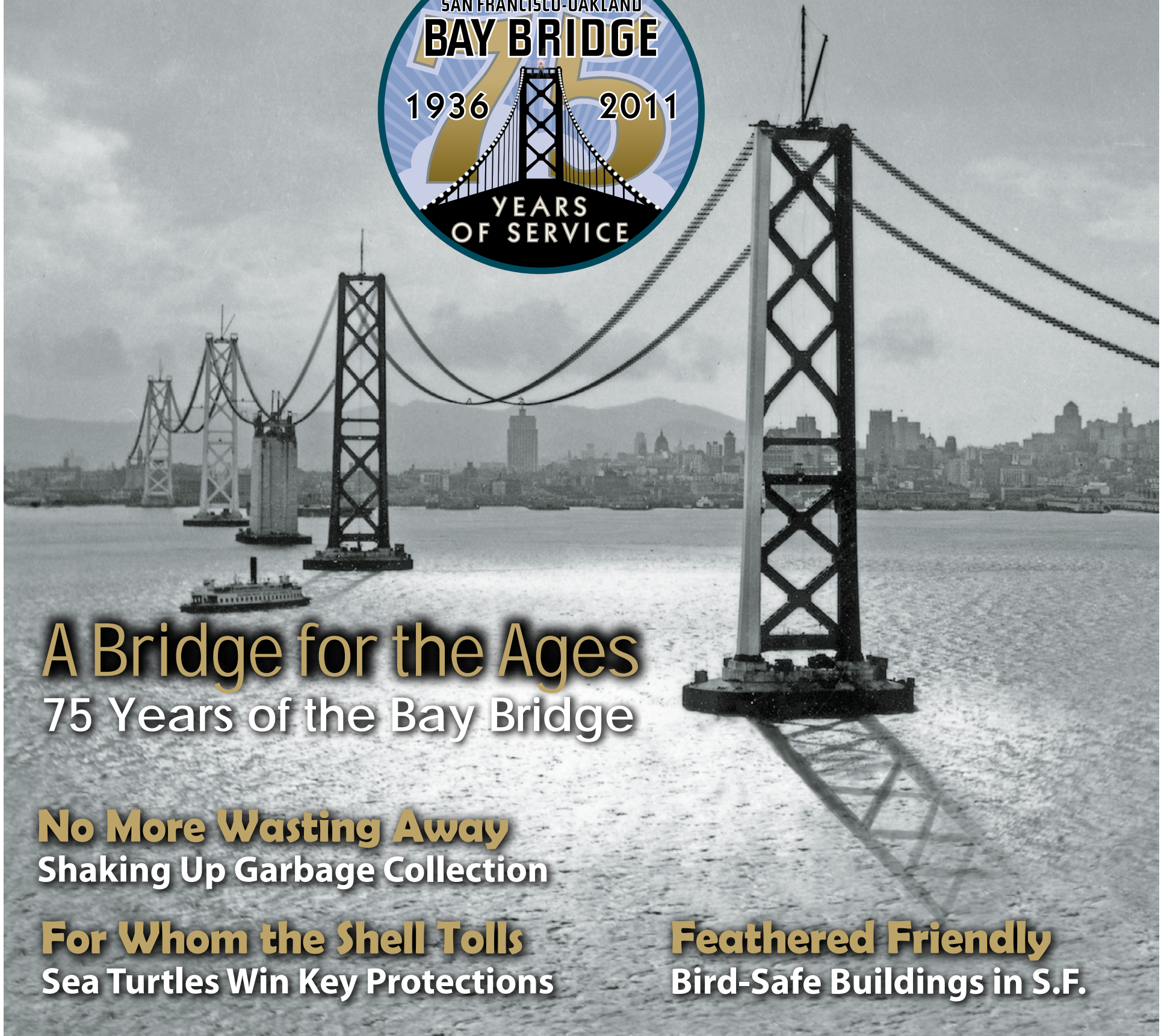


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November 2011 Vol.12, No.11



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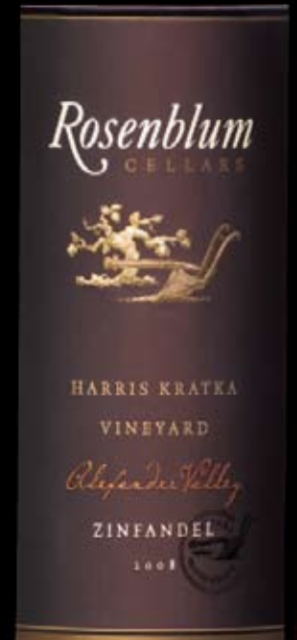
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"The Voice of the Waterfront"

