet two inches could not carry the larger cars and trucks of the late 60s and 70s. As a result, her car carrying capacity had diminished to less than half of what the newer ferries could carry.

Although still the jewel of the state ferry system and proudly projecting all of her original charm and flair, the numbers seemed to be stacking up against the ferry. In 1964 a reprieve from the official report's "death" sentence came when an annual Coast Guard inspection determined that the KALAKALA was not as in bad of shape as had been anticipated. The Todd Shipyard was awarded an $84,390 contact to work on her outer sponson plates and vehicle deck.

On July 19, 1966, the HYAK, the first of the new Super Class ferries began service on the Bremerton route in place of the KALAKALA. The KALAKALA's final run as a passenger ferry was on October 2, 1967. She was sold to Robert Resoff and the American Freezership Company. Once converted, she would serve as a mobile crab-processing vessel on the rough seas surrounding Alaska's Aleutian Islands. By 1971, the KALAKALA was being moored in Kodiak at Gibson Cove and large rocks, sand and dirt were pushed up to her sides to permanently beach the boat. The KALAKALA was then used as a cannery until 1982, when she was purchased by the State of Alaska through its agency, the Alaska Renewable Resource Corporation. The state planned to scrap, resell, or renovate the KALAKALA, but it couldn't decide which. After sitting unused for four years, she was sold to the City of Kodiak for $1.6 million.

In 1988, Seattle sculptor Peter Bevis began a ten-year quest to bring the KALAKALA back to Seattle. He and a team of dedicated volunteers worked on and off scraping paint, removing debris, and negotiating with the City of Kodiak to acquire the vessel. After several ups and downs, the KALAKALA arrived back in Seattle in 1998.

Today, the KALAKALA is owned by the Kalakala Alliance Foundation via a Charitable Trust from Steve Rodrigues. They are in the process of rehabilitating the ship for use as a maritime museum and special event space. Future plans are to moor the vessel at various ports of call within Puget Sound region and develop a permanent homeport in Tacoma.

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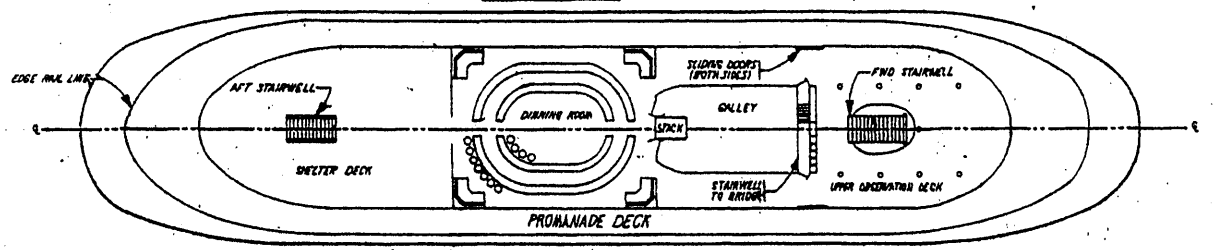
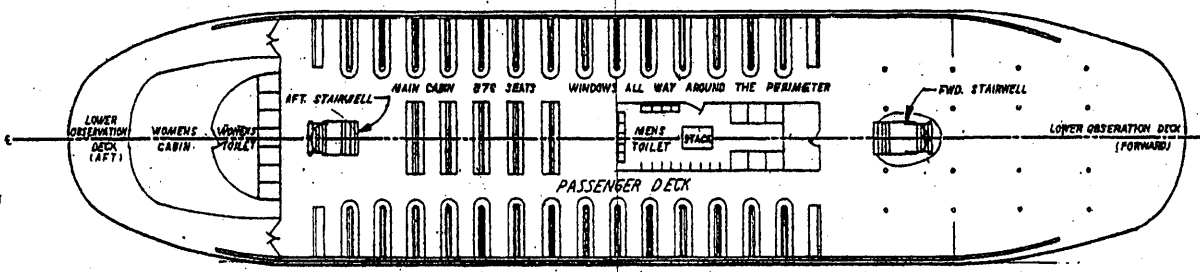
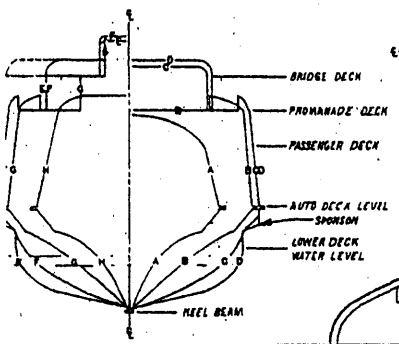
THE VISION
KALAKALA

