

New vessel program, Steel Electrics & Port Townsend/Keystone ferry service

Where are we now?

Last updated: November 26, 2007

Steel Electric Class Vessels

November 20 – Due to emerging maintenance issues, all Steel Electric vessels were pulled from service and service was suspended on the Port Townsend-Keystone route.

- Customer and operational response:
 - Passenger-only service is operating on the Port Townsend-Keystone route. The Snohomish went into service on Sunday, Nov. 25. A revised schedule will begin on Nov. 27 to meet scheduled Island Transit service on the Keystone side. Transit service (Jefferson Transit) connects to the terminal frequently (approx. every 20 minutes) on the Port Townsend side. Park & Ride parking is available at both terminals.
 - WSF is coordinating regularly with WSDOT Olympic Region and Northwest Region to provide signage and to update customer information on regional variable message signs, highway advisory radio, etc.
 - A third vessel ran on the Edmonds-Kingston route for eight hours a day from Wednesday, Nov. 21 to Sunday evening, Nov. 25. The three-boat service helped handle extra traffic expected over Thanksgiving weekend. A need for a third vessel is not anticipated; WSF will continue to monitor vehicle traffic volumes.
 - All pre-paid tickets for the Port Townsend-Keystone route (including multi-ride cards) are honored on the Mukilteo-Clinton and Edmonds-Kingston route.
 - WSF is coordinating with regional transit providers (Island Transit, Kitsap Transit, Jefferson Transit) to help riders set-up vanpools and other services.
 - Puget Sound Express has offered their services with smaller passenger-only vessels to provide back-up service. WSF is evaluating whether a private contractor is a necessary and cost effective service option.

Current Vessel Status

Quinault

- 7/30-Present: Out of service for stern tube replacement and continuing inspection and maintenance work.
- 11/6: Hull pitting discovered along 160' of keel of Quinault as part of WSF's continued inspections and ongoing maintenance work.
- Illahee and Quinault scheduled to come out of drydock on January 29, 2008. Expected to return to service in early-February 2008.

Illahee

- Aug-Sept: Stern tubes replaced
- 11/20: Taken out of service from the San Juan Islands inter-island route
- 11/28: Scheduled to be dry-docked (with Quinault) at Todd Shipyard. Emergency contract for hydroblasting of the paint from the internal portion of her hull and inspection.
- Estimated time to remove interior paint and inspect hull is 10 weeks (due to holiday schedules, etc). Scheduled to come out of drydock with the Quinault on January 29, 2008.
- Estimated Cost: \$870,000 (includes hydroblasting to remove paint, dry-docking fees, temporary dockside services, State workforce, etc)
- Costs and timeline of repairs are unknown at this time.

Klickitat

- 11/20: Taken out of service on the Port Townsend-Keystone route
- Tied up at Port Townsend terminal.
- Inspection/drydock has not been scheduled

Nisqually

- 9/9: Taken out of service and tied up at Eagle Harbor
- Before Nisqually returns to service, WSF needs to meet all USCG inspection requirements including concrete removal.
- Certificate of Inspection expires in May 2008.

New Vessel Program

- Discussion with Todd Shipyard continues on finalization of contract terms and conditions.
- Prior to signing new vessels contract, the Governor asked for a better understanding of the Steel Electric/Port Townsend-Keystone Route implications.
- Nichols Brothers Boatbuilders – status as sub-contractor remains uncertain.