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December 2013 Vol.14, No.12



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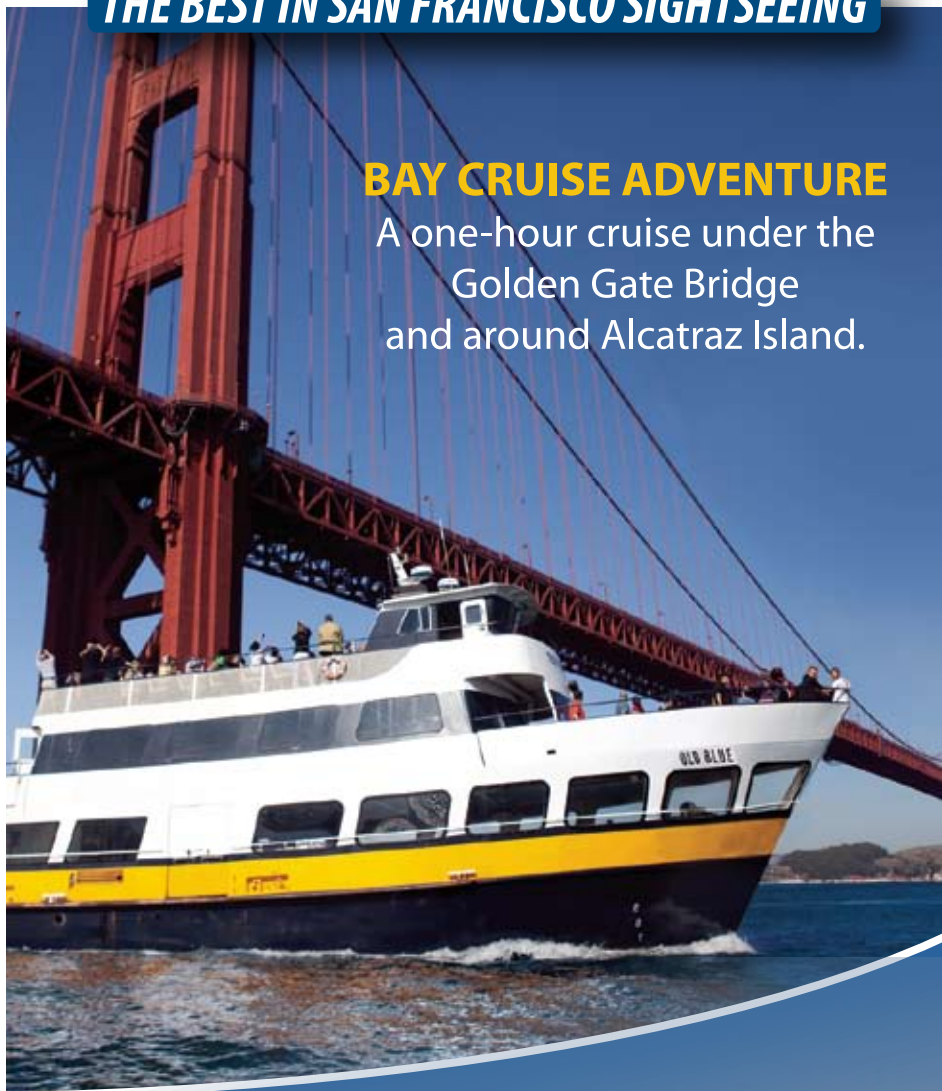
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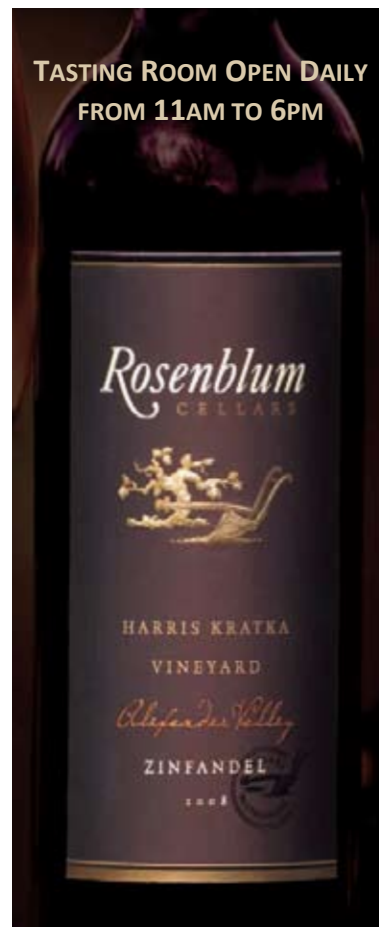
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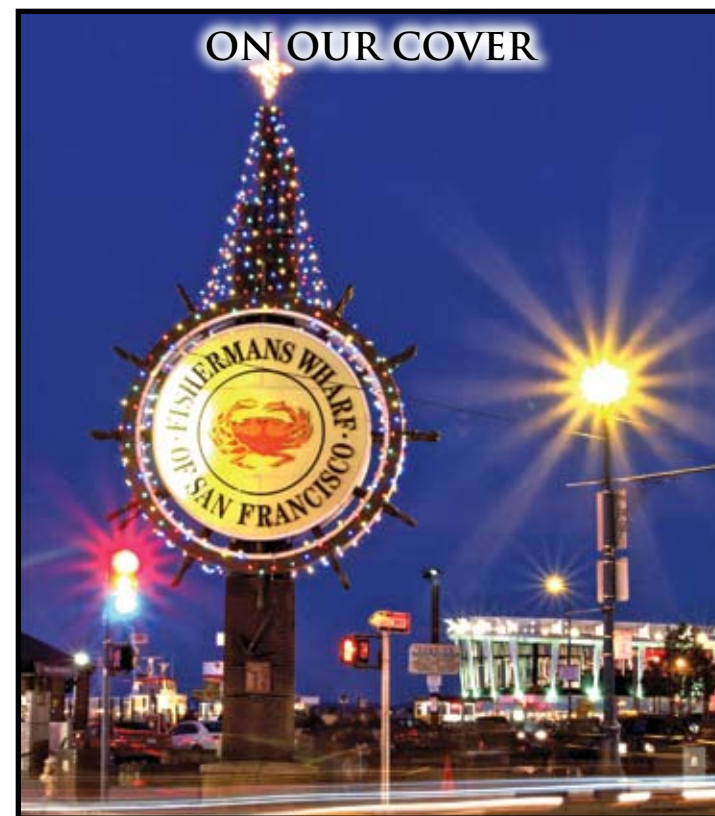
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Many different holiday events will light up the Bay Area waterfront this year. From lighted boat parades in Oakland, San Francisco and Sausalito to seasonal ice rinks, tree lightings and art installations, there will be something for everyone. See pages 11, 16, 17 and 22 for a rundown of events. Photo By Troy Campbell

Corrections & Letters

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



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SF Bay Area Working Waterfront Sets a Green Standard

BY PATRICK BURNSON

The Bay Area can easily lay claim to being the epicenter for supply chain sustainability, with scores of companies here united in a mission to make transportation cleaner and more efficient.

The most recent example of this collaborative effort took place in San Francisco last month when BSR staged its annual global conference. For logistics managers, the highlight of the event was BSR's Clean Cargo Working Group (CCWG) session, which provided an update on ocean carrier performance and environmental compliance.

Container carriers have been reporting their CO₂ performance to shippers in a credible and comparable format, based on the CCWG CO₂ methodology—the only existing and broadly recognized industry standard for container shipping—for the past five years. This reporting and dialogue enables shippers to calculate the environmental impacts of transporting

goods around the world and to benchmark carriers' performance.

Having this information helps multinationals like Nike, Heineken and Wal-Mart make informed buying decisions in their supply chains. CCWG also consistently engages in dialogue with other initiatives and experts working on these issues in the global transport industry to align approaches that can improve information sharing and performance for shippers and cargo carriers across the full transport supply chain.