BUILT 1935

DRAWN Alan W. Nielsen AUGUST 2004

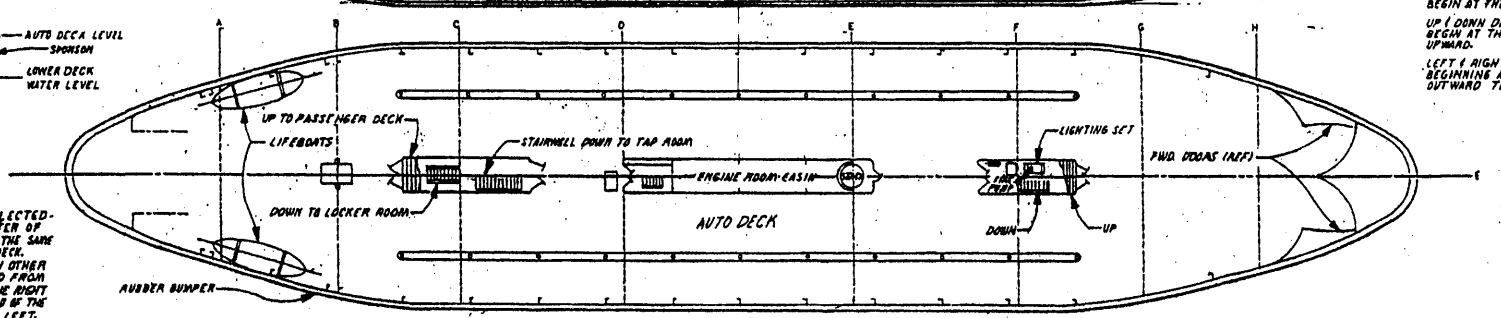


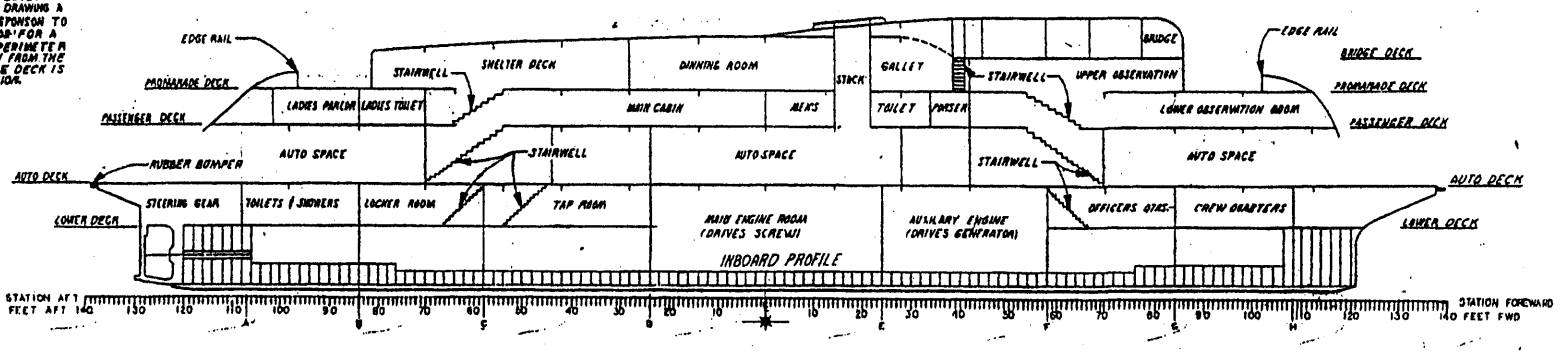




DRAUGHT VIEW
LOOKING FORWARD

THE DRAUGHT VIEW IS TAKEN FROM SELECTED POINTS TO DESCRIBE THE OUTSIDE PERIMETER OF THE BOAT. THE POINTS SELECTED ARE AT THE SAME LOCATION AS THE BULKHEADS OF THE LOWER DECK. THE SIDES OF THE BOAT ARE OPPOSITES OF EACH OTHER SO ONE SIDE IS DRAWN. THE POINTS SELECTED FROM THE STERN FORWARD HALF WAY APPEAR ON THE RIGHT SIDE OF THE DETAIL, WHILE THE POINTS AHEAD OF THE HALF WAY TO THE BOW CAN BE FOUND ON THE LEFT. ALL LINES ARE BELOW THE AUTO DECK LEVEL WERE DRAWN. LINES ARE AGAIN WERE LOCATED BY DRAWING A CONCENTRIC LINE FROM THE BOTTOM OF THE SPONSON TO THE KEEL BEAM USING THE LOWER DECK FLOOR FOR A REFERENCE OF WIDTH. DATA TO LAYOUT PERIMETER LINES ABOVE THE AUTO DECK WAS TAKEN FROM THE DRAWING. THE FULL WIDTH OF THE BRIDGE DECK IS SHOWN IN BROKEN LINES FOR CLARIFICATION.





NOTES:

COPIES OF ORIGINAL DRAWINGS WERE VAGUE, INACCURATE & OF SUCH POOR QUALITY THAT THIS REDRAW WAS MADE. THESE DRAWINGS ARE THE SAME SIZE AS THE ORIGINALS WERE (1/8 INCH EQUALS 1 FOOT). CALL-OUTS, INFORMATION & ADDITIONAL DETAILS WERE ADDED TO MAKE THE DRAWINGS MORE INTERESTING AND USEFUL TO EVERYONE WHETHER THEY BE ADVICE, HISTORIAN, MODEL BUILDER OR MARITIME ARCHITECT.

HOW STRUCTUAL MEASUREMENTS ARE CALLED OUT.

FOREWARD & AFT DIMENSIONS ARE CALLED STATIONS & BEGIN AT THE HALF WAY POINT INCREASING FORE & AFT.

UP & DOWN DIMENSIONS ARE CALLED WATER LINES & BEGIN AT THE BOTTOM OF THE KEEL BEAM & INCREASE UPWARD.

