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January 2012 Vol.13, No.1



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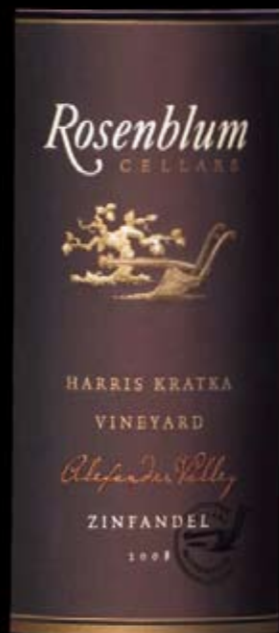
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BAYCROSSINGS

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ON OUR COVER



The America's Cup project agreement, details of which became public in December, provides for as much as \$100 million to be invested into Port of San Francisco property, and includes significant upgrades to both facilities and infrastructure including Pier 54 in Mission Bay and the James R. Herman Cruise Terminal. The planned development provided under the agreement also provides greater short- and long-term public access to the waterfront. Photo by Joel Williams.

Corrections & Letters

We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.

Navigating Bay Area Traffic Just Got Easier

511 Announces Beta Traffic Page

BY CRAIG NOBLE

The award-winning 511 traveler information system is offering new functionality to the Bay Area traveling public through a significant update and overhaul of the 511 Traffic page.

The new 511 Traffic page, now being launched in beta at trafficbeta.511.org, provides information to help commuters avoid traffic jams and incidents, and suggests alternate routes to keep travelers moving and reduce congestion in the Bay Area. Visitors to the 511 Traffic page at traffic.511.org will see a banner at the top of the page inviting them to go to the beta version. The new page features real-time and predicted traffic information and driving times, an enhanced map with improved navigation and easier access to information, and personalization, such as saved recent trips and map preferences. 511 Traffic excels at providing highly accurate, real-time and predicted traffic information for the Bay Area.

“We made major enhancements to our traffic map and information tools based on input from 511 users,” says Shauna Callow, 511 website coordinator and project manager for the Metropolitan Transportation Commission, which oversees the 511 service. “We’re excited to offer a beta version of the new 511 Traffic page now so users can help us confirm the page is working as designed.” The full launch of the new 511 Traffic page is expected in the spring of 2012.

The enhanced traffic map shows travelers real-time traffic congestion, incidents and construction projects on freeways and highways at a glance. Users can also use map tools to view predicted traffic congestion (based on historical averages) when planning a future trip – especially one that requires arriving on time, like a trip to the airport. 511 operators update incident and construction information

24/7 so that 511 users can access information specific to their trip, whenever they need it.

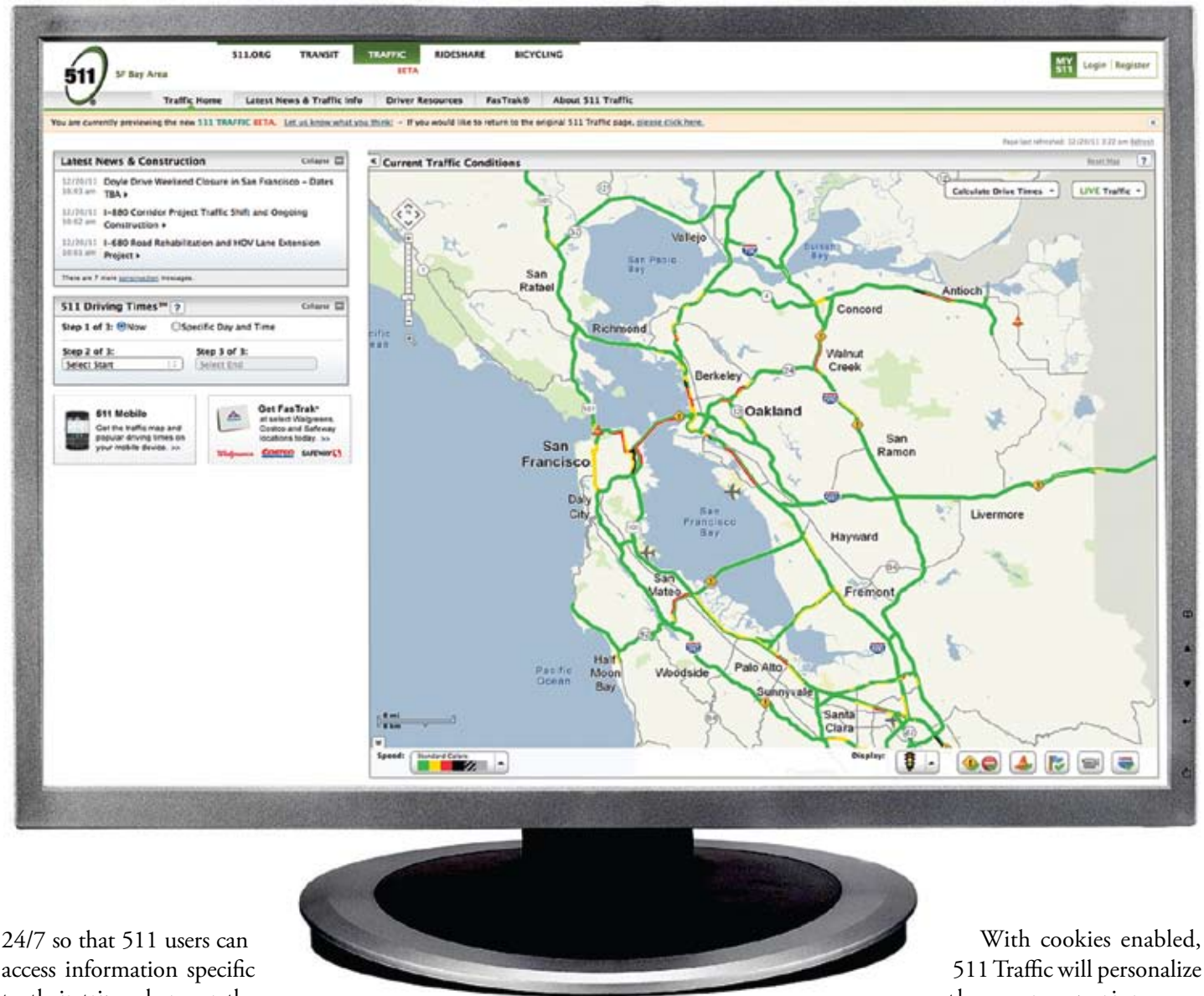
“The 511 Traffic page is the only resource of its kind built and continually customized for the Bay Area,” says Callow. “So much of the work that we do is related to collecting and verifying traffic data, so it’s exciting to release these website improvements that enable travelers to quickly access this powerful data via a fresh, streamlined design.”

The 511 Driving TimesSM feature delivers personalized point-to-point driving times, including speeds and incidents along a route, and is now better integrated into the traffic map. Travelers can find out how long a trip will

take to the minute, given current traffic conditions. Users can check a typical driving time compared to the current time to know whether conditions are better or worse than usual. When available, alternate routes are provided to allow travelers to choose a different path and avoid congested areas. 511 users can also calculate driving times for a specific future day and time. For example, when making weekend getaway plans, users can enter their trip and select “Fridays” as the day type to view predicted driving times for Friday travel.

With cookies enabled, 511 Traffic will personalize the user experience so that each time users return, their maps preferences and trips are immediately available to them. The Recent Trips feature will save up to three of a user’s most recent trips for quick access to current driving times, incidents, and speeds along the route.

As always, the 511 Traffic page consistently provides the most accurate, latest-breaking traffic news and emergency information affecting drivers. When urgent news breaks or emergencies occur, 511 Traffic displays a ticker at the top of the page to make sure motorists stay informed about major traffic impacts in the region and their commute alternatives.



America's Cup: Clear Skies or Clouds Ahead?

As a once-avid Bay sailboat racer who followed San Francisco's Golden Gate Challenge to Australia in 1986, I am excited about the America's Cup sailing races coming to San Francisco Bay. But it's not just a sailboat race anymore. It is a major sports marketing event involving waterfront development and including a new cruise ship terminal.

So as an environmentalist with SeaTurtles.org in West Marin, I've been worried about the air and water pollution that will be generated by the superyachts, cruise ships and spectator boats that will descend on the Bay and the associated marina construction and pier renovation. Some in the sailing and maritime community seem to think that advocating for a clean and green America's Cup automatically pits me and all environmentalists against the sailboat races. As in, you're either with us or against us.

It's not that simple. My history with sailing and America's Cup goes back to the 1980s, when I raced on San Francisco Bay out of Corinthian Yacht Club in Tiburon. When the late Tom Blackaller organized an America's Cup team at St. Francis YC, I volunteered to help with local events and PR. Then I got lucky enough to lose my corporate job before the America's Cup in Perth, Western Australia. I dropped everything, got a gig covering the races for a couple of sailing rags and flew to Fremantle.