Matson Announces Two New Green Vessels

Among the many carrier members of CCWG is Matson Navigation Company, headquartered in Oakland. This storied and iconic carrier recently announced that it has signed a contract with Aker Philadelphia Shipyard to build two new "clean" vessels for the transpacific trade.

The 3,600 twenty-foot equivalent unit (TEU) containerships will be equipped with dual-fuel engines that have liquefied natural gas capability and are expected



Photo courtesy of the Port of Oakland

A shore-to-ship connection, demonstrated here by Port of Oakland employees, provides electrical power to vessels, significantly reducing diesel and other air pollutant emissions from ships while they are at berth.

to be delivered in the third and fourth quarters of 2018. Matson also announced that the first of the two new ships will be

The new vessels will incorporate a number of green features such as a fuel-efficient hull design, dual-fuel engines, environmentally safe double-hull fuel tanks and fresh-water ballast systems.

named after the late Senator Daniel K. Inouye, who was a longstanding supporter of the U.S. maritime industry and its role in supporting Hawaii's economy.

The 850-foot long vessels will be the largest Jones Act containerships ever constructed and are designed to operate at speeds in excess of 23 knots, ensuring timely delivery of goods in Hawaii. Importantly, the ships will also be able to navigate safely into some of Hawaii's smaller ports.

The new vessels will incorporate a number of green features such as a fuel-efficient hull design, dual-fuel engines, environmentally safe double-hull fuel tanks and fresh-water ballast systems.

Matson executives told *Pacific Rim Report* that these state-of-the-art advancements are important to Hawaii as a means to reduce fuel consumption, resulting in significant emission reductions over time in its "home trade."

Port of Oakland Advances Shore Power Project

The Port of Oakland has made some green advances of its own, having just completed its shore power infrastructure project. This innovative shore-to-ship connection provides electrical power to vessels, thereby significantly reducing diesel and other air pollutant emissions from ships while they are at berth.

Shore power at the Port of Oakland is a two-phase, multi-year program covering 11 berths. The port has completed construction of its new electrical infrastructure system, and final testing of the new system is scheduled to be finished this month.

It's important to note that the Port of Oakland took on the cost and burden of installing a shore power system to assist its stakeholders. The financial and operational challenge of complying with California's new regulations to dramatically reduce air pollutant emissions is massive. But Bay Area residents can now be assured that logistics providers not only bring jobs and investment to the region, but also set a new standard of corporate citizenship.

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Deckhand Matt Kirkpatrick

BY MATT LARSON

December is upon us and we've got one more Blue & Gold employee for you to meet before the year is up. We hope you've enjoyed meeting your local captains and deckhands. If you see them around, make sure to say hello and let them know you enjoyed reading about them in *Bay Crossings*—don't be shy! For the last profile of the year, we have Matt Kirkpatrick, who has been a deckhand for Blue & Gold on these San Francisco waterways for the past four years.

A Bay Area native, Kirkpatrick has always enjoyed living near the water, so much so that now it's his occupation. "I used to be a carpenter," he said. "I had a small business working on houses, then came across this by traveling to and from San Francisco." When asked how carpentry compares to being a deckhand, Kirkpatrick said, "It doesn't." He added with a laugh, "But I do still have a lot of carpenter friends." He keeps his carpentry skills fresh by fixing just about everything around the house, but it's more of a hobby now. Kirkpatrick is pleased to be working on the water every day.

"You never know who or what you're going to come across," he said. "Every day is different, you never know what to expect." Perhaps some of the daily commuters can attest to this, but even looking at the same bridge every day is special: "You see it every day, but the sun will be hitting it at just a little different shade." Spending time on the ferry allows riders to notice the beautiful details like this that we may take for granted with our heads buried deep in an iPad.

Next time you're on the boat, make sure to look up from your device every once in a while and take in the view. If you're not sure what to look for, Kirkpatrick recommends one of his favorite sights on all of Blue & Gold's ferry runs. "Coming from Vallejo, right in between the Tiburon area and Angel Island, you get a view of the Golden Gate Bridge," he said. "It's a spectacular view."

When he's not out working on the Bay, Kirkpatrick is often out enjoying it himself in his 18-foot ski boat. He enjoys waterskiing and fishing along the deltas near Antioch, and treks as far as Lake Berryessa and Lake Shasta. He's been waterskiing for as long as he can remember. The greatest fear from most people is having their legs split apart when skiing on the water—which is a



Photo by Matt Larson

Blue & Gold deckhand Matt Kirkpatrick has always enjoyed living near the water and has a passion for waterskiing, now he spends his days on the water as his occupation.

great advertisement for wakeboarding—but Kirkpatrick sticks to the skis. He can attest, though, that when he catches an edge on the water, "It hurts."

Back at work, Kirkpatrick makes sure to put safety first at all times, which he believes is all the more reason to take the ferry. "It's safer than being out on the road," said Kirkpatrick. "And there's no traffic. You can just read the newspaper and drink coffee." For many people, their commute on the ferry boat is their entire leisure time of the day.

The boats may look similar to us as we're just hopping on and off without a care in the world, but for the deckhands

there are different things to remember with each vessel. "Each boat is different. You've got to learn the build systems, got to know what to do here and there. I try to learn as much as I can every day." And it's that very dynamic that keeps Kirkpatrick excited to come to work. "I look forward to expecting the unexpected."

What Kirkpatrick also loves about the job is that there's always more to learn about the boats. "It can be a challenging job," he said. "It could be overwhelming if you let it get to you. You've just got to be cautious of what you're doing."



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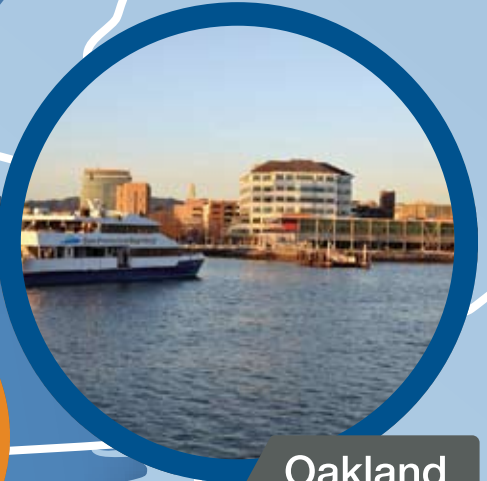
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Bay Bridge Troll Finds Temporary Home at Oakland Museum

BY NATALIE ORENSTEIN

Trolls are notorious shape-shifters, but the famous Bay Bridge troll chose to remain in his original form during his installation in the Oakland Museum of California last month.

The steel troll stood guard on the original East Span for 24 years, first staking out his post in 1989 when the section of the bridge's upper deck destroyed in the Loma Prieta earthquake was repaired. Rescued from the old East Span when the bridge closed over Labor Day weekend to make way for the opening of its replacement, the gargoyle-like figure has been in limbo ever since, until arriving at the museum.

On hand for the museum installation was the troll's creator, artist and blacksmith Bill Roan. At the time of the troll's fabrication, Roan worked at a West Oakland ornamental blacksmith shop and shared the space with the ironworkers who repaired the collapsed bridge section. When a fellow

blacksmith suggested that Roan — who was known to stay in the studio working on personal projects well into the night — create a sculpture to adorn the new bridge section, Roan told him it was the stupidest idea he'd ever heard. "No one was going to let me put a sculpture on the bridge, and it was probably against the law," he said.

But Roan had great admiration for the bridge fabricators, and eventually was convinced to create a piece that would serve as an homage to them, albeit a top-secret one. In less than five days, Roan "made the troll, gave it to the men, and the rest is Bay Area history," he said. In what has been called a "rogue act," the troll was installed on the repaired upper deck, where he covertly guarded the bridge against future quakes and other calamities until a reporter spotted him some time later.