LEFT & RIGHT DIMENSIONS ARE CALLED BODY LINES BEGINNING AT THE ROLL CENTER LINE, INCREASING OUTWARD TO THE LEFT & RIGHT.

The

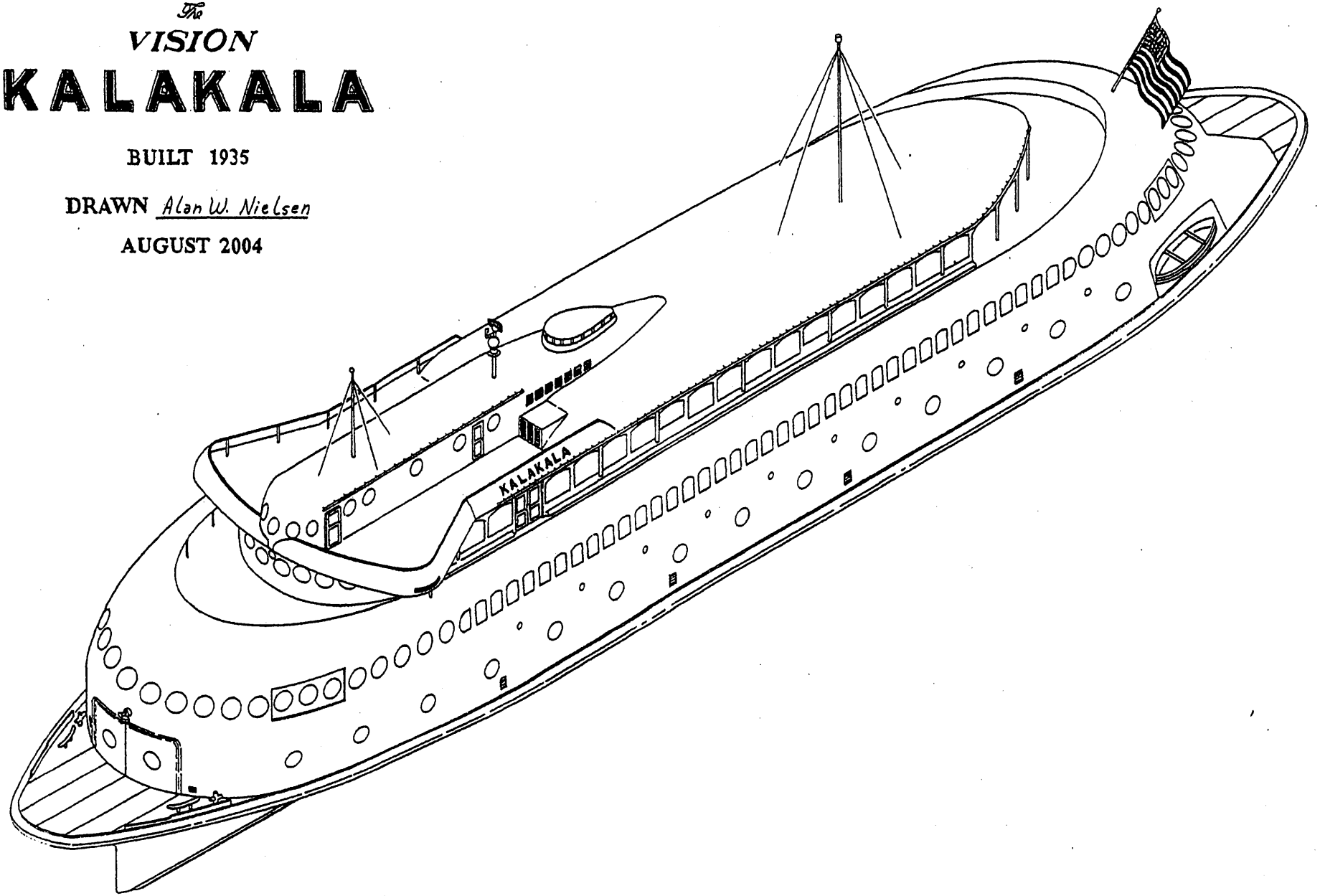
VISION

KALAKALA

BUILT 1935

DRAWN Alan W. Nielsen

AUGUST 2004



DAG

RESTORATION

KALAKALA

BUILT 1935

DRAWN Alan W. Nielsen

APRIL 2005

FEET SCALE

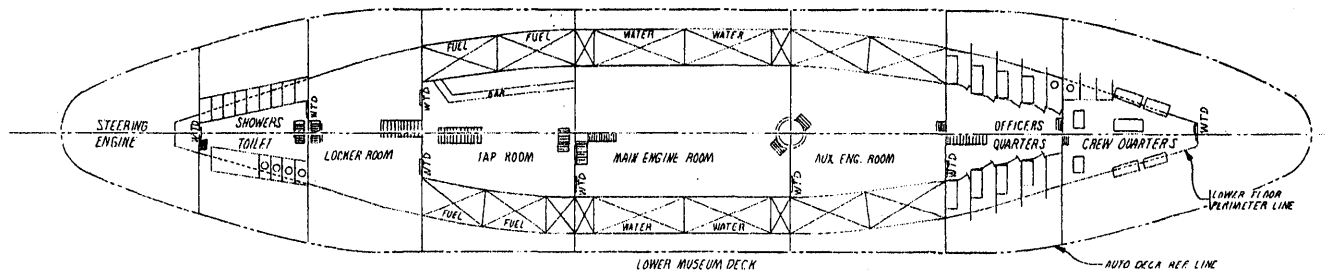
0 10 20 30 40 50 60 70 80 90 100

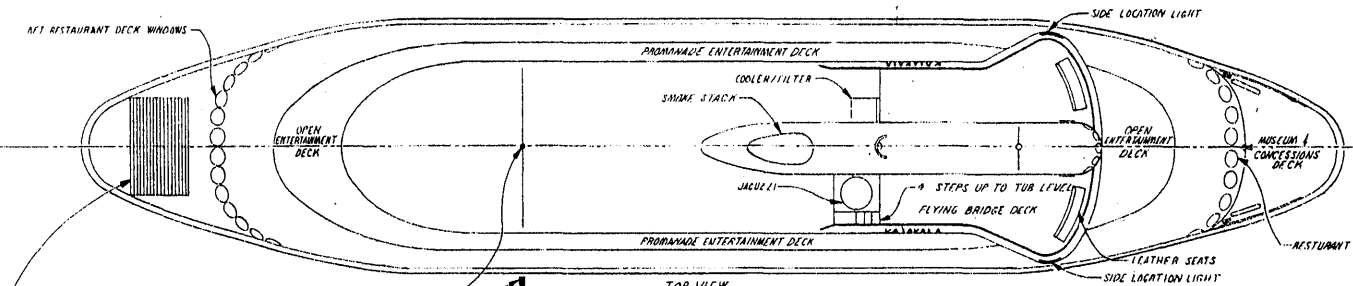
NOTES

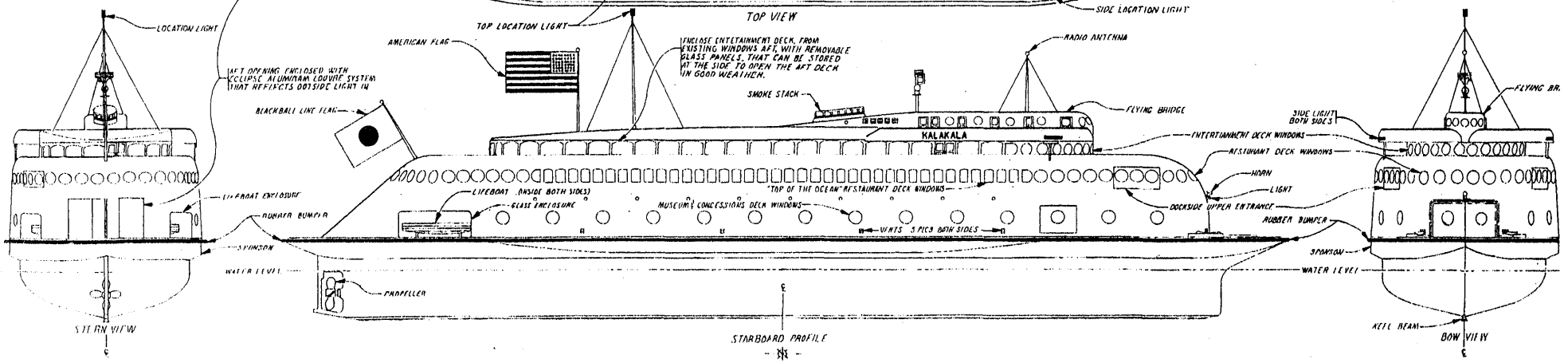
WID WATER TIGHT DOOR ALL COMPARTMENTS AT OR BELOW WATER LEVEL ARE REQUIRED TO HAVE WATER TIGHT DOORS BETWEEN THEM PROHIBITING FLOODING IF THE HULL IS PUNCTURED.

LOWER DECK TO BE RESTORED AS SHOWN; THE WAY IT WAS BEFORE BEING CLOSED TO THE PUBLIC DURING WWII DUE TO VANDALISM. THE LOWER DECK WILL BE OPEN TO THE PUBLIC AS PART OF KALAKALA MUSEUM DISPLAY.