Now 25 years later, the America's Cup is here and promoting a sustainable event with "zero waste" and "no carbon footprint." To help watchdog these commitments, I joined the coalition of 30 environmental, neighborhood, public health, civic organizations and swim clubs called the America's Cup Environmental Council, formed to ensure that America's Cup is a benefit for San Francisco Bay and its surrounding neighborhoods and historic resources, in both the short and long term. We represent the 99 percent, given the America's Cup is clearly a 1 percent game.

After months of poring over environmental documents, writing comments, attending hearings and conducting direct negotiations with the City, the Port and the America's Cup Event Authority, we've made huge strides toward ensuring an environmentally responsible event. I support the requirements for cleaner fuels, engines and shoreside power for race management vessels and commercial spectator boats. The new shoreside power project at Pier 70 for drydocked cruise ships and military vessels will offset the temporary shutdown of shore power for cruise ships at Pier 27. Clean boating programs will help prevent discharges of wastewater and marine debris into the Bay.

Even so, the Final Environmental Impact Report (FEIR) recognizes that the project will still generate "significant and unavoidable impacts even with mitigation." As a result, Telegraph Hill Dwellers, San Francisco Tomorrow, Waterfront Watch, and Golden Gate Audubon filed an appeal of the certification of the FEIR. They will press the San Francisco Board of Supervisors to intervene and resolve remaining issues including preservation of Crissy Field and shoreline habitat; protection of marine mammals and birds during races; how trash and plastic will be kept out the Bay or cleaned up if it ends up overboard; and traffic and crowd control in waterfront neighborhoods.

Ultimately, the buck literally stops with the America's Cup Event Authority and the City of San Francisco, which have made very public commitments to sustainability. These are the terms of engagement on San Francisco Bay set by the America's Cup and the City itself.

Teri Shore
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Sausalito & Tiburon A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

Angel Island A California State park and wildlife reserve. Angel Island is both a great picnic destination with hiking, kayak tours, an hour-long fully-narrated TramTour, as well as a historical site dating back to the U.S. Civil War.

Vallejo Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Six Flags Discovery Kingdom theme park.

Alameda & Oakland There's dining in Jack London Square, the Farmer's market on Sundays and jazz nightly.

Blue & Gold Fleet at PIER 39
Beach Street & The Embarcadero
San Francisco

Occupy Protest Has Negligible Impact on Port of Oakland

BY PATRICK BURNSON

As expected, the Occupy movement's plans to shut down West Coast ports last month proved to be largely symbolic, having a minimal impact on cargo operations.

Port of Oakland spokesmen also noted that a great deal of misinformation was being circulated by Occupy participants. Chief among those myths, said spokesmen, was that the port had been closed. While sporadic interruptions took place in the morning, trucks continued to move cargo. However, "no ships were loaded or unloaded that day," said spokesmen, and some terminals were unable to operate because of the protesters.

How the port will react to future disruptions remains in doubt, however. No firm strategy has been announced and Occupy participants have threatened to restage an event next year.

Cal Maritime Announces 2012 Training Cruise

The California Maritime Academy (Cal Maritime), a campus of the California State University, today announced the itinerary for its 2012 training cruise. The annual training voyage, which is part of the specialized curriculum offered at Cal Maritime, provides students who are pursuing a U.S. Coast Guard license with the hours of sea experience they need to graduate and work aboard ships of any size worldwide.

The 2012 training cruise will depart Cal Maritime on Sunday, April 29 and return to campus on Friday, June 29. Approximately 320 students and 56 officers and staff members will participate on the voyage aboard Cal Maritime's 500-foot training ship *Golden Bear*, which will log approximately 8,500 nautical miles during the voyage.

For the duration of each summer

training cruise, Cal Maritime cadets are responsible for running the ship, including navigating and driving the ship, repairing and overseeing the engines and maintaining the vessel. All training cruises are supervised by Cal Maritime faculty, the ship's captain and chief engineer, and a team of experienced mariners.

Ports of call for this summer's training voyage will include Sacramento; Los Angeles; Punta Arenas, Costa Rica; Montego Bay, Jamaica; and Acajutla, El Salvador. In addition, the ship will make a humanitarian visit to Haiti to deliver medical equipment to the University of Haiti Medical Center. While in Haiti, cadets will also donate clothing, toys, and money to a Haitian orphanage, in coordination with Vallejo CMA Kiwanis.

One of the highlights of this summer's training cruise will be its transit through the Panama Canal, something the *Golden Bear* has not done in more than a decade. Captain Harry Bolton, director of marine programs and commanding officer of the *Golden Bear*, said the experience will be one to remember for cadets and seasoned mariners alike.

"Going through the Panama Canal is a phenomenal experience, and really makes you realize how much the canal has changed commerce throughout the world," said Captain Bolton, himself a 1978 graduate of Cal Maritime. "You can be in one ocean and then be in another ocean of the world in just 16 hours. Knowing that this feat of engineering is as viable today as it was 100 years ago is just amazing."

In addition to the Panama Canal, the itinerary for this summer's cruise will present cadets with other unique opportunities that will allow them to receive training in conditions to which they are not frequently exposed.

For example, during the transit to Sacramento—something the ship hasn't done in 15 years—cadets will encounter all kinds of shallow water and narrow channels that make ship handling a



Participants in the Asia Night gala included: (left to right) Beth Schnitzer, mistress of ceremonies; Lyz Ferguson, Cal-Asia chairman; Dennis Wu, Asia Night Chairman; C. Richard Kramlich, 2011 New Silk Road Award recipient; Ms. Jeremy Potash, founding executive director of Cal-Asia; Mark Dosker, Cal-Asia president; and master of ceremonies Jon Erlichman.

challenge. In addition, the visit to the Caribbean will give students a chance to navigate through highly trafficked waters.

"Traveling to the Caribbean brings an element of excitement to this summer's training cruise," said Bolton. "It will be a great time of the year to travel to Jamaica, which we haven't been to in 40 years. Our cadets will be navigating in a place they haven't been, and there will be lots of traffic to maneuver around. Every leg of this summer's voyage will be busy, which is a good part of the experience and will really enhance their training."

Kramlich Receives Award at Asia Night Gala

More than 350 business and diplomatic leaders attended the California-Asia Business Council's 17th annual Asia Night gala in San Francisco on November 29 to watch C. Richard Kramlich receive the 2011 New Silk Road Award.

Kramlich, who is chairman and co-founder of venture-capital firm New Enterprise Associates (NEA), with \$11 billion of capital currently committed

to new businesses in the United States and Asia, was honored for fostering the growth of jobs, as well as technological cooperation, trade and capital flows across the Pacific.

Also participating in the presentation ceremonies at the Intercontinental Hotel were Beth Schnitzer, mistress of ceremonies; Lyz Ferguson, Cal-Asia chairwoman; Dennis Wu, Asia Night chairman; Ms. Jeremy Potash, founding executive director of Cal-Asia; Mark Dosker, Cal-Asia president; and master of ceremonies Jon Erlichman.

The 2011 award consists of a gold-embroidered silk Chinese rank badge depicting the mystical creature Qilin. Paired wines with each dinner course were provided by Napa Valley's Helena View Johnston Wineries, which is exporting California wines to Asia. A live auction of Asian treasures was conducted by owner Redge Martin of Clar's Auction Gallery.

Asia Night benefits the award-winning programs of nonprofit Cal-Asia to help U.S. companies expand their commercial activities in Asian markets. For more information, visit www.CalAsia.org.

Dredging Alameda Point Channel

BY RICHARD BANGERT

On Sunday, November 11, Dutra Dredging wrapped up five weeks of maintenance dredging in the channel leading to the Alameda Point docks. This channel is on the south side of Alameda Point where the maritime ships and USS *Hornet* are docked. Half of the dredge soil went to the in-bay disposal site at Alcatraz. The other half, unfortunately, was towed 50 miles out into the ocean—past the Farallon Islands—for disposal at a federally approved disposal site. A multi-agency effort to divert dredge material to beneficial reuse in the Bay and Delta proved ineffective in this case.

Alameda leases dock space to the Maritime Administration (MARAD) for their ready reserve ships. Part of the agreement is that Alameda hires a company at MARAD's expense to periodically dredge the channel. The recent contract approved in September called for 50 percent of dredge material to be disposed of at the Alcatraz site and 50 percent in the ocean.

In late November, however, a request by the Bay Conservation and Development Commission to send the ocean portion to the Montezuma Wetlands restoration project in Solano County raised hopes for beneficial reuse. Dutra Dredging agreed,

but Montezuma said it was unable to take material at this time due to a problem with the pipeline through which the dredge slurry is pumped.