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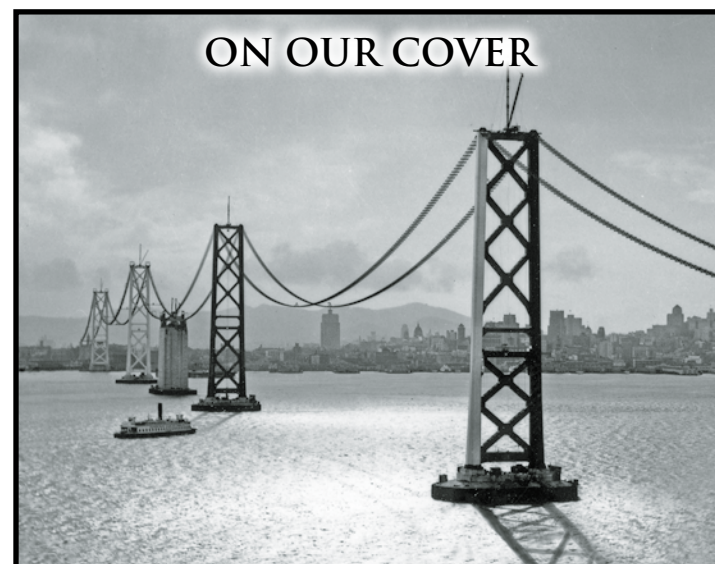
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To see, be, do, know



The opening of the original Bay Bridge on November 12, 1936, in the midst of the Great Depression, was marked with a gala celebration that lasted five days and nights. The bridge was constructed in five phases: first the East Span, followed by the tunnel through Yerba Buena Island, and then the West Span. This was followed by the Interstate-80 West approach and on-and-off-ramps, and finally, the Transbay Terminal in San Francisco. The terminal housed the control center for the four railroad lines along the bridge's lower deck. It took three years and \$77 million to build the original bridge and Transbay Terminal. Photo © Moulin Studios

Corrections & Letters

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

Moose Delivers Oakland Patrol Boat

Moose Boats, a designer and builder of unique aluminum boats based in Petaluma, has delivered a Moose M2-37 security and patrol vessel to the Oakland Police Department to provide expanded patrol duties at the Port of Oakland in addition to shallow draft response for Oakland's waterfront.

The procurement by the City of Oakland was funded by U.S. Department of Homeland Security's 2010 Port Security Grant Program. The vessel is stationed at Jack London Square and will provide security patrol for critical infrastructures including the Bay Bridge and Oakland Airport's perimeter, SWAT interdiction and shallow water emergency response for the greater Bay Area.

The Moose M2-37 is a 37'-6" All-Aluminum Jet Powered Catamaran with twin Cummins 380 hp turbo diesels and is propelled by Hamilton 292 water jets. This vessel can attain a top speed of over 34 knots, cruise at almost 30 knots, come to a full-speed stop in less than two boat lengths and turn on a dime. Its 21" draft will allow all of this to be done in less than three feet of water, which is ideal for its patrol application in the Oakland estuary.

In other Moose news, the company has been awarded a new contract from the New Orleans Fire Department for the construction of a M3-36 Monohull CBRNE Fire Rescue Boat. The M3 is a new product line for Moose Boats and incorporates the builder's established design and quality reputation in a more compact platform than the M1 and M2 Catamaran Vessels.

The M3-36 is a 36'-6" aluminum monohull powered by twin Yamaha 350 hp four-stroke outboard engines.

The vessel will provide New Orleans Fire Department with fire fighting, rescue, dive and security capabilities. The M3-36 will be equipped with a dedicated 1,500 gallon-per-minute fire pump, dual remote control fire monitors, foam capabilities and a positive pressure CBRNE air filtration system. The New Orleans Fire Department vessel will be outfitted with a sophisticated navigation and communications suite, thermal imaging camera and an array of threat detection equipment.

Moose Boats has constructed several fire fighting vessels for many agencies throughout the United States including Tiburon Fire Rescue District and San Francisco Fire Department, Old Saybrook Fire Department in Connecticut, Lewes Fire Department in Delaware, Anne Arundel County in Maryland, Massport Fire/Rescue at Boston Logan Airport and Northport Fire Department in New York.



Photo courtesy of Moose Boats

SF Marina Receives Major Renovations

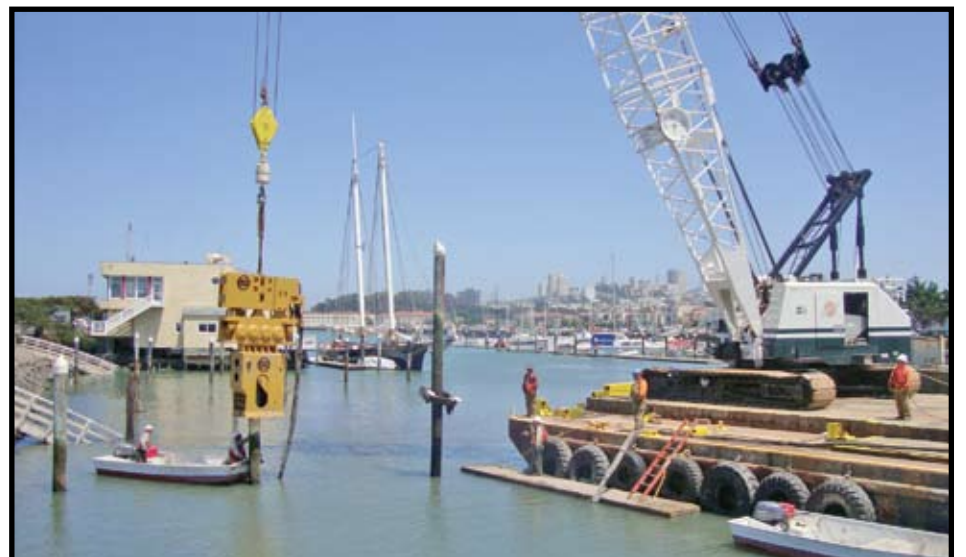
The City of San Francisco Parks and Recreation Department awarded Dutra Construction a contract worth \$20 million to design and rebuild the San Francisco West Marina Yacht Harbor. Dutra will team with marine engineering firm Ben C. Gerwick to complete the project.