FLAGS PREVIOUSLY THE AMERICAN FLAG WAS FLOWN FROM A MAST AT THE AFT END ABOUT THIRD FLOOR LEVEL AND THE BLACK BALL FLAG WAS FLOWN FROM FROM THE RADIO ANTENNA MAST ABOVE THE BRIDGE. MARITIME COURTESY DICTATES THAT THE SHIPS NATIONAL FLAG OF FLOWN ABOVE ALL OTHERS. THE BLACK BALL LINE FLAG WILL NOW BE FLOWN FROM THE AFT MAST AND AMERICAN FLAG WILL BE FLOWN ON A MAST ABOVE AND AHEAD.







NOTES

THIS DRAWING IS IDENTICAL TO A REDRAW COPIES OF PUGET SOUND NAVIGATION COMPA DRAWINGS OF KALAKALA. AND SHOWS MODI TIONS TO BE MADE DURING IT'S RESTORATION ADDITIONAL TECHNICAL-INFORMATION IS ALSO ADD

CONSTRUCTION & SPECIFICATIONS

BUILT OF STEEL, IS THE FIRST USING THE NE ELECTRO-WELDING PROCESSES INSTEAD OF RIVE SEVEN TONS OF WELDING RODS WERE USED BUILD KALAKALA IN 160,000 HOURS BY 320 WOR FOR $600,000 TOTAL.