There are several other beneficial reuse sites in the Bay Area listed in the long-term plan created by the San Francisco Bay Joint Venture. Even though this new policy of reducing dredge disposal within San Francisco Bay has been around since 1996, the joint venture failed to use Alameda's dredging project to advance their goals. Instead, more fuel and good dredge soil was wasted.

A long list of agencies are on board for this new approach, from the Corps of Engineers to the U.S. Environmental Protection Agency, which cites habitat restoration, levee maintenance and construction fill as beneficial uses. Apparently the message from agency advocates in a March 2011 PowerPoint about dredge diversion is not being heeded: "Upland or wetland beneficial re-use sites must come online, and be practicable for enough dredgers to use."

On a positive note, it came to light in doing research that there may be opportunities in the San Francisco Bay estuary enhancement effort for Alameda to get some support for wetlands creation at Alameda Point. One of the "restoring the estuary" objectives is "pursuit of military base closure opportunities for wetland enhancement and restoration." This objective got traction during the

past four years at the Hamilton Army Airfield wetland restoration project, where thousands of cubic yards of dredge material were deposited.

Alameda resident Richard Bangert writes the Alameda Point Environmental Report, the blog where this story first appeared.

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It's Your Turn.

On a Mission Under Cover of a Rainy Night

BY DEB SELF

As cold rain fell from the night sky, we slipped our kayaks into the dark waters off the East Bay shore. The Bay's surface was calm. The only sound was raindrops splashing on our kayaks and the water around us. Lights from shore allowed us to find our way.

Baykeeper staff scientist Ian Wren and I suspected that toxic metals were being washed into San Francisco Bay. We were paddling toward one of the more than 1,300 industrial facilities that ring San Francisco Bay to catch polluters in the act. During dry weather, we'd walked around the edge of the property

and observed the toxic dust and liquids accumulating there. Big splotches of caked toxic dust were even visible in aerial images we found online.

Toxic runoff from industrial facilities is a major threat to the Bay's health. When it rains, built-up chemicals are washed into storm drains that empty into the Bay. If the facility is located on the shoreline, chemical-laden rainwater can drain directly into the Bay.

It would have been more pleasant to kayak to this spot in daylight, under sunshine. But we had good reasons for coming on a rainy night. First, polluters don't always take kindly to being investigated. Second, to find out just how bad the pollution was, we needed to get a water sample when the first surge of rain was flushing accumulated

toxics into the Bay's waters—and this first big storm of the year had arrived in the middle of the night.

After a quarter-mile of paddling, we spotted the facility's discharge pipe. Rainwater gushed out into the Bay, draining directly from the property.

I positioned my bobbing kayak beneath the pipe, which was about five feet above the Bay's surface. From the stream above me, I filled several half-liter plastic lab bottles, unfortunately drinking a few swallows of the water in the process. I stowed the bottles at the bottom of my kayak and we paddled silently away.

The next morning, we delivered those bottles, which we had kept refrigerated overnight, to a certified Berkeley testing lab. The grim results came back: a level of copper thousands of times higher than the legal limit, high enough to be toxic to fish and other marine life.

This night expedition was one small part of Baykeeper's ongoing efforts to reduce—and eventually end—San Francisco Bay industrial runoff pollution.

Industrial runoff often contains high levels of heavy metals, including zinc, lead and the copper we found during our night kayak expedition. These metals contaminate the Bay food chain and impair the health of fish and animals. For example, salmon exposed to levels of copper lower than those we found

that night can lose their sense of smell, damaging their ability to navigate and return to their spawning grounds.

Baykeeper steps in to stop this pollution. The federal Clean Water Act gives citizen groups the right to stop water pollution through lawsuits. Baykeeper uses this law as a tool to compel polluters to keep their toxic waste out of San Francisco Bay. Just the threat of litigation often leads to successful negotiations, where polluters commit to stop contaminating the Bay.

If you observe pollution while you're out on the Bay, please call Baykeeper's pollution hotline at 1-800-KEEP-BAY, send an email to hotline@baykeeper.org or go to "Report Pollution" at www.baykeeper.org.

Baykeeper Executive Director Deb Self is a member of the California Office of Spill Response Technical Advisory Committee, the San Francisco Harbor

Safety Committee, the Coast Guard's Area Committee and an advisor on oil spill response technologies to the Gulf of the Farallons National Marine Sanctuary. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution.



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Captain Tom Dougherty

BY MATT LARSON

A true man of the sea, Captain Tom Dougherty of Blue & Gold Fleet first started sailing with his father at just four years of age. The ocean has played a starring role in his life ever since.

Dougherty is not your average ferry captain. Though at this writing he was guiding the *Encinal* to and from San Francisco on the Oakland/Alameda trek, he has commanded almost every ferry route in the Bay Area. "Vallejo, East Bay, Tiburon-Sausalito-Angel Island, bay cruises and RocketBoat," he said. He's basically on call for any variety of shifts or special projects. "I have been the primary trainer of captains and deckhands on all of our vessels at one time or another," he explained, nearing his 12th year with Blue & Gold. "I kind of describe myself as the Swiss army knife of operations—I do it all as needed."

Growing up in the Hawaiian Islands, Dougherty didn't just scratch the surface of the water—he dived in. "I bought my first boat when I was 14," he said. "A small boat called a Sunfish. My parents would tow the boat trailer to Kaneohe Bay and I'd sail all day by myself, exploring the whole bay."

The Sunfish was \$400 and young

Dougherty paid for it the old-fashioned way: mowing lawns, cleaning pools and saving Christmas money from his grandparents. "First I wanted to save up for a surfboard," he said. "I got the surfboard, then I got the sailboat. I didn't surf much after that." As a youngster he was fascinated with Jacques Cousteau's adventures on TV and was inspired to lead a similar life. In fact, he and a friend became the youngest students to get scuba certified in the state of Hawaii at the time.

"We used to explore the coastal waters of Oahu for anything new and interesting—airplane wrecks, spear fishing, old artifacts," Dougherty recalled. This experience eventually led to his first job working for the University of Hawaii—his alma mater. "I worked as a support diver and submersible launch pilot." He stayed there for about seven years before becoming a tourist submersible pilot in Kona and Waikiki. "I've got over a thousand dives logged as a commercial diver," he said.

Naturally, a life at sea can lead to some interesting encounters. "There was the 'encircled by sharks' incident," Dougherty calmly recalled. "One of the submarines had a propulsion failure, I had to swim out. I was communicating with the pilot through his window when all of a sudden I realized he wasn't looking at me anymore—I look behind me to see an



Photo by Matt Larson

Captain Tom Dougherty of Blue & Gold Fleet in the wheelhouse of the *Encinal*, which runs from Alameda to San Francisco's Historic Ferry Building.

eight-foot tiger shark swimming up."

Immediately reaching for his breaker bar tool, which was basically a stainless steel rod in this scenario, Dougherty took action. "I bopped him on the nose. He twitched off and ran away, but that made him mad." The shark's twitch sent a shockwave through the water attracting the other sharks. Fortunately, Dougherty had made it back inside the recovery vehicle by the time they arrived, fully intact with a great story to tell.

Dougherty now lives in Corte Madera with his wife and two daughters. For the past eight years he's been the director of a summer camp for junior sailors in Stockton. A former sailboat racer, he participated twice in the Transpac race from Honolulu to Hawaii, though today he'd rather spend time with his wife and kids. He does enjoy a nice glass of red wine on occasion, and spends much of his free time reading history books or

learning more about the ferryboats and nautical engineering.

Working on the water seems to run in the Dougherty family. "My uncle was a marine engineer, and I recently found out that my great uncle, Charles Dougherty, was a famous captain on the east coast in the late 1800s. I've always had a natural affinity for the water. Even here in San Francisco, I know every inch of this waterfront, but if I go two blocks inland—I'm lost," he laughed. "A lot of times I'll just park at Pier 39 and take a cab."

According to Dougherty, the best part about being a ferry captain is also the best part about being a passenger: "The views," he said. "Sunrises are the absolute best. You're flying along at 30 knots; it's a beautiful, clear day and you can just kind of be there. And with that dynamic feeling of being on the water, it's just incredible."



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Rebuilding California Fisheries—One iPad at a Time

BY MIKE SWEENEY

My daughter and I love to go fishing—on my iPhone, that is. She's two; I'm a bit older, but we're both excellent iPhone anglers. Flick Fishing and Fishing Kings are our favorites. It's no substitute for a father-daughter fishing trip, but there's much less gear involved and we never have to retie our lines.

I'm keen on teaching her where her food comes from, and making sure she never thinks fish come from the grocery store. Catching things to eat is the world's oldest profession—despite what they say about that other one. If you think about it, of everything we eat today, the only

wild animals we still really hunt for food are fish. The problem is that we're too good at it.