The San Francisco Marina is located on the northern waterfront of the City contiguous to the district that bears its name. Consisting of two harbors — east and west — the marina is the City's oldest recreational facility of its kind with vessels having berthed in its original basin since before the 1906 earthquake. Currently, the marina is home to two yacht clubs—the St. Francis and Golden Gate—that will play host to the 34th America's Cup in 2013 as well as the predecessor events

including the Louis Vuitton Challenger Selection Series and the America's Cup World Series. This will be the first time the America's Cup has been hosted in the United States since 1995.

The West Harbor Marina project consists of demolishing the old marina, dredging the marina to a depth of -12 feet, furnishing and installing new concrete docks to create over 320 state-of-the-art slips of various lengths, upgrading utility service, building a floating wave attenuator, building a fixed breakwater, renovating the harbormaster building, removing an existing rubble mound breakwater, performing various site repairs and upgrading the landscaping throughout the marina grounds.

Keeping the marina open to 200 boats of varying lengths during construction presented the major challenge to the



The San Francisco Marina is the City's oldest with vessels having berthed in its original basin since before the 1906 earthquake.

project. Dutra used project phasing—half in 2011 and the second half in 2012—and boat relocation plans to strategically

Local Shipyard Wins Contract to Refit Superyacht

Bay Ship & Yacht (BSY), located in Alameda, has been awarded the contract to lengthen the expedition yacht *SuRi* by adding a 36-foot mid-body hull and superstructure plug for a new overall length of 208 feet. Additional enhancements will include a complete main engine and generator renewal package and a new underwater viewing room that will allow guests to view the ocean from the comfort of *SuRi*'s elegant interior.

The *SuRi* is an American-built hull that was converted in Seattle in 2008 and is owned by a California yachtsman. BSY, in collaboration with naval architects Kirilloff and Associates of Green Cove Springs, Florida, and Jeffrey Botwin of Herringbone Design of Los Angeles, won the contract for this work by competing against shipyards in New Zealand and Australia. During the current economic downturn, American superyacht refit yards have suffered severely, with far fewer projects. Projects that did materialize mostly went to Europe.

BSY's competitive spirit and its ability to perform this type of work with its skilled tradesmen and local vendor support helped win this contract. The *SuRi* refit will be accomplished using 99 percent American-made products and subcontractors, thus generating many jobs in the local economy, and is noted to be the largest yacht refit and modification project done in the United States in many years. All work will be overseen by the Fort Lauderdale and San Francisco offices of Bureau Veritas, the yacht's classification society.



The model pictured above shows the expedition yacht *SuRi* with the 36-foot mid-body hull extension that is being added by Alameda's Bay Ship & Yacht.

Enhancements

For the *SuRi*, a larger, longer and heavier boat will offer enhancements to the guest experience apart from the accommodations. New engines and generators will offer more horsepower, quieter running and less environmental impact. The vessel's speed will increase because of the added horsepower and will be more fuel efficient. Because there is an increased amount of mass of the yacht in terms of ballast, the ride comfort will also improve.

In the passenger area, the sun deck will be extended aft by 24 feet to allow for the owner's new al fresco dining area. More square footage brings larger sunning and "in shade" areas—all with the high level of finish currently present on *SuRi*.

The bridge and helo deck have received the full length of the mid body of 36 feet. All of the added length occurs aft of the existing lounge, and a spacious, glass-

enclosed guest lounge has been added to the elegant main lounge. The new guest lounge can either be closed off in glass—fully climate-controlled and part of the existing expansive lounge—or, by closing the existing lounge aft doors, all of the glass panels can be opened to allow for the breeze to cool guests as they enjoy the luxury of the new lounge amenities.

Two additional, full beam guest cabins will be installed on the mezzanine level outfitted similarly to the existing cabins, which are also being expanded and reconfigured. These four guest cabins allow an unobstructed, private view from the yacht. The main deck also received the full added length of 36 feet in the hangar, allowing for the carriage of even more "toys" and tenders than *SuRi*'s current capacity.