The troll will reside on land in the Oakland Museum's Gallery of



Photo by Joel Williams

The troll stood guard on the original East Span of the Bay Bridge for 24 years, first appearing after the bridge's upper deck was damaged in the 1989 Loma Prieta earthquake. The troll was installed by bridge workers in what was called a "rogue act."



Photo by Joel Williams

The famous Bay Bridge troll will be on display at its new temporary home at the Oakland Museum of California through February 2014.

California History through the end of February 2014. After that, his fate is a little less clear. A new troll has been created and groomed for installation on the new East Span, and Roan is petitioning for the old troll to join him.

The Oakland Museum is an appropriate home for the troll, at least temporarily, said Senior Curator of History Louise Pubols. "This is our 'Year of the Bay,'" said Pubols, referring to the current multi-gallery natural history exhibit entitled *Above and Below: Stories from our Changing Bay*. The show features the troll's "twin brother," a land-dwelling replica created for the ironworkers. Although the two trolls are situated in different rooms in the museum, the reunion is a cause for celebration.

"It feels great to have the two brothers back together," Pubols said. "There was a huge amount of excitement and interest in this piece when it came in."

"He's been in good hands with Caltrans and is in good hands now with the museum,"

Roan said.

Roan was inspired by the bridge-guarding troll in the fairytale "Three Billy Goats Gruff" when he created the troll. The devilish troll's horns are a reference to the story, and his webbed feet are necessary for his aquatic duties. When Roan first measured his steel creation, he recorded a height of 14 inches. But when the troll came down from the bridge, he measured 18 inches. Roan was unsurprised, since trolls are shape-shifters.

But the height change is hardly the only mystery to surround Roan's handiwork.

Before the installation, Roan told the story of the troll's inception, revealing that in the short period of time before he created the little guy, the artist saw several "rolling flashes of white energy" every few nights in the studio. To this day he has found no explanation for the phenomenon. And one weekend he left another sculpture, San Andreas, a humanoid figure designed to serve as an "earthquake god," on his workbench over the weekend. He returned to find that the metal on the base had, seemingly impossibly, split apart.

Now that the troll is living on land with his twin, the mischief and mystery may very well continue. "If museum workers don't watch at night, it may come down from its perch and visit its friend," Roan said.

Holiday Boat Parades Light Up December

December 7, Oakland/Alameda: This year, San Francisco Bay Ferry again invites the public to ride its Alameda/Oakland service in the 37th Annual Lighted Yacht Parade on Saturday, December 7. The public can participate in the festivities by riding the Alameda/Oakland ferry, which will also be entered into the competition. The special Lighted Yacht Parade ferry service is only available from the Alameda Main Street ferry terminal located at 2990 Main Street. The ferry departs from Main Street at 5:15 p.m. and returns to the terminal at 6:45 p.m.

As in past years, the ferry service is collecting toys onboard for the Toys for Tots program. As a special thank you, customers donating a toy may ride the parade ferry for free. Fares for all other riders are: adults \$6.25; youth (5 to 12 years old) \$3.50; children under 5 ride for free; seniors, the disabled and Medicare recipients receive a discounted price of \$3.10. Please note that Clipper cards are not accepted for this event. Space is limited and available on a first-come, first-served basis; tickets may be purchased onboard the ferry. Onboard

food and beverage service will also be available. Free parking will be provided at the Main Street terminal.

For those viewing the parade from land, spectators gather along the waterfront at public viewing areas such as Wind River Park in Alameda and Jack London Square in Oakland, or at waterfront restaurants along the estuary.

December 13, San Francisco: On Friday, December 13, the Fisherman's Wharf Community Benefit District and the St. Francis Yacht Club join once again to present a lighted holiday boat parade on San Francisco Bay beginning at 5:30 p.m. Last year, more than 60 boats festooned with lights and holiday decorations participated in the parade along the waterfront.

A holiday tradition since 1994, the parade includes members of the St. Francis Yacht Club, Fisherman's Wharf Fishing Fleet, Golden Gate Yacht Club, PIER 39 Marina and the Sea Scouts. The Fisherman's Wharf Fishing Fleet will remain lit throughout the holiday season.

The parade route will begin just off of PIER 39 and proceed west past Fisherman's Wharf, Fort Mason and the St. Francis Yacht Club before turning around at Crissy Field to return along the waterfront. Restaurants along Fisherman's Wharf, in addition to offering a fantastic vantage point, will feature traditional holiday menus. Spectators can also enjoy wonderful views from Aquatic Park, PIER 39, the Marina Green and Crissy Field, with best viewing of this spectacular display at the Sport Fishing Harbor along Jefferson Street between Jones and Taylor.

December 14, Sausalito: Sausalito's Lighted Boat Parade will light up the waterfront at 6 p.m. on Saturday, December 14. There will also be a fireworks display at the end of the parade, with the exact timing determined

by the quantity of the boats participating. You can begin your evening at 5 p.m. at the Big Tent and Waterfront Park in downtown Sausalito. The entrance fee to the heated Big Tent is \$10 per person and will feature food trucks and a bar. At 8 p.m., a dance party with TV20 host Jim Gabbert will start rocking and the Lighted Boat Parade award ceremony will take place at

10 p.m. To view this event from the water, join SF Bay Adventures aboard the classic schooner *Freda B* for \$99 per person with

snacks, mulled wine and hot chocolate included. For more information, see www.sfbayadventures.com.



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Oakland, San Francisco and Sausalito all offer spectacular boat parades this holiday season.



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Sausalito's Lighted Boat Parade is followed by a spectacular fireworks display.



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Cleaning Up Bay Area Waterways One Sunken Mess at a Time

BY BILL PICTURE

Last month's raising of a sunken tugboat from the waters of the Oakland Estuary was just the beginning of an estimated two-month cleanup of the strait by the U.S. Environmental Protection Agency (EPA), California Department of Resources and Recycling (CalRecycle), and the U.S. Army Corps of Engineers.

Among the other items on the team's punch list are a second sunken tug and sunken commercial fishing vessel, as well as many abandoned recreation boats and dilapidated docks, piers and pilings. Some of the items being removed pose a considerable navigational hazard to passing vessels, particularly at low tide, to warrant their removal.

Some of the items may also contain higher-than-allowable concentrations of substances that are detrimental to the estuary's health, such as lead paint,

tin-based antifouling agents (which are being phased out by the shipping industry because they've proven harmful to the environment), and long-banned toxic PCBs.

"There's bound to be some marine batteries down there too," said EPA On-Scene Coordinator Will Duncan. "But thankfully no mercury or anything radioactive has been found on this project."

Walking away from responsibility

That an owner could leave behind a sunken vessel for state and federal agencies to deal with—in some cases decades later—may surprise some. The problem, Duncan explained, is the result of several contributing factors.

"When a car is abandoned, the police call a tow truck. Then a tow truck comes and takes the car to the city tow yard, where they try to track down the owner," Duncan said. "And if they can't track the owner down, the car gets auctioned off,



Photo by Brock de Lappe

The first raised tugboat, nicknamed Captain Al, is just one of several sunken vessels in the Oakland Estuary that pose both navigational and environmental hazards.

either to a new owner or for scrap metal. There's a process in place."

Duncan said there is no such process for dealing with sunken ships. And the costs associated with raising something from the water are not only more than owners can afford, they're also too high for most cities and counties as well.

"And remember, there is no city tow yard for ships," he said. "So even if you could afford to remove it, what do you do with it? Where does it go? Just figuring out the logistics alone is tough, and overwhelming and costly enough

that a normally responsible party will throw their hands up and walk away."

Thus, the job ends up resting in the lap of the first agency bothered enough by the existence of a sunken nuisance to do something about it. In this case, that was CalRecycle, which contacted the EPA and Army Corps last year to ask for help from the agencies.