That hunt is now going high-tech in much bigger ways than my iPhone games. Off our California coast, environmentalists and fishermen have teamed up to use apps and iPads not only to find the right fish, but also to make sure we don't catch them all. Keeping a stable population of fish healthy ensures there will be fish left to fish tomorrow.

If you're a commercial fisherman, you are required to record the number of fish you caught and where you caught them. Typically, you send all that data on hand-written logs into the federal fisheries agency and that's the last you see of it. Enter eCatch, a new app developed by the Nature Conservancy and fishermen



© Erika Nortemann/The Nature Conservancy

Scottish seine fisherman Steve Fitz on his boat, the Mr. Morgan.

ALAMEDA | OAKLAND FERRY
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that lets them load their catch data at sea and have real-time access to the latest information on where the fish are—the ones they want to catch and the ones they need to avoid.

Sharing information on what you caught and where is not the norm for fishermen. They tend to be the original rugged individualists and too often get caught in the race to catch more fish before the other guy does. The results of this have been bad for everyone: rapidly declining fish populations and fishermen going out of business. But a group of fishermen off our coast is trying to change the game by collaborating and sharing information.

The basic idea is that some fish are getting scarce. And when fish get scarce, some get endangered, which means tough regulation that makes it hard to stay afloat. If you want to catch the abundant fish, you need to know a lot about fishing patterns and spend countless hours at sea. Fishermen need to be smart to make sure they don't accidentally catch too many threatened fish and get sent back to the docks.

To improve their success, they are

joining forces with other fishermen to manage this risk. It turns out that sharing catch data is a powerful way to do that. When fishermen team up and share what they caught when and where, they build a powerful database of fishing information that helps them all make money and ensures there will be fish to catch tomorrow.

By working together, the fishermen now have a way as an industry to manage their fishery sustainably themselves. The results are pretty impressive so far. Fishermen with iPads are sharing where overfished species are with their counterparts. They're taking advantage of each others' experience at sea by avoiding areas where someone caught overfished species and learning where the more abundant species are. And they're looking at overall trends to see if their fishing grounds are staying healthy and abundant.

Both fishermen and environmentalists are committed to a thriving and strong ocean, and by using technology and sharing information, we will ensure there'll be real fish left for our kids to enjoy.

There's an App for That

BY CAPTAIN RAY

I remember an axiom from when I studied cultural anthropology in college: A society confronted with pressure to change will change just enough to remain the same. This seems to be true of traditions as well. As much as a tradition needs to remain the same—how else can it be a tradition?—it also has to change and adjust to new circumstances, albeit sometimes very slowly. This whole thought process started last week when I realized it was almost time to get the tide and current tables for 2012.

For thousands of years, knowledge of the rise and fall of the tide and ebb and flood of the current has been of vital importance to mariners. Given the nature of my work, this knowledge has an effect on my life almost daily. Traditionally, cruising sailors obtain a copy of the next year's *Tide Tables*, *Tidal Current Tables* and *Nautical Almanac* toward the end of the current year.

These three volumes hold an honored place on the navigator's bookshelf. They are filled with numerical data, tables with long columns of numbers representing heights and times of tides, the time, strength, and direction of currents, and an assortment of astronomical data. With these books (and one or two others whose contents don't change yearly), navigators can safely cross oceans, negotiate the often complex currents of tidal waters, and enter or leave harbors with a safe clearance under their keels. For sailing home waters, there are a variety of pocket sized books that contain only the relevant local information. I always have one of these in a pocket of my sailing jacket.

However, to quote a line from Jimmy Buffett's "Cheeseburger in Paradise": "Times have changed for sailors these days." Or, in the slightly more modern vernacular, "There's an app for that."

All of this data formerly available in book form is now available online, and can be accessed by anyone with a

laptop, tablet or smart phone. While the navigation station of a cruising sailboat is not yet like the bridge of the starship *Enterprise*, it can be equipped with some rather sophisticated electronics. A chart plotter will display digital charts. When this is linked to your GPS, your vessel's position will also be displayed right on the screen. You can scroll across the screen, click on any spot and a data box will open giving you real-time tide and current information for that precise location. Add radar and the position and movement of other vessels, aids to navigation, and the location of land can be integrated onto that same screen. Because instruments are now designed to talk (and listen) to each other, onscreen data boxes can be programmed to give you additional information including the vessel's course and speed, wind direction and speed, water depth and even water temperature.

Of course, a sailing vessel is an unstable platform at best, and an unsecured laptop could quite easily become a deadly flying object and then destroy itself in a crash landing. There is also the problem of electricity and salt water not mixing, or perhaps mixing all too well! It only takes a drop or two in the wrong place for all of this

Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Instructor Trainer, and a member of US

SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawaii for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean, and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.



Photo courtesy of OCSC Sailing

wondrous technology to be wiped out and rendered useless. Things that can fail will fail—always, it seems, at the most inopportune moment. That's why

one of the hallmarks of safety at sea has always been redundancy.

Perhaps that tidebook in my jacket pocket is still a good idea after all.

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S.F. Named World's Greenest City for Construction

BY BILL PICTURE

Make room on the mantle for another award, San Francisco. The World Green Building Council (WGBC) has named San Francisco the greenest of them all when it comes to promoting green building practices as a means of reducing carbon emissions.

The WGBC's Government Leadership Award for "Best Green Building Policy" was awarded to San Francisco at last month's United Nations Climate Change Conference in Durban, South Africa. The WGBC is a coalition of more than 90 national green building councils from around the world; its mission is to help facilitate the global building industry's move towards sustainability.

Those green building councils were each invited to nominate government policies from their respective countries. From the 22 nominations received, which included both developed and developing countries, a panel of green building and sustainability experts chose a winner for each of the six set categories: Local Climate Action Leadership (Mexico City), Urban Retrofit (Birmingham, UK), Regional Leadership (Singapore), Industry Transformation (New York City), Most Groundbreaking Policy (Tokyo), and Best Green Building Policy (San Francisco).

An early start

San Francisco's aggressive effort to green the building industry began almost a decade ago. It was in the midst of a construction boom that the City's Board of Supervisors and then-Mayor Gavin Newsom, recognizing the impact of construction projects on



SF Dept. of the Environment

San Francisco is home to the largest public LEED (Leadership in Energy Efficiency and Design) Platinum certified building in the world, the California Academy of Sciences. Sustainability was incorporated into every aspect of the design and construction of the new Academy, which opened in 2008 and replaced its earthquake-damaged predecessor.



When the City implemented stringent environmental standards for all municipal projects, Laguna Honda Hospital, a city-owned facility that provides long-term residential care to seniors and persons with disabilities, was the first hospital in California to receive LEED Silver certification from the U.S. Green Building Council.

the environment, passed an ordinance requiring municipal projects to meet tough new environmental standards. San Francisco Department of the Environment Director Melanie Nutter estimates that buildings accounts for 55 percent of greenhouse gas emissions in San Francisco.

It didn't take long for the new standards to prove effective, giving city policymakers the proof needed to convince developers and contractors to follow suit.

"We knew this was a good thing from the beginning, but we needed hard figures before we could approach the private sector," said Richard Chien, Private Sector Green Building Coordinator for the SF Department of the Environment. "The changes we wanted to ask for weren't small, so we needed proof to back it up."

A green building ordinance

establishing environmental standards for all major construction projects in San Francisco followed in 2008, accompanied by a package of incentives designed to make going green more attractive (and less painful) for developers and contractors.

The State of California has since set its own green building standards, which became mandatory in January of last year. In many cases, however, local codes go above and beyond what the state requires. For instance, the state requires that 50 percent of a construction project's debris be diverted from landfill, i.e., recycled or reused. San Francisco requires that 75 percent of that debris be diverted.

"I wouldn't say it's our goal to be ahead of the rest of the state," said Chien. "I'd say our pace is determined by the severity of the environmental challenges we face. But as the codes



are updated and revised, we'll continue to monitor how the real estate market is doing and remain sensitive to what these new rules mean for developers. It's crucial that we consider all of the interests involved."

At some point, however, Chien expects local, regional and national efforts to sync up. "And once we're all moving in the same direction, we can get the financial industry involved," he added. "That's the goal—to get everyone aligned around green building."