TO DETERMINE FLOOR SQUARE FOOTAGE MULT LENGTH TIMES WIDTH USING THE FEET SCALE ABOVE OR 1/8 INCH PLANS EQUALS 1 FOOT.

TALLY OF OUTSIDE WINDOWS & DOORS PER DE

FIRST DECK MUSEUM & CONCESSIONS

30 LARGE ROUND WINDOWS & 2 GLASS ENCLOSE 2 LARGE DOORS FWD AFT OPENING ECLIPSE LOUV

SECOND DECK RESTAURANT

52 LARGE ROUND WINDOWS, 4 HALF ROUND HA SQUARE & 76 SQUARE BOTTOM WITH ARCHED TO NO OUTSIDE DOORS ONLY 3 DOCKSIDE ENTRANC

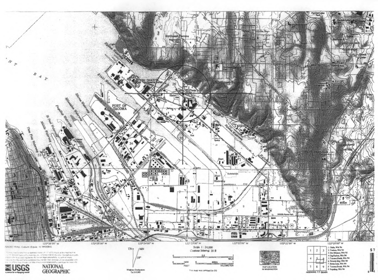
THIRD DECK ENTERTAINMENT

14 LARGE ROUND, 2 HALF ROUND HALF SQUARE 45 LARGE BAY WINDOWS. 3 SETS OF DOUBL DOORS 1 SET ON EACH SIDE & 1 SFT AFT.

FOURTH DECK FLYING BRIDGE

IS SMALLER ROUND WINDOWS & 7 DOORS.

- 8 -



PORT OF TACOMA
Northeast Tacoma
Hylebos Waterway
Blair Waterway
Sitcum Waterway
Milwaukee Waterway
Puyallup River
Marshall Ave
Middle Waterway
Substation
122°26'00" W
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122°22'00" W
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NAD83 Horiz. Datum (Equiv. to WGS84)
TN
MN
18°
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Contour Interval 20 ft
0
0.5
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KILOMETER
This map was printed by OS
MAP LOCATION IN WASHINGTON
1. Gleda, WA '94
2. Vashon, WA '94
3. Des Moines, WA '95
4. Gig Harbor, WA '94
5. Tacoma North, WA '94
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7. Steilacoom, WA '94
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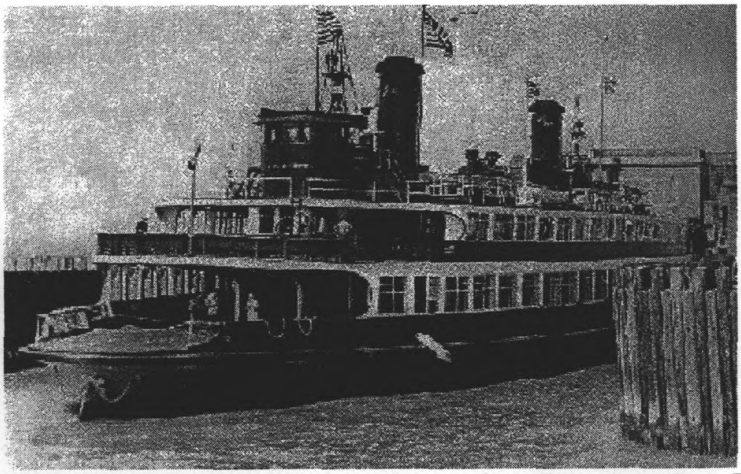
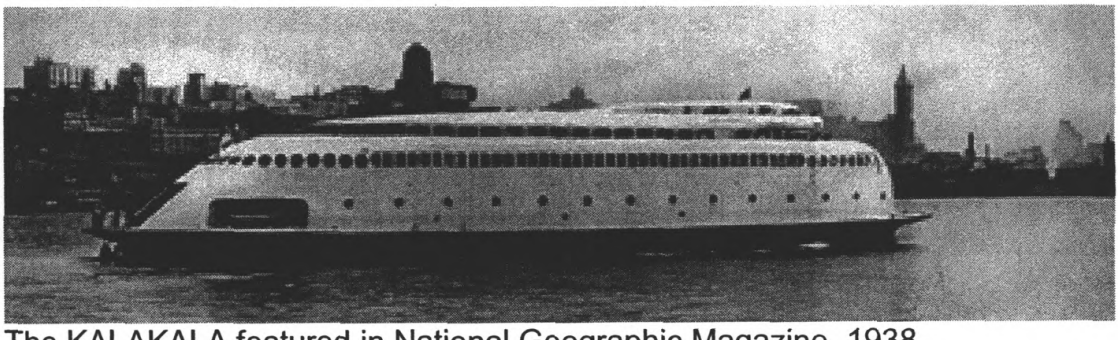
science for a changing world
NATIONAL GEOGRAPHIC



KALAKALA's original incarnation as San Francisco Bay Ferry, PERALTA - Vernon J. Sappers Collection