On the hold deck, there are two large rooms that offer guests a fully-

equipped lounging and meeting area on the starboard side that can be used for exercise, yoga, or as a children's playroom. On the port side of the new hold area is a spacious, relaxing and comfortable media room equipped with an up-to-date television and sound system. Also in this space are the "windows to the sea"—two large viewing windows open to the ocean bottom, lit by high-intensity lights that will illuminate the depths and attract sea life to the guests.

Bay Ship & Yacht is the only shipyard on San Francisco Bay capable of maintaining and repairing both steel and aluminum ferries and yachts, as well as tugs and other work boats and diversified military craft. The yard has a 3,000-ton floating dry-dock and a state-of-the-art Syncrolift for docking vessels up to 200 ft. and 1,200 tons and moving them by rail to a total of 16 dry-berth working stations.

minimize the slips going out of commission during construction.

Since breaking ground in June 2011, Dutra has dredged over 55,000 cubic yards of sediment out of the marina basin; demolished about one-third of the existing docks, piles and gangways; and driven a 185-foot sheet pile breakwater wall that protects the entrance to the

marina. Currently, concrete docks are being designed and fabricated by Kiecon in Antioch with barged delivery for the first phase of docks scheduled for October and November 2011. The docks will be assembled on site with concrete guide piles driven through the docks to keep them in place. Once utilities (including electric, potable water

and fire water) are added, boats will begin to occupy the new slips.

Renovation of the harbormaster building and other site improvements is scheduled to commence this month. Installation of the floating wave attenuator is scheduled for March 2012. Boats will be able to occupy the phase one slips of the marina by the end

of March 2012. Phase two will then begin with the remaining old docks demolition and a similar construction sequence for 2012. Dredging will begin in June, followed by new dock delivery, pile driving and dock installation. The project is on track to be completed by the end of November 2012 in time for the 2013 America's Cup.

Port of Oakland Reaches Funding Milestone

BY PATRICK BURNSON

Last month, the Port of Oakland reached a major funding milestone of nearly \$350 million for harbor deepening and maintenance, thereby enhancing its position as a leading U.S. ocean cargo export gateway.

“Deeper vessel channels mean that the port can remain globally competitive, support job retention and growth and drive positive economic impact for the region, state and nation,” said Congresswoman Barbara Lee, who helped drive the initiative.

Of the nearly \$350 million, Lee has ensured that the port received \$242 million for harbor deepening and \$103 million for maintenance dredging. The U.S. Army Corps of Engineers has already begun its annual maintenance dredging that keeps Oakland’s harbor navigable and at a depth of minus 50 feet.

Lee also co-sponsored H.R. 104, which would ensure that harbor maintenance tax collection is spent every year for dredging. Annually, port customers pay taxes into the harbor maintenance trust fund with assurances that the money will be available to pay for navigational maintenance and harbor improvements. Industry observers, note, however, that the revenues deposited in the fund are not always being fully spent.

The Port of Oakland intends to reverse that trend by investing these funds rather than adding to a surplus of over \$5 billion.

Port spokesmen noted that 2,000 container ships call Oakland each year, and many leave fully-loaded with California exports. Indeed, Oakland is the only major container port on the U.S. West Coast that exports more than it imports, with the volume of its export business at 55 percent and imports at 45 percent.

Jock O’Connell, Beacon Economics’ international trade adviser, said that he expects continued gains in California’s export trade through the remainder of the year, as the U.S. and world economies overcome the negative shocks that hit earlier in the year.

Despite occasional dockside labor disruptions, Oakland has been and continues to be a premier U.S. export seaport for agricultural goods. Its terminals are relatively new and uncrowded. The port is also close to California’s Central Valley and the wine country. Furthermore, the port is the only U.S. west coast gateway that has all top 20 ocean carriers with regular service.

ILWU Supports ‘Occupy’ Protests

From the International Longshore and Warehouse Union Oakland headquarters comes this statement in support of the Occupy Wall Street protests:

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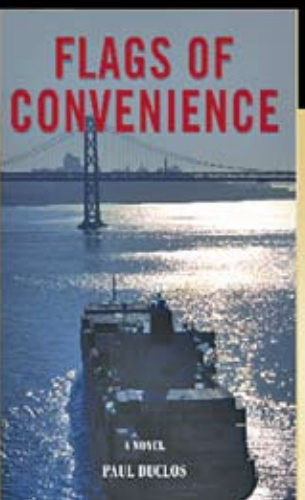




Photo by Joel Williams

The Port of Oakland recently reached a funding milestone of nearly \$350 million for harbor deepening and maintenance.

*Dear Sisters and Brothers,
On behalf of 40,000 members in the International Longshore and Warehouse Union (ILWU), I want to thank you for organizing your “Occupy Wall Street” protest in New York City which is inspiring millions of Americans.*

Most of us are tired of seeing a handful of the richest corporations and executives behave as though they’re entitled to live like kings at everyone’s expense:

They aren’t paying their fair share of taxes, so schools are cutting back and colleges are raising fees—leaving students with obscene debts. It’s time for the millionaires – the richest 1 percent—to start paying their fair share so we can support education and other vital services.