Hard to be the greenest

Bay Area residents are likely not surprised to read that San Francisco has done more than any other city to promote green building, given that sustainability—from conserving energy and water, to aggressive recycling and composting—has become second nature for most, both at work and at home. They will be surprised, however,



San Francisco's tough green building standards apply not only to new construction, but major renovations as well. In addition, as of February 2011, all nonresidential buildings 10,000 square feet and larger must undergo an energy efficiency audit and report to the City on annual energy use to help the City reach its goal of reducing greenhouse gas emissions to 20% below 1990 levels by 2012. The iconic Transamerica Building was the first building to comply with the new law. An onsite cogeneration plant that produces 70% of the building's overall energy needs helped it earn the U.S. Green Building Council's highest honors, LEED Platinum certification.

to learn that the rest of the world is catching up. And being the greenest is getting harder by the minute.

"That's absolutely true," said World Green Building Council CEO Jane Henley. "That's a pretty great race to have going on, though, wouldn't you say? It's a win-win for all of us."

While San Francisco's policies definitely stood out, Henley says the competition was nothing if not fierce. What gives San Francisco its edge, she said, is a general understanding of the value of sustainability that has allowed policymakers to set very aggressive standards without much guff from those being asked to change their ways.

"We're talking about a total mind shift here," she said. "The old development model still being used by much of the world says, 'To make the most profit, invest the least amount upfront.' Changing that model means changing how people value things and analyze the macro-benefits, which isn't easy. The level of knowledge is much lower in other parts of the world, so their policies are less aggressive."

San Francisco has strong leadership to thank for keeping it on the green fast track—but that isn't altogether unique. Henley says that around the world, local governments have become the biggest cheerleaders for sustainability, and it's at the city level that the most is actually being done.

"What's that saying? 'Governments talk, cities act,'" she said. "So helping cities make the right decision is where we believe we'll have the biggest impact."

Chien suspects that including major renovations in the scope of projects subject to new green building codes helped set San Francisco apart from its competitors for the World Green Building Council's overall award. Green building codes elsewhere often apply only to new buildings.

"And that's a pretty big piece of the

pie," he explained. "A significant number of permitted construction projects fall under the heading of renovation."

But will they notice?

Besides allowing developers and contractors to sleep well at night knowing they did their part to curb carbon emissions, building green also affords them access to useful tools and incentives that would otherwise be off-limits. But once the project is completed, does the average Joe care (or even notice) when he sets foot inside a green building? Does a Leadership in Energy Efficiency and Design (LEED) certification mean anything, and will it factor into a customer's decision-making process when leasing office space, buying a home or booking a hotel room?

"For the big companies moving into

these commercial spaces, I think it does," said Henley. "They're aware of the value. Plus, the shareholders like it; and it's good marketing to use for positioning. But for the everyday user, I think the awareness is still fairly low. We'll ask how many stars a hotel has, because we know what that means in terms of quality. But we're not yet to the point where people ask about what that hotel is doing to be sustainable."

"I don't think that's far off," added Chien. "Businesses are seeking out energy-efficient buildings, for a variety of reason. The public isn't usually far behind. We'll have to wait and see."

For more information on the World Green Building Council's Government Leadership Awards, visit <http://www.worldgbc.org/site2/index.php?cID=449>.

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Final America's Cup EIR Certified

In December, both the San Francisco Planning Commission and the San Francisco Port Commission voted unanimously to certify the final Environmental Impact Report on the 34th America's Cup.

Key changes to the original project include the preservation of Bay views from Rincon Point, additional mitigation measures to further reduce air quality impacts and a reduced scope of vehicle lane closure along the Embarcadero.

"The certification of this EIR is a great endorsement of a project that reflects the values of San Francisco and the input of people, and we thank the Mayor, his staff and the Planning Commission for their diligence during the environmental review process," said Richard Worth, Chairman and CEO, America's Cup Event Authority. "Now we continue the exciting work of staging a model sporting

event and bringing thousands of spectators and millions of dollars to San Francisco."

In addition to the certifications, the details of the Project Agreement for the 34th America's Cup were also shared. The agreement outlines as much as \$100 million to be invested into port property and includes significant upgrades to both facilities and infrastructure including Pier 54 in Mission Bay (in lieu of Piers 14-22½) and the James R. Herman Cruise Terminal. The planned development

provided under the agreement also realizes the goals of the waterfront land use plan by providing greater short- and long-term public access to the waterfront.

"This agreement represents an unprecedented investment into our

"This agreement represents an unprecedented investment into our waterfront, generating thousands of jobs" - Mayor Edwin M. Lee



Artist rendering of the new James R. Herman Cruise Terminal to be constructed at Pier 27/29 along the Embarcadero.

waterfront, generating thousands of jobs and allowing for a major international sporting event to be held in our Bay's natural amphitheater," said Mayor Edwin M. Lee. "The agreement also accelerates

key infrastructure improvements such as the James R. Herman Cruise Terminal and protects open water views from Rincon Park for the public."

The agreement sets forth the

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obligations of the America's Cup Event Authority to improve port property for the event, governs port review and approval of scope of work for improvement to port property performed by the America's Cup Event Authority. It also governs the conditions for delivery of the venue leases to the authority and sets forth the means to reimburse the authority for its improvements on port property.

"The Port and City have taken a monumental step forward today in

fulfilling their commitments under the America's Cup Host and Venue Agreement and did so under intense time constraints," said America's Cup Organizing Committee Chairman Mark Buell. "On behalf of the Organizing Committee, I commend the City's America's Cup project team as well as the Event Authority in coming together to finalize the deal that will bring the world's attention and significant economic benefits to San Francisco."



The new 88,000 square foot terminal would be able to berth vessels up to 1300 feet long when it opens to cruise ships in 2014.

President Obama Signs America's Cup Act Into Law



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The America's Cup Act, signed into law by President Obama in December, enables the 34th America's Cup to be hosted in the United States by authorizing certain eligible vessels to participate in the events.

"We thank President Obama for the passage the America's Cup Act of 2011 into law, and applaud the tremendous bipartisan efforts of members of the U.S. Senate and U.S. House of Representatives in making this legislation a reality," said Richard Worth, Chairman and CEO, America's Cup Event Authority. "The America's Cup will not just swell civic pride, it will also provide a wave of economic benefit for the United States."

The upcoming America's Cup events in Newport, Rhode Island and San Francisco are estimated to create thousands of jobs and over \$1 billion in economic impact over the next two years. Third-party sources estimate a \$72-million economic impact for Newport, Rhode Island, which will be held in June 2012, and over \$1 billion in economic impact to the San Francisco Bay area, with more than 8,500 jobs estimated to be created due to the America's Cup.

"The America's Cup Act of 2011 will enable us to deliver the greatest America's Cup the world has ever seen, showcasing American venues on the world stage as top international sporting destinations. We hope at the same time that the event will serve as a catalyst for long-term economic development in each of these cities," continued Worth.

The 34th America's Cup continues to build upon its rich heritage of leading-edge innovation with an event that is designed to showcase the best sailors in the world on the fastest boats. For the first time in history, the America's Cup will be able to be seen from shore, creating tremendous public access for spectators as well as drawing large spectator crowds to benefit the port cities being visited.

Sharing time with whales is a privilege.



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No More Sweaters and Snuggies

Growing up in the Bay Area, Jamie Cross knew that living in San Francisco meant wearing wool sweaters and several layers. So when he moved to San Francisco and purchased an 1886 Victorian, he knew he would have to make some upgrades to keep his home from feeling like a refrigerator. An obvious first step seemed to be to replace all the single pane windows. However, this expensive project did not seem to make any difference.

“With the money I spent on the windows, I could have bought a new car—and it’s still freezing in my place,” said Jamie.

Fed up with the cold, he called

a local home performance company in June 2010 to do a home energy assessment and was surprised by the findings. He learned he was losing 40 percent of the heat through cracks in the walls and floors—made worse by the fact that he had no insulation.

“That was the first time I realized I have to take a ‘whole’ approach to my house instead of one thing at a time. You can drop \$25,000 on one project or another, but I really needed to identify how I could get the most bang for my buck. That is how the contractor helped most.”

When he learned he could receive rebates from the San Francisco Home Improvement & Performance Program (SFHIP)—the local brand of the

statewide Energy Upgrade California program that saves homeowners money, reduces energy use and supports local jobs—for using a local, certified contractor, Jamie hired SolarCity. They performed several improvements including sealing up the air leaks, blowing in insulation and replacing the boiler with a closed-loop hot water radiator system.

The results were remarkable. Prior to installing these energy efficiency measures, Jamie used two gas fire places constantly, at a cost of \$250 per month—and the home was still cold. After the work was completed, the new hot water heater system kept the house at 68 degrees at all times and his bill was \$99. Jamie expects an even

lower energy bill in the future because he recently installed a programmable thermostat.

Through the SFHIP program, Jamie also received a \$6,000 rebate that covered a significant amount of the project. Currently there are rebates of up to \$11,000 available to homeowners who complete a project by May 2012. Rebates are first-come, first-served due to limited funding.