CalRecycle offered up \$1.3 million of the State's money. The EPA then pitched in another \$3.4 million. CalRecycle will be partially reimbursed with money from the penalties that were levied against the



Photo by Brock de Lappe

The costs associated with raising or removing something from the water are not only more than owners can afford, they're also too high for most cities and counties leaving us with scenes like the one above. Currently, there is no process for dealing with abandoned boats like there is with cars.



Photo by Brock de Lappe

Sunken ships may contain substances such as lead paint, tin-based antifouling agents and long-banned toxic PCBs.



owners of the *Cosco Busan*, the container ship that struck the Bay Bridge in 2007, tearing a hole in the vessel's side and spilling 53,000 gallons of bunker fuel into the San Francisco Bay. Of the \$10 million penalty, \$2 million was allocated to the National Fish and Wildlife Foundation for environmental projects in the Bay Area. Bay pollution watchdog group Baykeeper then advocated that a portion of that \$2 million be used to clear abandoned boats from the Bay.

Alameda-based Bay Ship & Yacht Company has pitched in another \$75,000 as part of a mitigation fund for its new floating dry dock. Bay Ship & Yacht has also offered up to the team space at its yard for the dismantling of the raised vessels. The dismantling of the first raised tug, nicknamed *Captain Al*, was nearing completion at Bay Ship

& Yacht at press time.

"The health of the Bay impacts our customers, so naturally we have a vested interest in it," says Bay Ship & Yacht's General Manager Alan Cameron. "But as a person who enjoys recreational boating on the Bay myself, it also impacts me."

A threat to public safety

The 40 derelict recreational boats being removed as part of the cleanup effort pose a variety of problems. In addition to being eyesores, the boats, whose owners moored them to the nearest fixed item protruding from the water—in most cases, old pilings and dilapidated piers—before abandoning them, have become illegal collection sites for, among other things, old paint, oil and solvents.

"Derelict boats are damaging the environment and putting public safety

at risk," said CalRecycle Director Caroll Mortensen in a written statement. Baykeeper reports that squatters have illegally taken up residence on some of the abandoned boats, which lack working systems for sewage collection and treatment. Some of the boats are also reportedly being used as floating production facilities by methamphetamine cooks.

While state and federal agencies intend to pursue the owners of all these abandoned vessels (whether sunken or still afloat), Duncan doesn't expect that the penalties they stand to collect will even make a dent in the project's estimated \$5 million-plus price tag.

"We spent a half-million dollars just to remove the sediments that had collected in *Captain Al* so that we could raise her," he said. "That's one ship. And

imagine, the Oakland Estuary is just one waterway of many where this is a problem that needs addressing."

Like it or not, Duncan insisted the Oakland Estuary will eventually require another such cleanup, as it's just a matter of time before mishap and misfortune send another ship (and another after that) to its temporary underwater grave.

"We'd be foolish to think this won't happen again," he said. "As long as there's gravity, this is something we have to deal with. So the way we should be looking at this is, we have a clean slate to build the processes and procedures necessary to minimize the time it takes to respond to a sinking boat, and to deal with a boat that has sunk, because in both situations, the longer you wait, the more complicated and expensive it becomes."



On the left is a section of the Oakland Estuary riddled with debris, including several abandoned small boats along the shore. On the right is the same area after being cleaned up during an estimated two-month project by the EPA, CalRecycle, and the U.S. Army Corp of Engineers. Photos by Brock de Lappe

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The Dungeness Crab's Amazing Journey

BY DEB SELF

Dungeness crabs are a Bay Area holiday tradition. But long before these tasty crustaceans grace our dinner plates, they've made an amazing journey. They start in the Pacific Ocean, migrate at least 20 miles to San Pablo Bay, and later walk back along the bottom of the San Francisco Bay all the way out the Golden Gate.

From now through January,

Dungeness crabs will be hatching from eggs offshore in the Pacific. Once hatched, tiny crab larvae float on ocean currents, eating plankton. At night, they rise toward the surface, where they find more food. During the day, they stay 75 feet below, where they are less likely to be eaten. The larvae develop through seven stages. In the later stages, they shed their shells and grow new ones to accommodate their larger bodies. They look like small crabs by May.

Some of these crabs stay in the ocean, but many more ride the tides or hitchhike on the tentacles of jellyfish into



Photo by Dan Hershman

Large amounts of Dungeness crabs migrate at least 20 miles to San Pablo Bay and later walk along the bottom all the way back out the Golden Gate.

San Francisco Bay. Jellyfish are especially good transportation because the crabs get protection from predators like salmon and octopus.

After Dungeness crab youngsters swarm in the Golden Gate, they migrate all the way to San Pablo Bay. They spend the summer crawling along its soft, shallow bottom, or in nearby tidal marshes, where they usually find plenty of littler fish and shellfish to eat. If there's not enough food, they will also eat smaller Dungeness crabs. The little crabs shed their shells and form new shells about 12 times until they grow to the equivalent of teenagers.

In the fall, these "teenage" crabs crawl along the Bay's bottom to the deeper channels of the central Bay and out the Golden Gate. By then, they are about four inches wide. If you or I were to travel on foot the same distance in proportion to our size, we would walk from San Francisco to San Diego.

Once they've returned to the cold waters of the ocean, Dungeness crabs grow to their full adult size. Crabs that mature in the rich waters of the Bay grow faster than anywhere else along the Pacific Coast. A Dungeness crab that grows up in the Bay is usually large enough to be legally caught and eaten by the time it is three years old. Crabs that grow up in the

ocean need at least four years.

Dungeness crabs have been making their journey for generations. Now, however, a new threat looms—excessive sand mining. Normally, sand washes down from the Sierra Nevada Mountains, into the Bay, and out the Golden Gate. Sand miners dredge the Bay's floor to extract sand for use in making concrete. But in recent years, more sand has been taken out than washes down from the mountains.

Even so, the state wants to allow a massive increase in the amount of sand that can be mined. The problem for crabs is that most of the sand is mined from the central part of the Bay. Miners may be scooping up sand right in the middle of the pathway of teenage crabs trying to crawl out of the Bay, on the way to fattening up in the ocean. That's one reason Baykeeper is suing the State of California to prevent excessive sand mining in San Francisco Bay.

Another deadly threat to Dungeness crabs is pesticide pollution. You can help keep the Bay's crabs safer by not using pesticides in your yard, because rain washes these chemicals into the Bay or its tributaries.

Here's to a healthy San Francisco Bay—with lots of happy young Dungeness crabs—in 2014!



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Deb Self is Executive Director of San Francisco Baykeeper, www.baykeeper.org. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy, and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail hotline@baykeeper.org, or click "Report Pollution" at www.baykeeper.org.





IT CAME FROM BENEATH THE SEA

Crabby Decorations

BY MALLORY JOHNSON

The holiday season is upon us, signaling the time for festive holiday décor. Twinkling lights line the streets and ribbons, garlands and ornaments add an extra dash of cheer to the air. If you're feeling like your holiday décor is in a rut, try taking some tips from a decorating pro.

If you've ever been diving or visited an aquarium and seen something resembling a walking plant, look closer—there just might be a crab under there. Decorator crabs are also known as masking crabs or moss crabs, but the latter name best describes them. The backs of their shells are covered in short hairs, called setae, giving these crabs the appearance of being covered in moss.

But the crabs don't just leave the moss alone. The setae along the shells are functional and are actually hooked, giving the covering a Velcro-like quality. Decorator crabs use the setae to cover themselves with some very unique accessories.

These crafty crustaceans adorn their shells with various items from their surroundings, including seaweed, anemones, sponges and bryozoans by hooking them to their setae. This gives these crabs a unique form of camouflage, allowing them to blend in to various parts of their environment to avoid pesky predators. Another advantage to these decorations is that they can double as a meal. Decorator crabs tend to feast on algae, sponges and bryozoans—the same items they embellish themselves with, meaning they don't necessarily have to go far to find their next meal.

