

Kitsap Transit

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PRESS RELEASE

Open house aboard the Rich Passage 1 set for Labor Day weekend

August 30, 2016

Contact: Sanjay Bhatt, Kitsap Transit PIO

360-824-4926, sanjayb@kitsaptransit.com



BREMERTON, Wash. – Kitsap Transit plans to host an open house from 11 a.m. to 3 p.m. in Bremerton aboard the Rich Passage 1 on Sept. 3 and 4 during the Blackberry Festival.

The open house kicks off Kitsap Transit’s public outreach on its proposal for fast-ferry service to downtown Seattle, coinciding with the re-launch on Friday of www.kitsapferries.com as the one-stop destination for voters to learn the facts about the sales-tax measure on the November ballot.

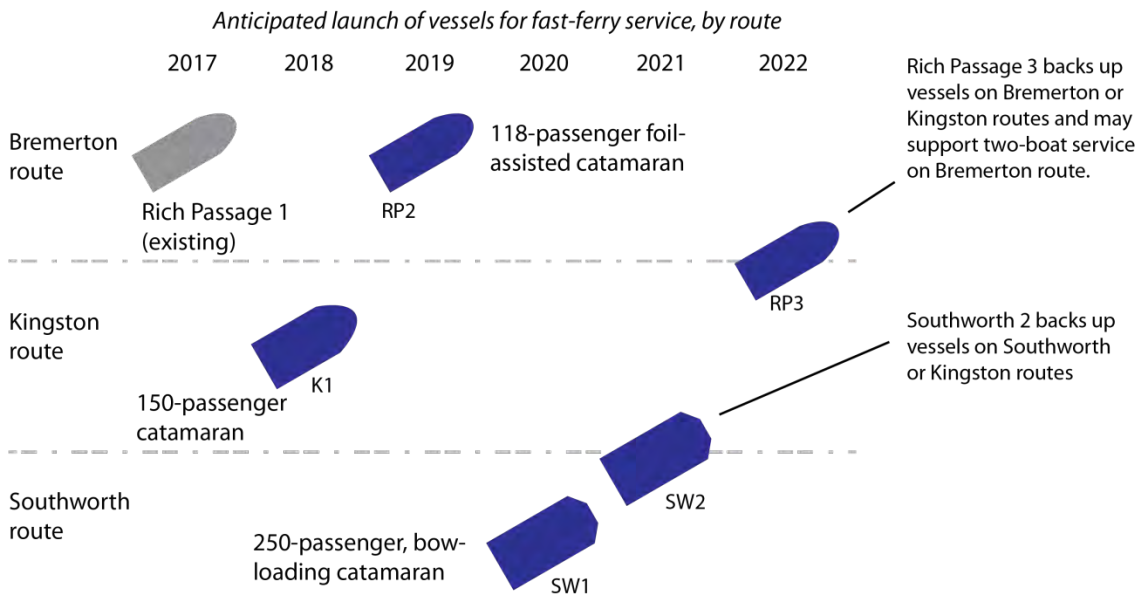
Attendees at the open house will be able to view the \$5.4 million boat up close, watch a short video, and learn about the plan’s features and costs. To keep the boat clean, no food or drinks will be permitted on board. The boat will remain moored at the dock during the open house.

If Kitsap County voters approve the agency’s ballot measure, Kitsap Transit would begin fast-ferry service between Bremerton and Seattle next summer. The agency would follow up with fast-ferry service from Kingston in July 2018 and from Southworth in July 2020.

The Rich Passage 1 (RP1) would be the first of six boats eventually put into service by 2022. Kitsap Transit’s fleet would include three RPs, a fast 150-passenger catamaran and two 250-passenger, bow-loading catamarans (see figure below).

Vessels

- Each route would have at least one dedicated vessel
- Spare vessels would back up those coming in for maintenance
- Kitsap Transit owns one vessel, would need to buy five more



The Rich Passage 1 -- named after the narrow strait between the Kitsap Peninsula and the southern end of Bainbridge Island -- is the culmination of more than a decade of research to expand fast-ferry service to downtown Seattle.

In the late 1990s, property owners in Rich Passage sued to stop the state’s fast foot ferries, alleging the boats damaged the beaches. Washington State Ferries’ passenger-only service on the Bremerton-Seattle route ended on September 20, 2003, and Kitsap Transit later assumed responsibility for a federally-funded wake research study in Rich Passage.

“We’ve been monitoring the beaches in Rich Passage for more than a decade,” said Jessica Côté, a coastal engineer who managed the research team during the vessel’s testing in 2012. “The data tells us that the RP1 can be operated through Rich Passage using optimal settings for the passenger load and not have a direct effect on marine life and no discernible impact on the beaches.”

The 118-passenger foil-assisted catamaran was designed by Teknikraft Design in Auckland, New Zealand, in collaboration with scientists from the University of Iowa’s IIHR-Hydroscience and Engineering research center and naval architects at INSEAN in Rome, Italy. The boat was built by All American Marine in Bellingham, Wash., and is just over 78 feet long and 28 feet wide.

The design team digitally modeled and tested the ultra-low wake hull design. Using computational fluid dynamics (CFD) techniques, the team could refine the shape of the aluminum hull and carbon-fiber hydrofoil to produce lower wake heights with less wake energy.

“Our hydrofoil supported hull has been developed and refined over the last decade to become a leader in catamaran technology,” said Nic de Waal, principal naval architect at Teknicraft. “With the additional benefit of sophisticated and intensive CFD modeling over recent periods, we now have one of the most advanced and environmentally friendly hulls in terms of the combination of low wake, high speed, and low fuel consumption.”

With an optimum speed of 37 knots and cruising speed of 29 knots, the Rich Passage 1 also features “smart” technology to minimize wake. Its hydrofoil and wake-mitigating interceptors have been integrated with GPS technology to automatically position the foil and interceptors for the lowest wake energy signature when the vessel enters Rich Passage. The system also optimizes for performance and fuel efficiency.

The cutting edge vessel is powered by four Caterpillar C18 ACERT engines fit with CleanAIR Permit filters to reduce harmful emissions by up to 99 percent. The vessel’s noise emission is mitigated with acoustic foam insulation and composite sandwich decking material. And the cabin’s interior is finished with recyclable aluminum honeycomb wall panels and recyclable aluminum ceiling tiles with acoustic insulation. Other amenities include ADA-friendly accommodation spaces, comfortable seating and bicycle storage racks.

During Kitsap Transit’s trial service of the Rich Passage 1 over about four months in 2012, the boat carried about 33,500 riders.

About Kitsap Transit

Kitsap Transit has been operating friendly, convenient public transit since 1983. The Bremerton-based transit agency for Kitsap County carried more than 3.8 million riders last year across a multi-modal system of routed buses, paratransit shuttles, vanpools, worker/driver buses and a passenger-only ferry service.