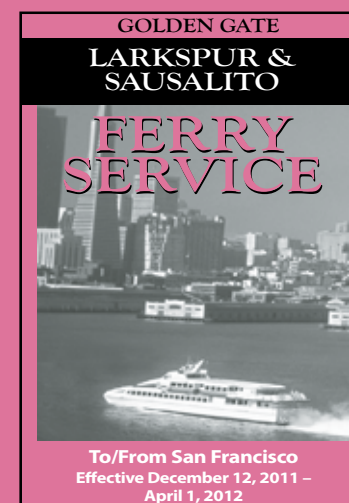
To hear from Jamie and one of the dozens of homeowners who have utilized the program since March 2011, join them for an upcoming workshop on January 10 in Bernal Heights or January 11 in Cole Valley. For more information, visit www.sfenvironment.org/sfhip.



MARTIN LUTHER KING HOLIDAY LARKSPUR FERRY SCHEDULE *Monday, January 16, 2012*

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5:22 am Route 97 bus	5:58 am (Financial District)	—	—
7:10 am	7:40 am	7:45 am	8:15 am
8:20 am	8:50 am	9:10 am	9:45 am
9:40 am	10:30 am	—	—
10:40 am	11:10 am	11:20 am	11:50 am
11:40 am	12:30 pm	12:40 pm	1:30 pm
12:40 pm	1:10 pm	1:20 pm	1:50 pm
1:40 pm	2:30 pm	3:30 pm	4:20 pm
4:30 pm	5:20 pm	5:30 pm	6:20 pm
—	—	7:30 pm	8:15 pm

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San Francisco Bibliophile Delights

BY PAUL DUCLOS

While eBooks remain the rage with many ferry commuters, this month's column deals with three special downtown San Francisco resources for the readers and collectors of fine regional codices.

Over the years many people entering the Argonaut Book Store have asked about the word Argonaut. Most people relate the word to Greek mythology and the band of heroes sailing with Jason in quest of the Golden Fleece. But the bookstore prefers the basic definition: An Argonaut is an adventurer engaged in a quest, usually by sea.

The word comes from the Latin and Greek *argonautes*. This word is broken down into *Argo* (the ship in which Jason's Argonauts sailed) and *nautes* (a sailor). (Also consider the words *astronaut* and *aeronaut*, whose etymologies should now be obvious.)

And there's a Californian connection—the Argonaut Book Shop specializes in the history of California and the western United States. During the California gold rush, pioneer adventurers

been publishing significant books on California and the western United States during its nearly 100-year history. It has also hosted numerous book-related exhibitions, lectures and demonstrations. Founded in 1912 by a group of San Francisco bibliophiles, the club from its very beginning distinguished itself not only for its handsome productions, but for its members as well—unusual for the time, the club was founded by both men and women and included female members from the very beginning. Among those founding members were Phoebe Apperson Hearst, legendary San Francisco philanthropist and mother of William Randolph Hearst, and Florence Lundborg, San Francisco artist and book designer.

Over the years, many people prominent in the arts and letters have been club members, including



Available at the Argonaut: ABDY, Rowena Meeks. "San Francisco's Wall Street." Period print of one of the artist's charcoal drawings. 7x5¼ inches plus borders. Signed within the plate. Framed and glazed. A fine copy. (San Francisco: by the artist, 1921). Print of one of the artist's charcoal drawings. Titled by the artist at lower left margin.

carries over 20,000 titles on two floors in the fields of architecture, art, urban planning, graphic and industrial design, furniture and interior design and landscape architecture. For over 30 years—20 in its current location—it has been a vital resource for architecture and design books, carrying American and international titles, both in and out of print.

The origins of the store date back to when Bill Stout was a practicing architect and would travel to Europe, bringing back hard-to-find European architectural books. His colleagues and friends would ask him to bring back additional copies, and thus the shop was born. About 10 years ago, he started William Stout Publishers, which puts out a few books a year, mainly on architecture and landscape in the Bay Area, but also including books on architectural theory, and reprints of important, out of print titles. www.stoutbooks.com

sailing around South America to California questing for gold were called Argonauts. The name was also given to pioneers traveling overland in their "prairie schooners" to the California gold fields. Prairie schooner referred to the covered wagons used to cross the plains, because from a distance they looked rather like ships at sea. To learn more, visit www.argonautbookshop.com.

The Book Club of California has

Ansel Adams, Faith Baldwin, Merle Armitage, Oscar Lewis, Lawrence Clark Powell, Witter Bynner, Alfred A. Knopf, Franklin D. Murphy, Carl I. Wheat, Francis P. Farquhar, A. Edward Newton, Ward Ritchie, Norton Simon, John Henry Nash, Kevin Starr and numerous others. From an initial membership of 58, the club has grown to include over 1,000 members. www.bccbooks.org.

William Stout Architectural Books

The Book Club of California has been publishing significant books on California and the western United States during its nearly 100-year history.

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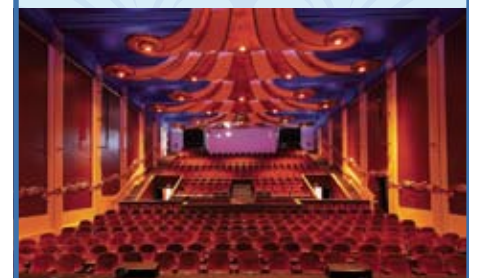
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WATERFRONT ACTIVITIES

- December 31 3:30PM – 6PM – New Year’s Eve Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak across tranquil waters as the sunsets behind Mt Tam is a mystical experience you won’t soon forget. This unique kayak tour allows for a spectacular vantage point of the sun setting into the night’s sky. We will paddle leisurely while admiring the yellow and reds of the sun’s last light reflecting off the water’s surface. Cost is \$55.
- Every Saturday 2:30PM - 4:30PM - Introduction to Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- January 4 6PM – 8PM – Moonlight Night Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We’ll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don’t miss this great opportunity for a mid-week break! Cost is \$40.
- January 5 7PM - 8PM - Seminar Series - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Presented by Nancy Erley, Pirates and the Cruising Sailor. Hear tales of modern day piracy in the Gulf of Aden and the Caribbean. Cost: Members \$10/Non Members \$15 Complimentary beverages served. Please call to reserve space.
- January 7 9:30AM – 12PM – Stand up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. (\$60 per person 2.5 hrs class)
- January 7 6PM – 10PM – Night Sailing Course – \$95 - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
If you haven’t sailed at night you’re missing half the beauty of San Francisco Bay. This class is designed to introduce you to night sailing and to help you learn to navigate the Bay safely in the dark. Cost is \$90.
- January 14 9AM - 5PM - Big Boat Motoring Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn to use all aspects of tide, current, wind & propwalk to your advantage and become a pro at maneuvering larger boats. Cost: Members \$244/Non Members \$325 Please call to reserve space.

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WATERFRONT ACTIVITIES

- January 15 9AM – 2PM – Tomales Bay tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. Cost is \$85.
- January 19 7PM - 8PM - Seminar Series - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Presented by Rod Witel, Charter Cruising in Croatia. Learn the ins and outs of chartering in the beautiful Adriatic amidst the historic walled cities of Croatia. Cost: Members \$10/Non Members \$15 Complimentary beverages served. Please call to reserve space.
- January 21 4PM – 6PM - Monthly FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come sail with us on an Introduction to sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- January 28 10AM - 2PM - Bay Cruising Destination Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn about all the great places to go on the Bay from people who have “been there done that.” Restaurants, golf courses and anchorages, we’ve got you covered. Cost: Members \$56/Non Members \$75. Please call to reserve space.
- January 28 7PM – 9PM - Bay Area Weather Seminar - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Many of you are familiar with the westerly summer wind machine we have in the Bay. But do you know about central California’s microclimates? Do you know why Sacramento’s tule fog is more dangerous than San Francisco summer fog? In this course, learn about the anatomy of a winter storm, how to predict Santa Ana conditions on the Bay, and other useful weather information. Free to members, \$20 for general public.



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www.CalloftheSea.org**



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All Bay Area Ferry Schedules in One Place!