There's another smart lesson we can learn from decorator crabs when it comes to holiday ornaments. These clever crustaceans are not only keen decorators, they're resourceful as well. During the molting process, these crabs will shed their old exoskeleton to make way for a

new, larger one. Once they have replaced their shells, they need to redecorate to continue to hide from predators. Instead of starting from scratch, however, they take the anemones and other items off of the old shell and recycle their thrifty decorations, reusing them on the new shell.

Decorator crabs generally only accessorize their shells during their juvenile stages, while they are still small and more vulnerable to predators. As they mature, they are less threatened by other species and therefore no longer feel the need to get dressed up to go out. This doesn't always stop others from taking on the job for them, though. With their hooked setae being so effective, other plants and animals simply get stuck on their shells.



Photo courtesy of Aquarium of the Bay

The fine hairs covering the shells of decorator crabs are hooked like Velcro, allowing them to cover themselves with some very unique accessories.

You can learn more about decorator crabs when you visit Aquarium of the Bay, and see if you can spot these cleverly disguised crustaceans in our tanks.

Mallory Johnson is the Public Relations Coordinator for Aquarium of the Bay, a nonprofit organization dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



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PHOTO: Doug Adesko. Courtesy of the artist.
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An Alice in Wonderland Holiday Adventure in Vallejo

Be part of an *Alice in Wonderland* adventure that has grown into the Mad Hatter Holiday Festival. On Saturday, December 7, find your way to Vallejo's Mad Hatter parade and tree-lighting ceremony, where you can watch the Burning Man fire-shooting art mobiles, whimsical art cars, marching bands and the California Maritime Cadets in full blues dancing on the streets. And you'll see the Mad Hatter and his Tea Party followers: the March Hare, Lion King, and Cheshire Cat—an experience that will bring childhood memories back and create new ones for children.

Free festival activities begin at 2 p.m.

in Unity Plaza behind City Hall and the JFK Library in the Historic Downtown District with dancing Mexican horses, international food and craft vendors, the Sunglow Hoop Troupe, rides, a petting zoo, face-painting and other children's activities.

The Mad Hatter Parade down Georgia Street starts at 4:30 p.m. and ends at the festival, with the tree lighting ceremony beginning at 6 p.m. and the Lighted Boat Parade at 6:30 p.m.

The day is full of interesting, creative and unique activities. Some will enchant, others will be magical or surreal. There will be an Alice's Palace on Georgia Street, street carolers, musicians and dazzling entertainment. You'll be glad



The Mad Hatter will join other notable Alice in Wonderland characters in Vallejo on December 7.

that you stepped into the rabbit hole and entered wonderland in Vallejo.

This year's parade grand marshals are Mark Munoz, the "Filipino Wrecking Machine" and one of the contenders for the world's middleweight title, and Olivia Jasmine, former VOENA singer and *American Idol* finalist.

Watch Santa arrive on the fring Trojan horse, meet the Ladybug and visit her home, look through the oversized Steampunk Kaleidoscope, meet the Gypsy Time Travelers in their European Castle, ride in the Mad Hatter's Giant Sofa, or visit any of the Victorian recreations that come out of Alice's Wonderland. Continue with Alice's holiday adventure at Greater Vallejo Recreation District's Wonderland Park tree lighting at 7 p.m. on Glen Street.

Or make your way back to Alice's Palace as the Grand Ballroom opens at 7:30 p.m. for the Mad Hatter Costumed Ball, where you can dance with all of Wonderland's characters and Father Time to foot-stopping bluegrass music with Fiddlaround and the Raymond Victor Band.

Tickets for the Mad Hatter Costume Ball are \$20, which includes food and drink, and are available at www.brownpapertickets.com/event/496329. For more information, call (925) 451-7682 or visit the Facebook page at MadHatterholidayVallejo.

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Preservation Hall and Hockney for the Holidays

BY PAUL DUCLOS

Mississippi riverboats and Bay Area ferries have a long and cherished relationship, and the cities of New Orleans and San Francisco have become sisters due to shared cultural tastes in musical celebration. On Sunday, December 15, Davies Symphony Hall will host the New Orleans Preservation Hall Jazz Band for a spirited evening of traditional New Orleans jazz this holiday season.

The band, which made its San Francisco Symphony debut in a 2009 holiday concert, derives its name from Preservation Hall, the venerable music venue located in the heart of New Orleans' French Quarter, founded in 1961 by Allan and Sandra Jaffe. The band has traveled worldwide spreading their mission to nurture and perpetuate the art form of New Orleans Jazz. Under the auspices of current director, Ben Jaffe, the son of the founders, Preservation Hall continues.

In July of this year, Preservation Hall Jazz Band released their current recording, *That's It!*, with all-original music produced by Jaffe along with My Morning Jacket's Jim James. *That's It!* offers a collection of brand-new songs in the swinging blues and gospel-oriented traditions of New Orleans jazz as well as new songs co-written by several pop artists, including singer-songwriter Paul Williams and Semisonic's Dan Wilson. For more, see www.sfsymphony.org.

Life on (and in) the water plays a big role for the most influential and best-known British artist of his generation. The Fine Arts Museums of San Francisco present *David Hockney: A Bigger Exhibition*, on view at the de Young Museum through January 20, 2014. Hockney has consistently displayed a passion, as Lawrence Wechsler writes in his essay for the exhibition catalog, "to look deeper and see more."

Assembled by Hockney exclusively for the de Young, more than 300 works will be shown in 18,000 square feet of gallery space, making this the largest exhibition in the history of the museum.

This first comprehensive survey of Hockney's work since 2002 covers one of the most prolific periods of the artist's career. Hockney's book *Secret Knowledge: Rediscovering the Lost Techniques of the Old Masters* was published in 2001, revealing his discovery that artists had used optical devices in their working processes centuries earlier than had been previously thought. The next decade saw an explosion of activity for Hockney, including a period of two years when he worked intensively and exclusively in watercolor for the first time, followed by painting *en plein air*, experimentation with the iPhone, iPad drawings, oil paintings on a grand scale and digital movies.

David Hockney: A Bigger Exhibition builds on a recent exhibition organized by the Royal Academy of Arts in London, but encompasses a much larger scope and includes many portraits, still lifes and landscapes. In addition to watercolors, charcoals, oil paintings and works in other media, the Fine Arts Museums of San Francisco will also be the first to exhibit and publish *The Arrival of Spring in 2013 (twenty thirteen)*. This work consists of 25 charcoal drawings, finished in May of this year, and has been described by Hockney as capturing "the bleakness of the winter and its exciting transformation to the summer."

David Hockney: A Bigger Exhibition includes some of Hockney's grandest works both in terms of size and concept, such as *The Bigger Message*, his 30-canvas re-working of Claude Lorrain's *The Sermon on the Mount*. Also included are more intimate works, like the artist's portraits depicting friends, colleagues and family members. These reveal the artist's personal and intimate relationships and illustrate a particularly tender understanding of his sitters. Hockney's most recent portraits—



Davis Symphony Hall will host the New Orleans Preservation Hall Jazz Band on December 15.

done in charcoal—will be exhibited and published for the first time by the Fine Arts Museums of San Francisco.

This exhibition highlights Hockney's ability to engage with—and gain mastery of—a wide variety of tools and media. Works range from simple pencil drawings on paper to *Bigger Yosemite*, five drawings created on the iPad that capture the majesty of the American West. "Like an artist

alchemist, in one minute Hockney uses a fancy digital device to make a colorful iPad drawing; in the next he shows us that he is one of our greatest draftsmen by rendering an exactly detailed charcoal drawing of a forest scene in East Yorkshire," notes Richard Benefield, deputy director of the Fine Arts Museums of San Francisco, and organizer of the exhibition. For more, see deyoung.famsf.org.



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SIGNS OF THE SEASON

BY CAPTAIN RAY

Winter is coming! I can feel it in the air. For San Francisco Bay sailors, Mother Nature provides a number of indicators. Some are very clear and obvious while others are more subtle, but all point to the fact that the seasonal cycle continues, and winter is in the offing.