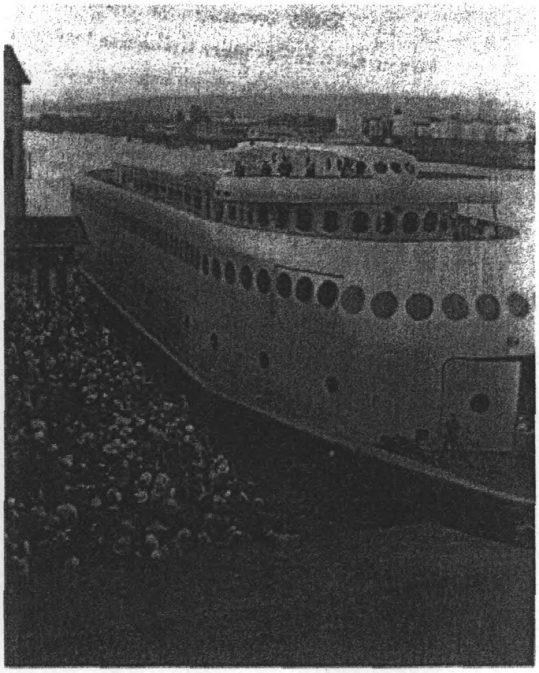
PERALTA hull at Lake Washington Shipyard, November 1934 - John F. Snapp photograph

This photo shows how revolutionary the KALAKALA was in 1935, compared to the BAINBRIDGE, a typical ferry of the day. Don Gray Collection



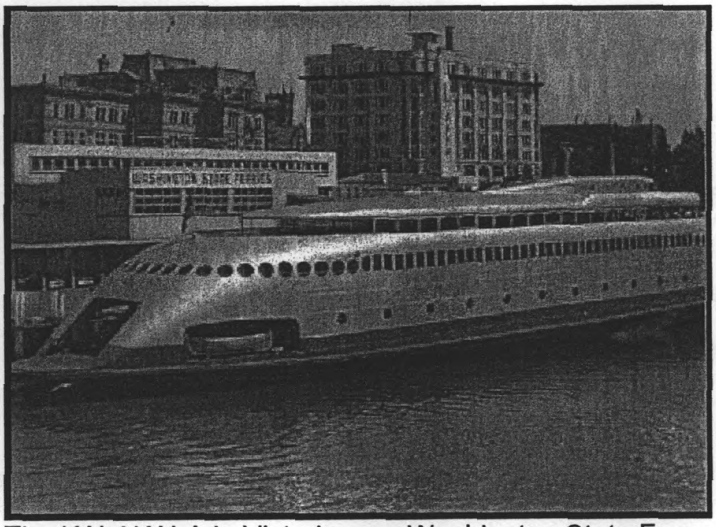
The KALAKALA featured in National Geographic Magazine, 1938.

The KALAKALA, WILLAPA and ILLAHEE idled by the engineer's strike in 1947.

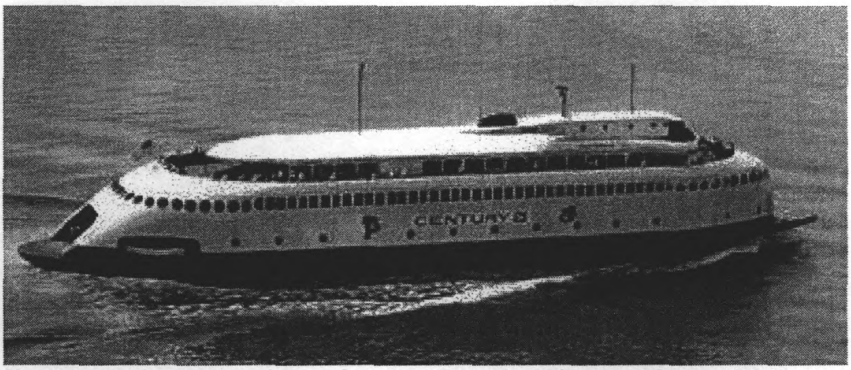


The KALAKALA makes the final run across the Tacoma Narrows - Tacoma Public Library

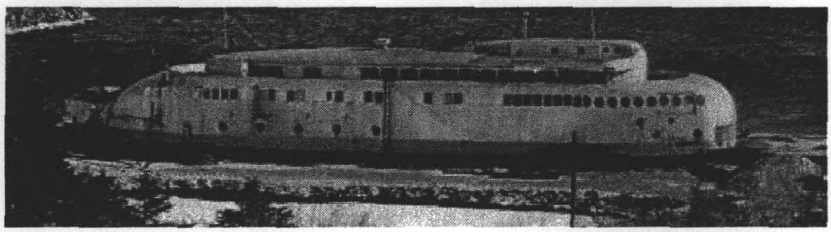
The redesigned Colman Dock, Home of the Black Ball Line. C. 1938



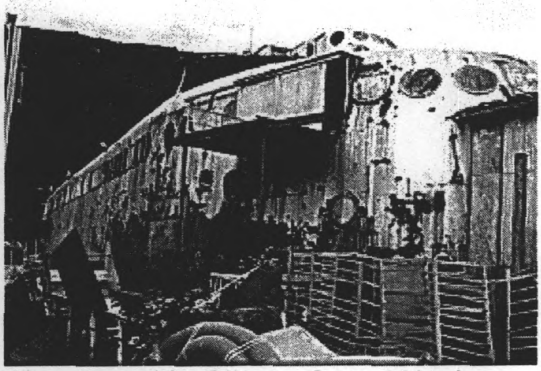
The KALAKALA in Victoria as a Washington State Ferry