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
05:50 a.m.	06:20 a.m.	06:25 a.m.	06:55 a.m.	9:40 a.m.	10:30 a.m.	-----	-----
06:35	07:05	07:10	07:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
07:10	07:40	07:45	08:15	1:40 p.m.	2:30	3:30	4:20
07:50	08:20	08:30	09:05	4:30	5:20	5:30	6:20
08:20	08:50	09:10	09:45	-----	-----	7:30	8:15
09:15	09:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.	Larkspur			
12:40 p.m.	1:15	1:25	2:00	Sausalito			
2:15	2:50	3:00	3:30	Daily			
2:50	3:25	3:35	4:05	Adult Cash Fare			
3:40	4:15	4:25	4:55	\$8.75			
4:15	4:45	5:00	5:30	Clipper			
-----	-----	5:20	6:05	\$5.70			
5:10	5:45	5:55	6:25	Youth/Senior/Disabled			
5:35	6:10	6:20	6:50	\$4.25			
6:35	7:10	7:20	7:50	Children 5 and under			
7:20	7:55	8:10	8:40	(limit 2 per fare-paying adult)			
8:50	9:25	9:35	10:05	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			

* Direct ferry service is provided to most Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a 715 passenger Spaulding vessel, all other trips use high-speed calamarians. Weekend service is provided by a 715 passenger Spaulding vessel. # 5:30pm trip is via Sausalito.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:15	10:45	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	5:25	5:55	6:10	6:40
4:45	5:15	5:30	6:00	6:50	7:20	-----	-----
6:10	6:35	6:45	7:10	Golden Gate Ferry Fares, Effective July 1, 2011 <i>Fares shown are for one-way travel</i>			
7:20	7:50	7:55	8:20				

Contact Information For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>
Toll free 511 or 711 (TDD) Comments and questions can be submitted at <http://ferrycomments.goldengate.org/>

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Blue & Gold Ferry

TIBURON COMMUTE SAUSALITO

TIBURON - S.F. Ferry Building				FISHERMAN'S WHARF, PIER 41			
Weekdays				Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:35 a.m.	6:00 a.m.	6:05 a.m.	6:30 a.m.	11:20	11:45 a.m.	11:50 a.m.	12:30 p.m.
6:40	7:05	7:10	7:35	12:35 p.m.	1:00	1:05	1:40
7:50	8:15	8:20	8:40	1:45	2:45	2:55	3:20
8:45	9:10	-----	-----	Weekends and Holidays			
-----	-----	4:25 p.m.	4:50 p.m.				
4:55 p.m.	5:20 p.m.	5:25	5:50	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:55	6:20	6:30	6:55	9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
7:05	7:30	7:35	8:00	11:35	12:00 p.m.	12:10 p.m.	1:05 p.m.

TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:10 a.m.	10:45 a.m.	10:50 a.m.	11:15 a.m.
11:20	12:00 p.m.	12:05 p.m.	12:30 p.m.
1:45 p.m.	2:10 p.m.	2:15	3:20
4:10	4:50	-----	-----
-----	-----	8:05*	8:30*

* Available through April 15, 2012

TIBURON Weekends and Holidays

Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:20 a.m.	10:25 a.m.	11:20 a.m.
11:35	12:30 p.m.	12:40 p.m.	1:05 p.m.
2:00 p.m.	2:25 p.m.	2:35	3:25
3:35	4:25	4:35	5:20

FARES:		
One-way	Round trip	
Adult	\$10.50	\$21.00
Child (5-11)	\$6.25	\$12.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

ALAMEDA/OAKLAND - WEEKENDS ONLY

Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:00am*	9:10am*	10:10am	3:10pm	3:45pm*	3:55pm

VALLEJO/ANGEL ISLAND - Weekends Only

Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
8:30 am *	10:10 am	3:20 pm	5:40 pm
-----	-----	4:40 pm	9:45 pm

* Requires transfer at Pier 41 to 9:40am AI Ferry. Return ferries transfer at Pier 41 onto Vallejo Baylink.

BAY CRUISE

Depart Pier 39	
Weekdays	Weekends and Holidays
11:45 a.m.	10:45 am
1:00 p.m.	12:00 p.m.
2:45	1:15
4:00	2:00

For the most current schedule, visit www.blueandgoldfleet.com

Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.

FARES: All prices include audio tour.			
Adult	\$25.00	Junior (12-18)	\$21.00
Senior (62+)	\$21.00	Child (5-11)	\$21.00
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm			

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays (January - February)			
Returning	10:20 a.m.	11:20	1:20 p.m.
			3:30
FERRY SERVICE BY ADVANCE RESERVATION FOR GROUPS OF 25 OR MORE. CALL (415) 435-2131 TO FIND OUT IF YOU CAN "PIGGYBACK" WITH GROUPS.			
Weekends (January - February)			
Returning	10:00 a.m.	11:00	1:00 p.m.
			3:00
FARES:			
Adult (13 and over)	\$13.50	(*Limit one free child, ages 2 and under, per paying adult.)	
Child (6 - 12)	\$11.50		
Children (3 - 5)	\$3.50		
Toddlers (ages 2 and under)	Free*		
Bicycles	\$1.00		
For the most current schedule and other information, visit http://www.angelislandferry.com/			
Schedule Subject to change w/o notice			

Red & White BAY CRUISE

Monday through Sunday		FARES:	
10:00 a.m.	1:45 p.m.	Adult (18+)	\$24.00
10:45	2:30	Youth (5-17)	\$16.00
11:15	3:00	Child (under 5)	Free
12:00 p.m.	3:45	Family Pass	\$69.00
1:15	4:15 *	(2 Adult + 4 Youth)	
		* Weekends Only	

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main St. in Alameda

Harbor Bay Ferry Terminal
2 McCartney Drive in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

Sausalito Ferry Terminal
Humbolt St. & Anchor Ave. in downtown Sausalito

Tiburon Ferry Terminal
Behind Guaymus Restaurant & the Intersection of Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

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San Francisco Bay Ferry A SERVICE OF WETA

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
6:00 a.m.	6:10 a.m.	6:30 a.m.	-----	10:00	10:10	10:30 a.m.	10:45
7:05	7:15	7:35	-----	11:30 p.m.	11:20 pm *	12:00 pm	12:15 p.m.
8:10	8:20	8:40	-----	1:45	1:30 *	2:20	2:35
9:15	9:25	9:45	10:00 a.m.	4:15	4:05 *	4:45	4:55
11:00	10:50*	11:30	11:45	5:45	5:35 *	---	6:20
12:45 p.m.^	12:35 p.m.*	1:15 p.m.	1:30 p.m.	7:10	7:00 *	---	8:05
2:30	2:20*^	3:00	3:10				
4:40	4:30*^	5:10	-----				
5:50	5:40*^	6:15	-----				
6:20	6:10*	-----	7:00				
6:55^	6:45*^	7:20	-----				
7:55^	7:45*	8:20	-----				
8:55^	8:45*	-----	9:25				

Weekdays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
-----	6:30 a.m.#	7:15 a.m.	7:05 a.m.
-----	7:35#	8:20	8:10
-----	8:40#	9:25	9:15
10:15 a.m.	10:30	10:50^	11:00^
12:00 p.m.	12:15 p.m.	12:35 p.m.^	12:45 p.m.^
1:45	2:00	2:20^	2:30^
3:45	4:10	4:30^	4:40^
-----	5:20	5:40	5:50
5:20	5:45	6:10	6:20
-----	6:25	6:45	6:55
-----	7:25	7:45	7:55
-----	8:25	8:45	8:55

Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
9:15	9:25	10:10	9:55
10:50	---	11:20 p.m.	11:30 p.m.
1:00 p.m.	1:10 p.m.	1:30	1:45
3:30	3:45	4:05	4:15
5:00	5:15	5:35	5:45
6:30	6:40	7:00	7:10

* To S.F. via Oakland # To Alameda via Oakland
^ Departs immediately after loading
For the most current schedule, visit <http://www.eastbayferry.com/>

Schedule information collected from <http://www.eastbayferry.com>

No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day.
Regular weekday service on Martin Luther King Jr. Day

FARES:	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass
	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00
Junior (5-12)	\$3.50	\$7.00			
Child under 5*	FREE	FREE			
Senior (65+)*	\$3.10	\$6.20			
Disabled Persons*	\$3.10	\$6.20			
Active Military	\$5.00	\$10.00			
School groups	\$2.00	\$4.00			
Short Hop 3	\$1.50	n/a			

Seniors must show valid I.D., Regional Transit Connection Discount or Medicare Card. Disabled Persons must show a Regional Transit Connection Discount Card. Children under 5 ride free when accompanied by an adult. Active Military Personnel must show military I.D. Fares subject to change. All times are estimates.

PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	-----	-----
-----	4:30 p.m.	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

FARES: Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board the ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.

Fare:	
One-way Adult	\$6.50
One-way Juniors (5-12)	\$3.25
Children (under 5)	Free
One-way Seniors (62 & over)	\$3.75
Disabled	\$3.75
Active Military	\$5.25
One-way Commute (book of 10)	\$55.00
One-way Commute (book of 20)	\$100.00
Monthly Pass (book of 40)	\$185.00
Free MUNI and AC Transit Transfers Provided	

No weekend or holiday service

Baylink Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:20	11:45 a.m.
2:00 p.m.	3:30	3:10 p.m.
3:00	4:30	-----
4:00	5:15	-----
4:45	6:00	-----
5:45	7:15	6:55

Weekends & Holidays (May - Oct)		
10:00 a.m.	11:10 a.m.	11:30 a.m.
1:00 p.m.	2:30 p.m.	2:10 p.m.
5:15	7:00	6:30 p.m.