The first of these affects us all, sailor or not. That is the switch from Daylight Savings Time to Pacific Standard Time. I know it's only an hour, but with the sun setting sooner, the days seem quite a bit shorter: it's cooler (and darker) as the day winds down about 5 p.m.

As winter nears, the sun crosses the sky a little farther south each day. As

I write this in early November, sunset has moved from behind Mt. Tamalpais south to the Golden Gate. Each day the sun's zenith is a little lower and each day the sunset is a little earlier. And remember, the winter solstice is not until December 21 when the sun reaches its southernmost latitude and all this begins to reverse.

This low sun creates a different color palate for the sky, too. The grays of summer fog are gone. I, for one, don't miss them. Replacing the gray is a soft, almost milky, blue. This particular blue seems to appear only at this time of the year and may be due to the lower sun providing a sort of sidelight. I don't really know what brings about this particular blue, but it's a sure sign of winter for me.

We are also beginning to see the breakdown of the consistent west-

southwest wind that blows in the Golden Gate all summer. The combination of the Pacific high offshore and a thermal low in the Central Valley (caused by the hot air in the valley rising) has been drawing wind in the Golden Gate since last spring. The Central Valley is not as hot now, though, and the Pacific High is beginning to weaken. Both of these changes ease the flow of air in the Golden Gate. In addition, the weakening Pacific high allows storm fronts to approach the Bay Area. So far, only one of these passing fronts has been strong enough to bring us rain, but it is only a matter of time before we see more.

Even so, the fronts have caused some changes. First, the winds are now coming from other directions—from the south as the fronts approach and from the north as they depart. Secondly, the clouds have changed. The summer overcast (or as a friend once called it, the "stratus quo") is gone. Now we get to see the clouds associated with frontal passage—from the beautiful, wispy cirrus (often called

"mare's tails") that indicate an approaching warm front to the cumulonimbus clouds of a cold front that give us the rain. All of these say that winter is coming.

For more than a few years, two loons have spent their winter in and around the Berkeley Marina. They spent their summers in the northern U.S. and Canada, breeding and feeding on fish. To escape the effects of low winter temperatures and frozen lakes, loons migrate south. Because loons can live for 30 years in the wild and are thought to mate for life, it is probably the same pair returning to Berkeley each year. Sadly, last year, only one returned. Because the plumage of both sexes is the same, I couldn't tell if it was the male or the female. A week ago, I spotted him (or her) for the first time this year. The loon's arrival is yet another sign that winter is coming.

I suggest you take time to look around. The signs of the season are all about us. Get ready to enjoy the coming winter, with its own beauty and life lessons.

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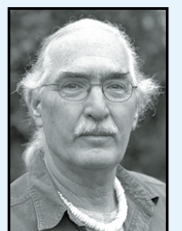
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Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has 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.



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This three (3) day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- December 9 - 13** **Radar Observer - Unlimited Course - Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- December 11** **6PM – 8PM – Moonlight Sailing - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Enjoy a relaxing night on the Bay! Set sail on one of our larger yachts skippered by a professional OCSC skipper, followed by chowder, chili, chips & salsa, and beverages from 8 – 9:30 PM in our club room. Cost: OCSC Members \$45, Non-Members \$60
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- December 14** **6PM – 10PM – Night Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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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
5:45	6:15	6:20	6:50	9:40 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 pm	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45				
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.				
12:40 p.m.	1:15 p.m.	1:25 p.m.	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	5:00	5:30				
-----	-----	5:20	6:05				
5:05	5:40	5:55	6:25				
5:40	6:15	6:25	6:55				
6:35	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

One-way Ferry Fares		
	Larkspur	Sausalito
Adult Cash Fare (19 - 64)	\$9.50	\$10.25
Clipper	\$6.25	\$5.25
Youth/Senior/Disabled	\$4.75	\$5.00
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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 all 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 high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

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	10:00	10:30	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	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	The 5:35 and 6:45 trips do not return to Sausalito.	
6:10	6:35	6:45	7:10	6:45	7:15		
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

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Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
5:35 a.m.	6:00 a.m.	6:05 a.m.	6:30 a.m.
6:40	7:05	7:10	7:35
7:50	8:15	8:20	8:40
8:45	9:10	-----	-----
-----	-----	4:25 p.m.	4:50 p.m.
4:55 p.m.	5:20 p.m.	5:25	5:50
5:55	6:20	6:30	6:55
7:05	7:30	7:35	7:55

TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:25 a.m.	10:30 a.m.	10:55 p.m.
11:00	11:45	11:50 p.m.	12:15
12:20	1:05	1:10	1:45
1:50	2:30	2:35	3:15
4:10	4:50	-----	-----
-----	7:55	8:00	8:20

TIBURON - Pier 41

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

FARES:	One-way	Round trip
Adult	\$11.00	\$22.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) **No service** on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

BAY CRUISE

Depart Pier 39		
Weekdays	Weekends	
10:15 a.m.	10:15 am	3:15
1:15 p.m.	11:00 am	3:45
3:15	12:15 pm	4:30
4:30	1:15 pm	5:00
	2:15	5:45pm*

For the most current schedule, visit www.blueandgoldfleet.com
Bay Cruise does not operate during inclement weather.

FARES:	All prices include audio tour.	
Adult	\$28.00	Child (5-11) \$18.00
Junior (12-18)	\$22.00	Senior (62+) \$22.00

Discount fares available at www.blueandgoldfleet.com

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:25 a.m.	11:35 a.m.	12:15 p.m.
12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
1:50	2:15	2:20	3:15
3:10	3:40	3:45	4:10

Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:05	2:50	3:00	3:25
3:35	4:45	4:55	5:20

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) **No service** on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

FARES:	One-way	Round-trip
Adult	\$10.50	\$22.00
Senior (65+)	\$6.25	\$13.50
Child (5-11)	\$6.25	\$13.50

For the most current schedule, visit <http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm>

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:15 a.m.	10:55 a.m.
---	---	2:50 p.m.	3:15 p.m.

Weekends & Holidays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:15 a.m.	11:20 a.m.
---	---	4:10 p.m.	5:20 p.m.

ANGEL ISLAND PRICES (Round-trip)

FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*
Adult	\$17.00	\$14.50	\$30.50*
Child	\$9.50 (age 6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)
Child	Free (5 & under)	Free (4 & under)	Free (5 & under)

* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays and Weekends	
Tiburon to Angel Island	Angel Island to Tiburon
Saturday - Sunday 10:00, 11:00, 1:00 p.m., 3:00	Saturday - Sunday 10:20, 11:20, 1:20 p.m., 3:30

Monday - Friday
There is no scheduled weekday service from November through December. Mon-Fri: Ferry service by advance reservation for groups of 25 or more may be available. Individuals may "piggyback" with scheduled groups. Call 415-435-2131 for details.

FERRY SERVICE BY ADVANCE RESERVATION FOR GROUPS OF 25 OR MORE. CALL (415) 435-2131 TO FIND OUT IF YOU CAN "PIGGYBACK" WITH GROUPS.	FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
	Adult (13 and over)	\$13.50	
	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 www.angelislandferry.com / Schedule Subject to change w/o notice

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelphian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

San Francisco:
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf

South San Francisco
911 Marina Boulevard

Tiburon Ferry Terminal
Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	2:30	Adult (18+) \$28.00
10:45 *	3:00	Youth (5-17) \$18.00
11:15	3:45	Child (under 5) Free
12:00 # p.m.	4:15* #	(2 Adult + 4 Youth)
1:15	5:30* ^	* Thursday - Monday
1:45 p.m.		# Bridge 2 Bridge Cruise
		^ Sunset Cruise

Fun on Ferries, Shoreline Snacking and Shopping, Take the Kids, Bikes on Boats, Fun on Ferries...



www.baycrossings.com

ROCKETBOAT

Service resumes
in May 2014



San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

Travel time between Vallejo and San Francisco is approximately 60 minutes.