They’re destroying our democracy and right to a voice in the workplace. By making it almost impossible for workers to form unions and negotiate fair agreements, corporate America is dragging down the living standards for all working families.

They’re threatening to destroy Social Security and Medicare for future generations. We can’t allow corporations to privatize and profit from these programs.

Instead, we should close the loopholes so corporations and the rich start paying the same contributions as everyone else.

Your decision to bring these and other issues to corporate America’s doorstep is courageous—and involves some risks. We weren’t surprised that some of you have faced beatings and pepper spray from overzealous police. Your crusade to shine a light on the corruption and injustice that’s infecting Wall Street is bound to ruffle some feathers. We’ve experienced some similar rough treatment in Longview, Washington, where ILWU families are also taking a stand against corporate greed. Our fight there is against EGT, a multi-national corporation that took taxpayer subsidies to build a grain export terminal—then betrayed workers and the community.

Like you, ILWU members in Longview have been arrested, beaten and pepper sprayed. We know that justice won’t be won by asking greedy employers for permission or waiting for politicians to pass laws. That’s why we hope that you’ll stand your ground on Wall Street while we do the same in Longview—because An Injury To One Is An Injury To All!

WETA Awards Ferry Operating Contract to Blue & Gold Fleet

At its board meeting last month, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) awarded Blue & Gold Fleet a five-year contract for the operation of WETA's San Francisco Bay Ferry services. San Francisco Bay Ferry, which recently assumed operation of the Alameda/Oakland and Harbor Bay Ferries, provides daily commute and excursion service between Alameda, Oakland, San Francisco and Harbor Bay.

In early 2012, San Francisco Bay Ferry plans to launch new ferry service between South San Francisco and the East Bay and to assume operation of the City of Vallejo's Baylink ferry operating

between Vallejo and San Francisco. Under the new contract, Blue & Gold Fleet will be responsible for the daily operation of all these services at an estimated five-year cost of \$44.5 million.

"I am very pleased with this contract award," said Nina Rannells, Executive Director of WETA. "It marks the beginning of a new era for San Francisco Bay Ferry and the continuation of a great partnership with Blue & Gold Fleet."

"It is great to have this long-term

"This contract marks the beginning of a new era for San Francisco Bay Ferry"

-Nina Rannells,
Executive Director
of WETA

agreement, and we are grateful to WETA for acknowledging Blue & Gold Fleet's unique capabilities and highly skilled employees," said Taylor Safford, president of Blue & Gold Fleet. "We look forward to our partnership with WETA, and to operating expanded ferry service throughout the Bay," added Safford.

WETA was established in 2007 as successor to the San Francisco Bay Area Water Transit Authority, which had been established in 1998. WETA is mandated by the State of California to

operate a comprehensive San Francisco Bay Area public water transit system, and to plan and coordinate the water transit response to a regional emergency.

Founded in 1979, Blue & Gold Fleet has operated ferry service between Oakland, Alameda and San Francisco under contract with the City of Alameda since 1992. In 1994 Blue & Gold Fleet began operating ferry service between San Francisco and Vallejo under contract to the City of Vallejo. In addition, Blue & Gold Fleet operates a commuter ferry service from Tiburon to San Francisco, provides scheduled ferry service to Sausalito and Angel Island and operates sightseeing cruises that sail under the Golden Gate Bridge.



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Tips for Staying Pesticide Free

BY DEB SELF

Pesticides are one of the main contaminants to Bay Area creeks and the aquatic life that forms the base of the Bay's food web. Future columns will discuss our efforts to reduce local governments' use of pesticide. Read on to learn what *you* can do to stay pesticide free—for the health of your family and the Bay.

1. Avoid anti-bacterial soap with triclosan. Washing your hands with regular soap is just as effective, according to research recently published in the *Journal of Infectious Diseases*. The U.S. Centers for

Disease Control has found triclosan, a harmful chemical, in 75 percent of people tested (and 86 percent of pregnant women tested). Always check the label: Clothing, toothpaste and other items claiming to be anti-odor or to kill germs often contain the pesticide triclosan.

2. Avoid nano-silver! Don't buy a new washing machine with a nano-silver generator. This anti-odor technology impregnates your clothing with tiny toxic particles and contaminates the water you are sending into the Bay. Nano-silver is toxic to fish and may soon be registered as a pesticide by EPA. Nano-silver is now also being added to toothbrushes, clothing, counter tops and cutting boards.

3. Say no to lawn chemicals and consider going turf free! Just don't use lawn chemicals. Avoid herbicides to keep weeds down; they poison pets, kids and creeks. Even simple fertilizers contribute excess nutrients to creeks and the Bay, harming the ecological balance. Consider losing your lawn. Converting to drought-resistant native plantings can provide needed habitat for birds, butterflies and other wildlife. Download Bay-friendly landscaping guidelines at www.stopwaste.org.