FARES:	One-way
Adult (13-64)	\$13.00
Senior (65+)/Disabled/Medicare	\$6.50
Child (6-12)	\$6.50
Baylink DayPass	\$24.00
Baylink Monthly Pass (Bus / Ferry) w/Muni	\$290.00 / \$345.00

Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.
Travel time between Vallejo and San Francisco is approximately 60 minutes.
No Service on: Thanksgiving Day (Nov 24), Christmas Day (Dec 25), or New Year's Day (Jan 1)
Holiday Schedule in effect for: President's Day (Feb 20)

AROUND THE BAY IN JANUARY

Houdini's Art and Magic on Display

The Contemporary Jewish Museum is presenting the first major exhibition to examine Houdini's life, legend and enduring cultural influence. *Houdini: Art and Magic* includes more than 160 objects including magic apparatus, historic photographs, dramatic art nouveau-era posters, theater ephemera and archival and silent films that allow visitors to fully explore the career and legacy of the celebrated entertainer. The exhibition also features 26 contemporary works of art by Jane Hammond, Vik Muniz, Raymond Pettibon and more that bring to light Houdini's lasting impact on contemporary art and culture. Handcuffs, shackles, straitjackets, milk cans, packing trunks – nothing could hold Harry Houdini (1874-1926), the renowned magician and escape artist who became one of the 20th century's most legendary performers. With a talent for self-promotion and provocation, this immigrant son of a poor Hungarian rabbi rocketed to international fame and grabbed front page headlines with his gripping theatrical presentations and heart-stopping outdoor spectacles – often dangling high above huge crowds or being lowered dramatically into an icy river locked inside a crate. His daring stunts come alive through wall-sized video projections and examples of original magic apparatus – rarely exhibited together – including a straitjacket, milk can, and metamorphosis trunk used by Houdini. Also featured is a recreation of the famous water torture cell (much of the original was destroyed in a fire in 1995). The exhibition does not expose the “how-to” secrets of Houdini's magic performances. Rather, it describes his innovation in endowing common items with magical qualities – everyday items such as trunks, crates, and boxes that had real-life significance to other recently-arrived immigrants in his era. Personal effects such as two of Houdini's private diaries (never before shown in a public exhibition), along with family photographs, posters, film footage, and more, reveal the showman's compelling life story. The exhibit runs through

January 16th at the Contemporary Jewish Museum at 736 Mission Street in San Francisco. For more information visit www.thecjm.org.

Dine About Town... Only in San Francisco Returns

The 11th annual Dine About Town San Francisco returns from January 15 to 31. Diners may select from more than 100 Bay Area restaurants, each offering prix fixe lunches for \$17.95 and/or dinners for \$34.95, exclusive of tax and gratuity. A la carte menus will also be available. Dates and times of participation vary by restaurant. Reservations are encouraged and may be made online through a partnership with OpenTable.com. On January 12 at 6 p.m., celebrate the 11th year of Dine About Town at City View at Metreon on 101 4th Street. With a \$25 donation to Meals on Wheels, you can sample delicious food or beverage offerings from over 25 participating restaurants. The evening will also include wine tastings and a keepsake San Francisco wine glass. Tickets for the launch must be purchased in advance and space is limited. For more information or to view the extensive restaurant list, visit www.onlyinsanfrancisco.com/taste/dineabouttown. Information is also available by calling (415) 391-2000.

Oakland Launches Restaurant Week

More than 30 Oakland businesses will celebrate Oakland Restaurant Week January 20 to 29. This ten-day event provides visitors and locals with an opportunity to taste some of Oakland's finest cuisines, with special meals and deals from more than two dozen of the city's top restaurants. Prix fixe menus at \$20, \$30 and \$40 will be included, and many restaurants will also include drink specials to supplement the meal. Oakland's cuisine is unique in that the restaurants often focus on sustainable practices, purchasing ingredients from local farmers markets and designing menus based on what is in season. As one of the most diverse cities in the country, many restaurants also incorporate foods and flavors from different cultures.

For more details and information on participating restaurants, see Visit Oakland's Restaurant Week webpage at www.visitoakland.org/restaurantweek. Tickets and special passes are not required, but reservations are strongly recommended.

Anniversary of the Sea Lions' Arrival

PIER 39 commemorates the 22th anniversary of the sea lions' arrival at PIER 39. Through the years, California sea lions have taken over PIER 39's K-Dock to the delight of spectators. Each January, these marine mammals return in droves for herring season in San Francisco Bay. In celebration of the anniversary, from Thursday, January 19 to Sunday, January 22 visitors can watch the sea lions in close proximity and become sea lion savvy as they discover facts about our California sea lions, marine life and bay conservation on the “Sea Lion Encounter,” a walk and talk tour in celebration of the 22nd anniversary of the arrival to PIER 39. Tours start on the hour from 11 a.m. to 4 p.m. Hosted by Aquarium of the Bay and The Marine Mammal Center Naturalists, the tours begin at the Sea Lion Statue near PIER 39's Entrance Plaza, and last approximately 30 minutes. Immediately following the tour, guests will be treated to cookies and a meet-and-greet with PIER 39's sea lion mascot Salty. Plus, you'll receive 50% off admission to Aquarium of the Bay, Bay Cruises on Blue & Gold Fleet, and will have the chance to win some great prizes!

Free Concert for Kids

Mission Cultural Center presents Concierto de Reyes on Saturday, January 7 from 2 p.m. to 5 p.m. at Mission Cultural Center Main Gallery, 2868 Mission Street, San Francisco. Coro Hispano de San Francisco celebrates the arrival of the Three Kings with their annual festive Dia de los Reyes Kids' Concert. The concert is free but donations are gratefully received from all who can. For more info see www.missionculturalcenter.org or call (415) 821-1155.

Historic Harlem Globetrotters Bring Spectacular Basketball Antics to Oakland

For 84 years, the Harlem Globetrotters have thrilled audiences around the world, playing over 25,000 games and entertaining everyone from presidents to popes. Some of the most recognized names in basketball history have entertained audiences in the Globetrotter uniform including Wilt Chamberlain, Meadowlark Lemon and Curly Neal. Today a new generation of stars carries on this storied tradition with timeless basketball exhibitions. The Harlem Globetrotters dribble into the Oracle Arena in Oakland on Saturday, January 14 at 2 p.m. and 7 p.m. For more information visit www.coliseum.com.

Tour USS Iowa in Richmond

The USS Iowa will be open for weekend shipboard tours from 10 a.m. to 4 p.m. while final preparations are being made for the planned trip to the Port of Los Angeles this spring. The Battleship Expo at the Port of Richmond includes a visit onboard USS Iowa and access to exhibits that include a short film on the battleship, 16” shells, a Sheridan tank and half-track displayed by the Military Vehicle Foundation, the Blue Angels F-4 Phantom flight simulator from Pacific Coast Air Museum, and numerous other exhibits. The Battleship Expo entrance donation is \$10 per adult, \$5 per child 12 years or older, and children 11 and under are free. All proceeds are going to help bring the famed battleship back to life. Currently the forward portion of the main deck with a view of turrets 1 and 2 is open to guests. As work is completed, additional exhibits and areas on the battleship may be open to the public for visitation. It is encouraged to return to see the progress. Reservations are not required. USS Iowa is located at Terminal 3, 1411 Harbour Way in Richmond. The Battleship Expo can be accessed via the northeast gate. For more information visit www.pacificbattleship.com.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

JANUARY 2012

Resolve to simplify life with a faster, easier commute.

3
Start a
hassle free
commute!



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“There’s Still An Extraordinary Amount Of Work To Be Done.”

San Francisco Mayor Gavin Newsom, on the 34th America’s Cup, January 5th, 2011.



We agree. To make the 34th America’s Cup event succeed, it will require the efforts of extraordinary people, and companies with extraordinary resources. We are The Bay Maritime Group, uniquely qualified to help make the America’s Cup event "a race that is often hard to see a race impossible to miss."

Our group of companies offer complete ship repair, repowering, hull and house maintenance, machine shop and steel fabrication; propeller maintenance, painting and sandblasting. We operate a 2800 ton Drydock, a 1200 ton Syncrolift® with a dozen on-land berthing stations, and a 100-ton Marine Travelift®. Our in-house engineering department provides new vessel design and engineering, designs in Power and Sail for both sailboat racing or cruising.

Our goal is absolute customer satisfaction, giving them exactly what they want – and they all want something different. Same goes for the America’s cup – a unique event that will require unique skills from everyone involved.

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