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	-----	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:10 #	11:30 a.m.
2:00 * p.m.	3:30 p.m.	3:10 ** p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15	6:55 **

Weekends & Holidays

10:00 a.m.	11:10 # a.m.	11:30 a.m.
2:30 p.m.	3:40 # p.m.	4:00 p.m.
5:15*	7:00	6:30

To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.

FARES: One-way		
Adult (13-64)	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry) w/Muni	\$290.00 / \$349.00	

ALAMEDA/OAKLAND

Weekdays to San Francisco

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.	---
7:05	7:15	7:35	---
8:10	8:20	8:40	---
9:15	9:25	9:45	10:00
11:00	10:50	11:30	11:45
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	3:20
4:45	4:30	---	5:15
5:50	5:40	6:20	---
6:20^	6:05^	---	6:50
6:55	6:45	7:20	---
7:55	7:45	8:25	8:40
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
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.
1:45	2:00	2:20	2:35
3:45	4:10	4:30	4:45
5:00	5:20	5:40	5:50
5:20	5:40	6:00	6:15
-----	6:25	6:45	6:55
-----	7:25	7:45	7:55
8:05	8:25	8:45	8:55

^On Giants game days, departure goes directly to AT&T Park instead of Pier 41 from East Bay.

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

Weekday Commute

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	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

No weekend or holiday service

ONE WAY FARES:	Regular	Clipper
Adult	\$6.50	\$5.00
Youth (5-12)	\$3.25	\$3.25
Children (under 5)	Free	Free
Disabled / Seniors (62 & over)	\$3.75	\$3.75
Active Military	\$5.25	N/A
Commute (book of 10)	\$55.00	N/A
Commute (book of 20)	\$100.00	N/A
Monthly Pass (book of 40)	\$185.00	N/A

Free MUNI and AC Transit Transfers Provided

All Ferry schedules subject to change. Visit www.sanfranciscobayferry.com for the most up to date information.

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
10:00 a.m.	10:10 a.m.	10:30 a.m.	10:45 a.m.
11:30	11:20	12:00 p.m.	12:15 p.m.
1:45 p.m.	1:30 p.m.	2:20	2:35
4:15	4:05	4:45	4:55
5:45	5:35	---	6:25
7:10	7:00	---	7:50

Weekends and Holidays from San Francisco

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

Effective November 2 through December 29, 2013

Veterans Day, Nov 11 – Weekday Schedule
Thanksgiving, Christmas, New Year's Day – No Service
Day After Thanksgiving, Friday, Nov 29 – Weekday Schedule

ONE WAY FARES:

	Regular	Clipper	10 Ticket Book	20 Ticket Book	Monthly Pass
Adult (13+)	\$6.25	\$4.75	\$50.00	\$90.00	\$170.00
Youth (5-12)	\$3.50	\$3.50			
Senior (65+) *	\$3.10	\$3.10			
Active Military *	\$5.00	N/A			
Child under 5	FREE	FREE			
School Groups*	\$2.00	N/A			
Short Hop**	\$1.50	N/A			
Short Hop Senior	\$0.75	N/A			

PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291

* Restrictions apply, see sanfranciscobayferry.com for details
** One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41. Fares subject to change.

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 ** p.m.	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 *	5:50
6:20	6:55	7:10

*Boat departs from Oakland first. **Boat arrives Alameda first.

Wednesday & Friday midday SF service

Depart SSF	Arrive Ferry Building	Arrive Pier 41
9:00 AM	9:30 AM	9:45 AM
Depart Pier 41	Depart Ferry Building	Arrive SSF
Wed. only 1:50 p.m.	Wed. only 2:05 p.m.	Wed. only 2:40 p.m.
Fri. only 3:15 p.m.	Fri. only 3:30 p.m.	Fri. only 4:00 p.m.

ONE-way FARES:		
Adult		\$5.00
Youth (5-12 years)		\$3.50
Seniors (65+ yrs), Disabled, Medicare		\$3.50
Children under 5 (with an adult)		FREE
Short Hop2		\$1.50
Short Hop Senior, Disabled, Medicare		\$0.75

Take the Ferry to **GIANTS BASEBALL AT AT&T PARK**

Service will resume for 2014 Season



Illustration from www.tuscolatoday.com

AROUND THE BAY IN DECEMBER

ICE SKATING

Safeway Holiday Ice Rink

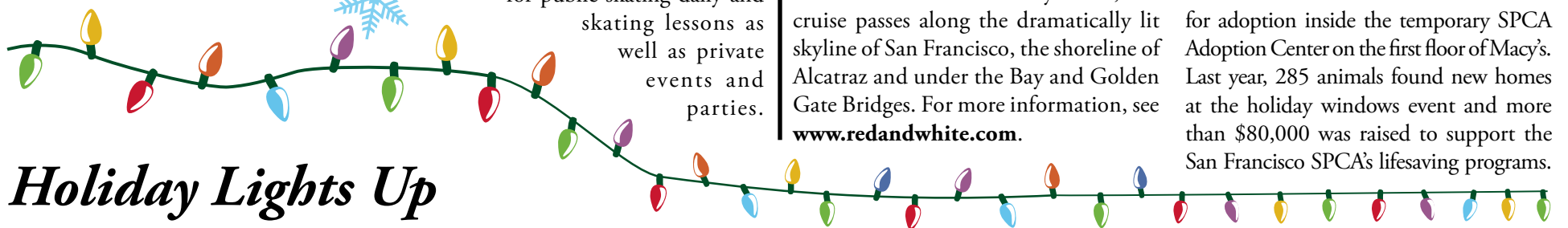
The rink will be open from 10 a.m. to 11:30 p.m. daily in Union Square through January 20. New this year, the rink will host “Icebreaker: San Francisco Singles Night” on Thursday, December 5 from 8 to 9:30 p.m.; “Drag Queens on Ice: Bigger! Better! Bawdier!” on Thursday, December 12 from 8 to 9:30 p.m.; and “Polar Bear Skate” on Tuesday, January 1 from 2 to 3:30 p.m., when ice skaters are encouraged to come in their favorite bathing suit and beach blanket apparel. For more information, see www.unionsquareicerink.com.

Holiday Ice Rink at Embarcadero Center

The Holiday Ice Rink, open through January 5, is located just steps from the Ferry Building and the California Street cable car line. The ring of the bells and the lights of the Embarcadero make skating at the Embarcadero Center an “Only in San Francisco” experience.

Yerba Buena Ice Skating

Located in an urban rooftop garden at Yerba Buena Garden, the view of the City from the rink’s wall of windows can only be described as dazzling. Open for public skating daily and skating lessons as well as private events and parties.



Holiday Lights Up

Artists have been utilizing light to illuminate art since the beginning of civilization. As a center of innovation, San Francisco has attracted these installations like moths to a flame and in a new series of exhibits, artists celebrate light with truly brilliant, eco-friendly light art exhibits. This convergence is being called *Illuminate SF* and consists of six temporary and/or permanent installations:

The Bay Lights by Leo Villareal

On the north side of the western span of the San Francisco-Oakland Bay Bridge, *Bay Lights* is the world’s largest LED light sculpture—1.8 miles wide and 500 feet high. Its 25,000 white LED lights are individually programmed to create a never-repeating, dazzling display.

Firefly by Ned Kahn

Firefly is a nearly 12-story kinetic sculpture that was commissioned by the San Francisco Arts Commission for the San Francisco Public Utilities Commission’s new state-of-the-art headquarters at 525 Golden Gate Ave. at Polk St. Kahn’s *Firefly* is a lattice of tens of thousands of five-inch-square, clear-polycarbonate panels hinged to allow them to move freely in the wind. At night, this movement is converted into light. As the wind presses the hinged panels inward, a small embedded magnet connected to an electrical reed switch triggers the flickering of tiny

LED lights colored to mimic fireflies. The entire sculpture requires less energy than a 75W light bulb.