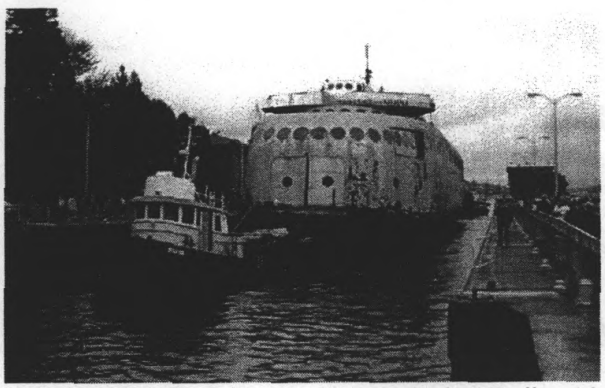
Festooned with banners for the Seattle World's Fair, 1962. Joe Williamson Collection - Puget Sound Maritime Historical Society



An early photo of the KALAKALA aground in Kodiak. Circa 1975



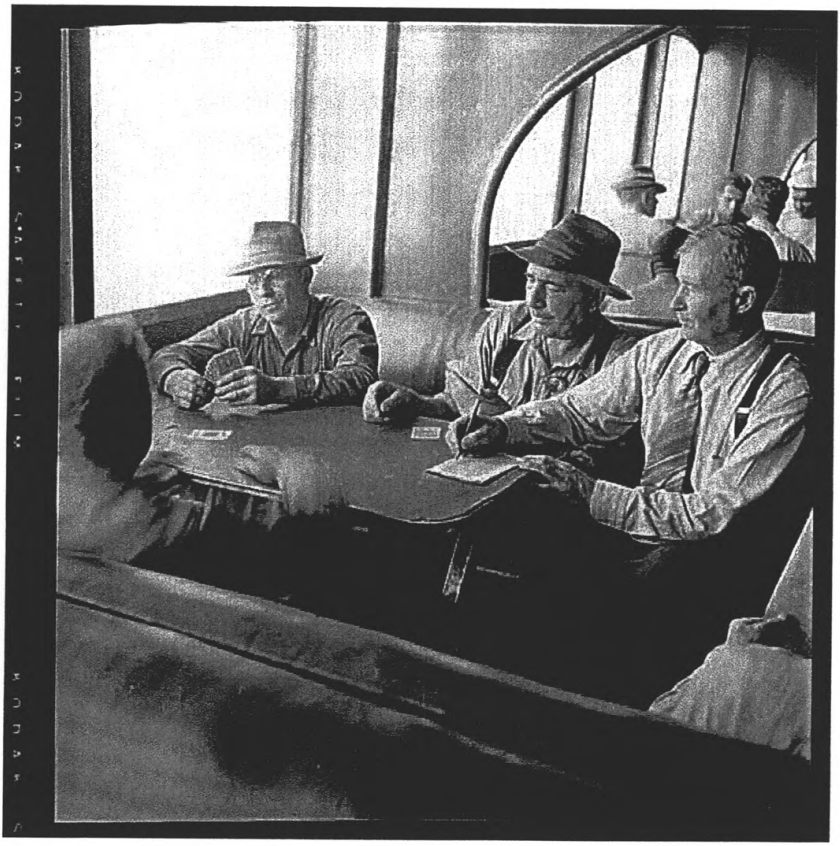
Abandoned in Gibson Cove, Alaska



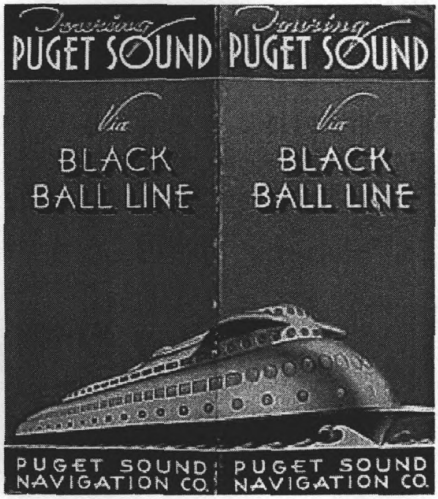
The KALAKALA heads through the Ballard Locks, March 9, 2004. Art Skolnik Photo.

Souvenir Ticket from visit by King and Queen of England to Victoria. 1939

Passengers relaxing in the Observation Deck. Circa 1940. Photo courtesy of MOHI.

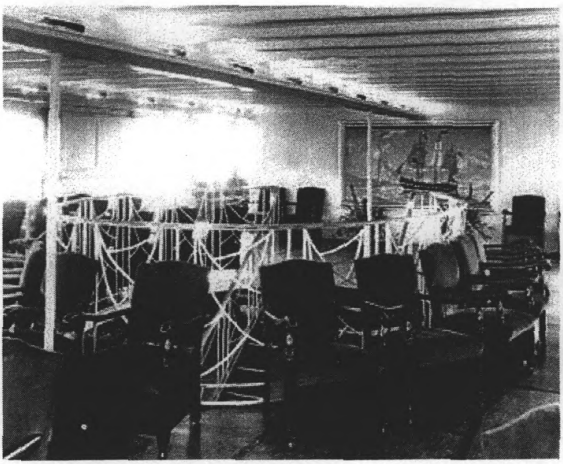


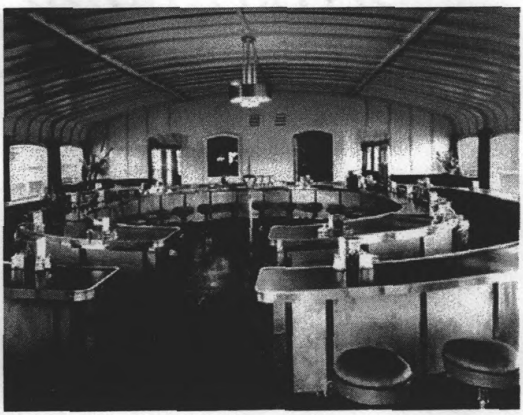
Passengers relaxing in the main cabin. Circa 1940. Photo courtesy of MOHI.