4. Avoid pesticides, even "safer" ones, in your vegetable garden. Available widely in pesticides products for home gardens, Pyrethrins are marketed as safe and natural, because they are derived from chrysanthemums. However, this pesticide now contaminates every Bay Area creek and has been linked with developmental delays in children who were exposed as fetuses when their mothers came in contact. Try physical removal of the pests, spraying down plants with water and squishing invaders instead. It's just not worth exposing family, pets, frogs and fish to more pesticides.

5. If you suspect you have a termite or other wood-foraging pest, consider baiting the termites yourself. You can stake PVC pipe near the foraging site, fill it with wetted cardboard for food, and seal it with cork (moistened toilet paper in a toilet paper tube also works). Check the cork weekly and when you see termites, add boric acid to the top of the food source. If you want professional help, be sure to hire a pest control operator who is well-versed in integrated pest management techniques. Forego perimeter spraying, which is unreliable, dangerous to pets and children and eventually contaminates creeks and the Bay. Instead, insist on identification of nesting/foraging areas so local bait stations using pastes and gels can intercept the pest. Learn more from the Bio-Integrative Resource Center at www.birc.org.

6. Ants appear in your kitchen and bathroom from time to time? Mostly they seem to be looking for water or trying to get out of the rain and will generally leave after a day or two. But if you have a more entrenched problem, boric acid will kill them by dehydrating them without the use of toxic chemicals.

7. Fleas in your home? Don't bomb them with pesticides, which tend not to work that well and leave your home contaminated. Instead, use this tried-and-true method: Place a dish or glass of soapy water on the floor under a light bulb and leave it out overnight for a few days. Fleas will find the dish, hop in and drown.

8. Report pesticide spraying by public works departments to Baykeeper. If you see county or city staff spraying herbicides along roadsides, medians and waterways, let us know. We're monitoring municipal practices under new storm water regulations. Send photos of pesticide spraying with location if possible. 1-800-KEEP-BAY or www.baykeeper.org.



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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.



San Francisco Slashes Greenhouse Gas Emissions, Exceeding International and State Goals

Mayor Edwin Lee recently announced that San Francisco greenhouse gas emissions are nearly 12 percent below 1990 levels and have exceeded emission reduction goals set by both the United Nations and the State of California even as the population has grown.

“I thank former Mayor Gavin Newsom for beginning our City’s innovative and aggressive climate change policies that have boosted our local economy and advanced our City’s environmental goals to reduce greenhouse gas emissions,” said Lee. “San Francisco is leading the way toward a future of green jobs and a growing green economy built on renewable energy for a cleaner and healthier environment.”

A 2010 data analysis shows that San Francisco’s citywide carbon footprint totaled 5.4 million metric tons of carbon dioxide equivalent in 2010. This compares with 6.2 million metric tons in 1990. The analysis, conducted by the San Francisco Department of the Environment (SFE), covered the three primary sources of carbon emissions: buildings, transportation and waste.

“Our citywide carbon reductions—the equivalent of taking 128,000 cars off the road, or avoiding the burning of 1.5 million barrels of oil every year—are the result of the hard work and collaboration of many City departments, private sector partnerships and San Francisco residents,” said SFE Director Melanie Nutter. “This shows us how far we have come and will be critical in developing plans to continue on our clean and green path.”

With this announcement, San Francisco surpasses international and statewide emissions targets established as part of the Kyoto Protocol calling for emission reductions of 7 percent by 2012, and California’s landmark climate law AB 32 calling for statewide emissions to return to 1990 levels by 2020.

“San Francisco is leading by example towards California’s green future by drastically reducing carbon emissions greater than any other U.S. city and

surpassing international standards through tough climate change policies,” said Lt. Governor Gavin Newsom. “Cities are proving to be the primary agents of action to address the world’s climate change problem. We need other cities to follow San Francisco’s lead if we are going to reduce worldwide carbon emissions and halt climate change.”

San Francisco is making steady progress reducing its carbon footprint even as population and electricity use increases. The City’s population has grown from 724,000 in 1990 to 805,000 in 2010, and electricity use has increased 13 percent over the same period.

San Francisco’s success in cutting greenhouse gas emissions demonstrates significant progress in meeting its targets of reducing carbon emissions to 20 percent below 1990 levels by the end of 2012, and by 80 percent by 2050. No other city has shown the extent of emission reductions reported in San Francisco’s new analysis.

“San Francisco’s early success reducing greenhouse gas emissions is an important example of what can be done when a city mobilizes municipal government, businesses, and residents to tackle climate change,” said Natural Resources Defense Council Deputy Director for Sustainable Communities Amanda Eaken. “The results in San Francisco send a hopeful signal to national policymakers and other cities and states that cutting emissions is possible while still maintaining an attractive environment for business.”

“Savvy cities get that protecting the environment is a business opportunity. San Francisco is capturing that opportunity and leading the way on climate change solutions,” said Environmental Defense Fund Vice President David Festa.

The largest contributing factor to the carbon reductions was the closure of the City’s two remaining inefficient natural gas power plants at Hunter’s Point in 2006 and Potrero last year.