Language of the Birds by Brian Goggin and Dorka Keehn

Language of the Birds is a permanent sculpture located at the intersection of Broadway and Columbus. Each book mimics a bird in motion with various wing positions created by the forms of the pages and bindings. At night, LED lights embedded within the books create visual patterns. Passing under the flock, pedestrians will notice words and phrases embedded in the plaza floor that appear to have fallen from the pages above. On closer inspection, the fallen words are in English, Italian and Chinese and were selected from the neighborhood’s rich literary history.

Red and White Fleet Introduces Twilight Cruise

For those that want to celebrate the holiday season with a festive, city lights-inspired bay tour, Red and White Fleet has packaged up San Francisco’s only Holiday Twilight Cruise, available at 5:30 p.m. Thursday through Monday from now through December 31, including the Christmas Eve, Christmas Day, New Year’s Eve and New Year’s Day holidays. On this casual two-hour cruise, passengers will enjoy views of the city’s spectacular nightscape, live guitar entertainment, light appetizers from the buffet and a hot or cold beverage from the bar. Aboard the Red and White Fleet’s historic ferry boats, the cruise passes along the dramatically lit skyline of San Francisco, the shoreline of Alcatraz and under the Bay and Golden Gate Bridges. For more information, see www.redandwhite.com.

Reindeer Romp at the San Francisco Zoo

Santa’s reindeer—Belle, Holly, Peppermint and Velvet—have just flown in to the San Francisco Zoo. Visitors are reminded to put on your favorite scarf, pick up a hot cocoa at the Lemur Café and head over to the Lion Fountain area to see and learn about these beautiful animals from 10 a.m. to 4 p.m. daily at the San Francisco Zoo through January 1.

SPCA Holidays Windows at Macy’s Union Square

Visitors are invited to visit the 27th annual holiday windows display, featuring adoptable kitties and puppies from the San Francisco SPCA through January 5. The animals featured in the windows will be available for adoption inside the temporary SPCA Adoption Center on the first floor of Macy’s. Last year, 285 animals found new homes at the holiday windows event and more than \$80,000 was raised to support the San Francisco SPCA’s lifesaving programs.

Future’s Past by Kate Raudenbush

First exhibited at Burning Man 2010, *Future’s Past* is an intricate metal sculpture standing 24 feet tall in Patricia’s Green at Octavia and Hayes Streets. The 12-foot base of the piece recalls an ancient pyramid, and springing from its top is an ornate 12-foot Bodhi tree—a symbol of freedom from earthly attachments. At night, eerie green light shines through the finely-cut, circuit board-like patterns in the base’s walls. The mysterious, temple-like structure evokes an archeological account of another time, or even an alien culture.

Homourobos by Peter Hudson

Located in the public plaza by the Exploratorium at Pier 15 Embarcadero, *Homourobos* is a 24-foot-tall tree-like steel frame and mushroom, cloud-shaped canopy featuring 18 human-sized monkeys that dangle from its branches. By pounding on drums built into the base of

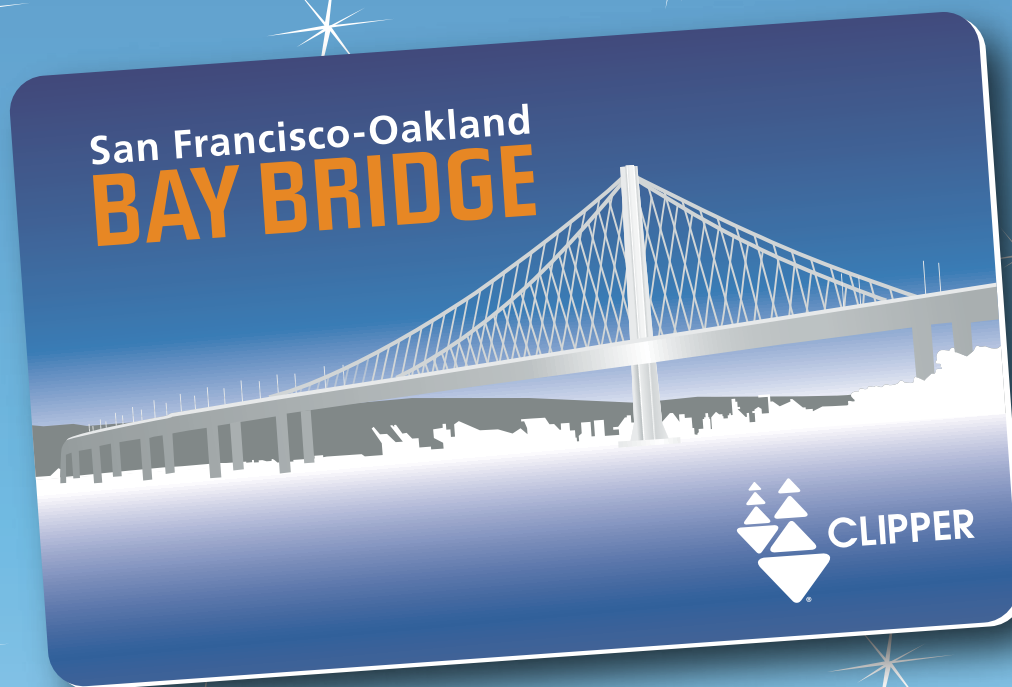
the trunk, spectators cause the top of the tree to spin, turning the monkeys on their branches into a vision-bending arboreal escapade. Strobe lights at night and special goggles during the day complete the *Homourobos* experience that turns the 18 monkeys into a three-dimensional motion picture. The monkeys appear as a single, animated monkey, snatching an apple from the mouth of a serpent slithering down a branch.

Three Gems by James Turrell

Located in the de Young Museum’s Osher Sculpture Garden in Golden Gate Park, *Three Gems* features a view of the sky altered by LED lighting effects highlighted by changing light and weather conditions outside. You can view the installation during museum hours of operation, and admission is required.

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.

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for the holidays:



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Visit Clipper's Customer Service Centers at the S.F. Embarcadero BART station and the Bay Crossings Store located in the S.F. Ferry Building, and also at AC Transit, 1600 Franklin Street, Oakland.

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Nine out of Ten Bay Area Ferries Get Serviced at Bay Ship & Yacht.

Tell us what we're doing wrong.

There's more than one reason why the majority of Bay Area ferryboat owners choose Bay Ship & Yacht for their repair and refit work. Our goal is to give customers exactly what they want – and they all want something different. So we've put systems and processes in place for every phase of our operation to assure that we provide absolute customer satisfaction throughout the process, every step of the way.

We're redefining the meaning of a full service shipyard--almost everything we do is done in-house. Which means we can deliver the highest quality work--on time, on budget--even if it means making the tools to make the parts to get the job done.

Even before our customers arrive, our innovative supply system ensures that our team of experts has assembled material, equipment, and resources needed to complete every phase of a job, thus saving our customers time and money.

And we do all this while setting the standard

for a "green" workplace. We have all the environmental permits required by the USCG and local regulatory bodies. We have fully-certified personnel in place for the removal of lead paint and oily waste, fueling your vessel, etc. While sandblasting or painting, each and every boat is fully shrouded to prevent airborne contamination.

Bay Ship & Yacht is a "teaching shipyard," where all of employees are either learning or teaching. Unlike many other shipyards, we have ABS-trained welders who have gone through our extensive certification program. We are training the next generation of welders, painters and machinists to our exacting standards to ensure superior service for generations to come.

As the model for the 21st Century shipyard, we are driven to continually improve everything we do to provide absolute and complete customer satisfaction every time. And because of this commitment, nine out of ten ferryboat owners come to Bay Ship & Yacht. We think it's a good start.



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