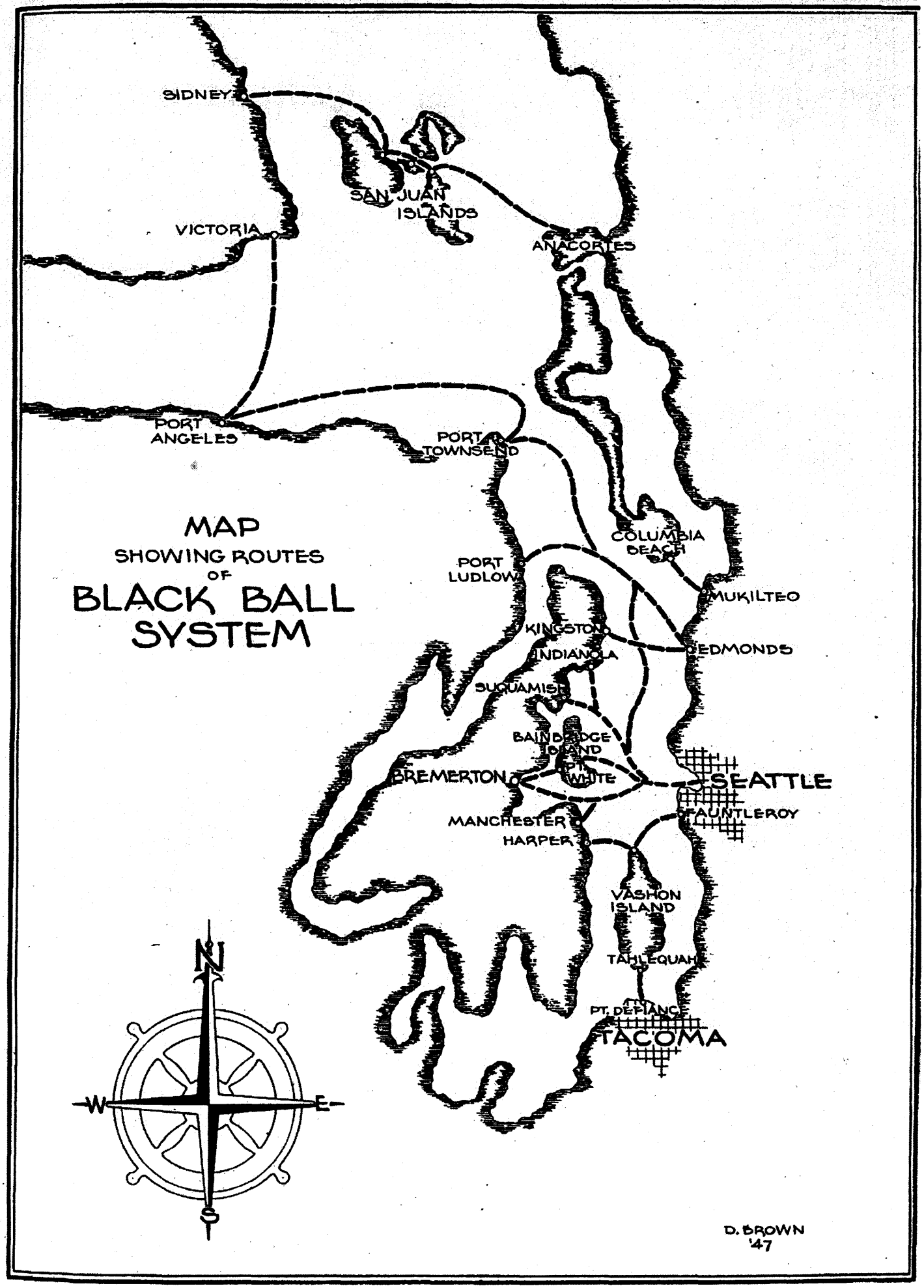


Black Ball Line brochure featuring the ferry KALAKALA, ca. 1935


Passengers gawk through the portholes of the KALAKALA, 1960s
Courtesy Paul Dorpat




Interior of the KALAKALA.


MAP
SHOWING ROUTES
OF
BLACK BALL
SYSTEM
SIDNEY
SAN JUAN ISLANDS
VICTORIA
ANACORTES
PORT ANGELES
PORT TOWNSEND
COLUMBIA BEACH
PORT LUDLOW
MUKILTEO
KINGSTON
EDMONDS
INDIANOLA
SUQUAMISH
BAINBRIDGE ISLAND
BREMERTON
PT. WHITE
SEATTLE
MANCHESTER
FAUNTLEROY
HARPER
VASHON ISLAND
TAHLEQUAH
PT. DEFIANCE
TACOMA
N
W
E
S
D. BROWN
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