“Getting rid of dirty power—like we did by shutting down the Hunters Point and Potrero power plants, which were major sources of environmental

pollution in the low-income southeast section of San Francisco for decades—and replacing it with clean power benefits the entire city,” said Bayview-Hunters Point community activist Espanola Jackson.

At the same time, San Francisco’s electricity mix is growing increasingly cleaner. Electricity for the City’s municipal operations comes primarily from the San Francisco Public Utilities Commission’s carbon-free Hetch Hetchy hydroelectric system in the Sierras, and approximately seven megawatts of solar projects on municipal facilities around the City.

Other contributing factors to San Francisco’s emissions reduction achievements include local investments in energy efficiency and renewable energy technologies, and progress in waste diversion through recycling and

composting. SFE’s analysis showed that the City’s mandatory waste recycling and composting law resulted in the diversion of 1.5 million tons of waste in 2009 that would have otherwise ended up in landfills. The City now leads the nation among major U.S. cities with a 78 percent diversion/recycling rate.

Mayor Lee said he will develop a policy framework for the City to reach longer term carbon reduction goals, including ensuring that 100 percent of San Francisco’s electricity needs come from renewable sources; maximizing commercial and residential energy efficiency, particularly measures that reduce natural gas use; improving transit, biking, walking and electric vehicle infrastructure and using higher blends of biodiesel in Muni and other City fleets.

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Who's at the Helm? Captain Sly Hunter

BY MATT LARSON

As a ferryboat passenger it is easy to enjoy the majestic views of the Bay, a nice cup of coffee from the bar, even a conversation with a fellow rider on the way to your destination. People come and go, but there's always one constant every time you board the ferry—the captain leading the way.

This new column asks, "Who's at the helm?" This month, we look into the life of Captain Sly Hunter, currently commanding the early morning shift on San Francisco Bay Ferry's Alameda/Oakland run.

Hunter's original love was sports. Over 20 years ago, after breaking basketball records playing for Diablo Valley College, he got a basketball scholarship to St. Mary's College and earned a business degree. During his fifth and final semester, the coaches asked him to do something a little different—football. "When I played football I was still on a basketball scholarship, which is really rare," Hunter explained. "At the time they asked me to play, my brother [Patrick Hunter] was in the NFL, so they thought they were getting a good football player." And they were right. "We went 10-0. I'm actually in the St. Mary's Hall of Fame for football."

He first began working as a deckhand while attending St. Mary's. "The Blue

& Gold Fleet's old general manager was a booster at St. Mary's," he said. "My summer job was decking on these boats."

Upon graduation Hunter was still working for the Blue & Gold Fleet, but also found a job at a financial institution. "I decided to give it a shot," he said. "I was kind of doing two things at once." But the financial world wasn't for him; Hunter left his office job to go get his captain's license.

"I made my mind up," he said. "And it was a decision; this is something that I wanted to do. I went for it and it worked out." Over two decades later, Hunter is the senior captain for the Blue & Gold Fleet. "I just fell in love with it."

Now a father of five and a grandfather of one, Hunter has been a ferry captain for 23 years. Working in the early mornings has allowed him to keep several careers going along the way. "I worked three jobs for 15 years or so," he said. He was a basketball coach at local high schools and junior colleges for 18 years, and has now been a part-time union representative of Masters, Mates and Pilots for the past 12 years. "I oversee the captains on all of the ferries, I deal with contract issues, discipline, even negotiate labor contracts." Eventually Hunter may become a full-time union rep, but for now he's happy at the helm.

"There's no better view to me than being on the boat, up in the wheelhouse, heading toward the Golden Gate with a

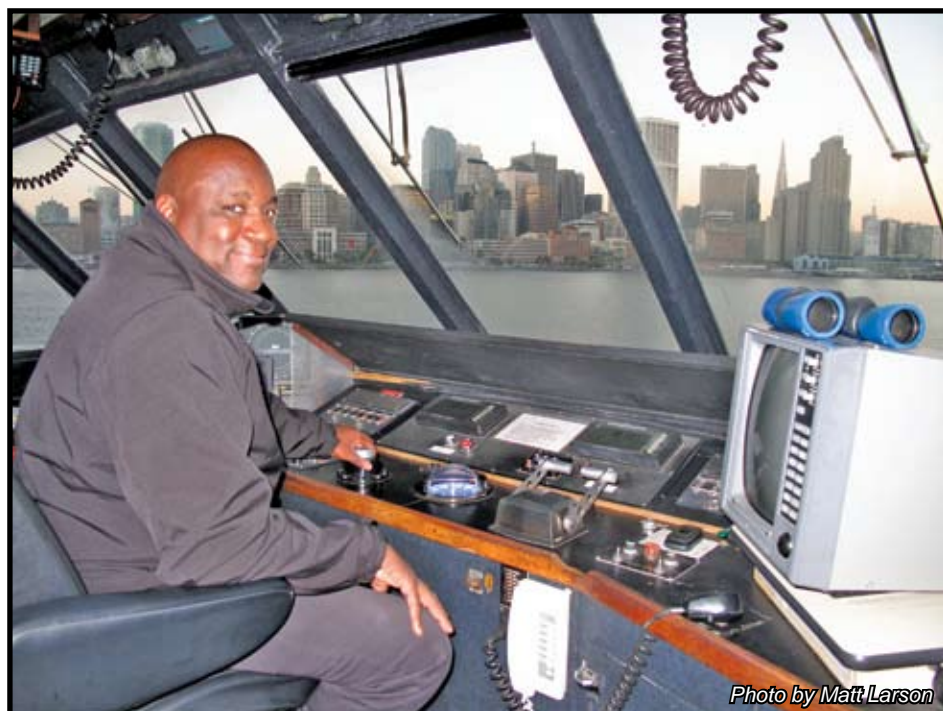


Photo by Matt Larson
Captain Sly Hunter at the helm of the Encinal on the Alameda/Oakland ferry run to San Francisco in the early morning hours.

blue sky," said Hunter. Having grown up in San Francisco, he's learned to really appreciate the Bay. "My wife and I went to France and the Eiffel Tower was a big deal to me. I'm sure to the French it's like the Golden Gate Bridge is to us. I realized how important San Francisco is on a world scale."

During the week, bedtime for Hunter is about 7 p.m. Fortunately, he's a morning person. "I'm up at 3:03 everyday, Monday through Friday," he said. Why 3:03? "Because three o'clock is just too damn early."

Humor is a big part of Hunter's outlook on life. "Even though this is a tough time, I think it's really important to have a sense of humor," he said. "If I don't laugh throughout my day, then we have some serious problems. The last thing I need to be is stressed out."

Now that you've met Captain Hunter, we hope you'll look at your next ferry cruise a little differently. Be sure to give him a friendly wave next time you see him, and look for future issues of *Bay Crossings* to find out who else is at the helm.



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Such a Simple Pleasure

BY CAPTIAN RAY

Sometimes, sailing is such a simple pleasure. It all just comes together: great weather, great wind, great people and a great boat. Recently, I had one of those days.

We started our sail at 1 p.m. from the Berkeley Marina. The weather was perfect. Air temperature was about 68 degrees. It was completely clear, except for a few high cumulus clouds, and there was absolutely no fog to obscure the great views of San Francisco, Mount Tamalpais and all three bridges.

The wind was from the west-southwest, blowing straight in the Gate. It had been light all morning, but was building slowly. As we cleared the breakwater and sheeted in the sails for a close-hauled course on port

tack, it was blowing a moderate breeze, about 15 knots. As the day went on, the wind continued to strengthen until it peaked at about 25 knots. That was enough to heel the boat just beyond its best sailing angle, so partly through the afternoon we reefed the main. We may have lost a little speed by doing that, but we had plenty, so what did it matter?

The boat we were sailing was a J/105. The J is the initial of the man who founded the company, Rod Johnstone. The 105 refers to the length of the boat: 10.5 meters or about 34 feet. Since the J/24 (24 feet)—his very popular, very first design in 1974—all J Boats have been performance oriented. The J/105 is certainly no exception. In automotive terms, we were sailing a Porsche, not a minivan!

My charter guests had sailed before. As young teenagers, they had sailed small dinghies, perhaps 10 or 12 years ago. After

settling the boat down, I asked, “Does anyone want to take the wheel?” Shy smiles crept across both of their faces, so I slid over to one side and motioned for one of them to take my place behind the wheel. In less than a minute, he had the feel of the boat, and we were sailing in the groove, a sailor’s term implying that everything is working perfectly. For the next hour, all I did was take an occasional look behind the jib for any traffic. We just enjoyed the sail, with almost no talking until we were about to enter the wind shadow of Angel Island. I suggested that we bear away and head toward Red Rock so that we wouldn’t be completely becalmed. Within a few minutes, we were just where I wanted to be. As we looked south-west through Raccoon Strait, the Golden Gate Bridge was now visible. Framed by Angel Island on the left and the Marin headlands on the right, it’s one of my favorite views of the bridge.

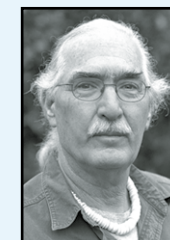
We then tacked and headed south toward Treasure Island so my guests could see the under-construction eastern span of the Bay Bridge. As the boat turned to

sail across the wind and we eased the sails out, we could feel the acceleration. We held a steady 7.5 to 8 knots all the way across the slot, with spray flying as we punched into the waves. After that, it was a short sail back to Berkeley and the end to a great sail.

Good weather, good wind, good folks, good boat. . . Sometimes it is just that simple!

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 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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Why They Built The Bridge

Cup Leaders Make Healthy Ocean Commitment

Global leaders in the arena of ocean conservation, oceanographic research, and environmental sustainability gathered in San Francisco on October 17 to celebrate the launch of the America's Cup Healthy Ocean Project, the global initiative of the 34th America's Cup to educate the world's populations about the issues facing our oceans and inspire them to act.

Driven by its commitment to have the 34th America's Cup be "more than a sport," the America's Cup Event Authority (ACEA) has set an ambitious goal with the AC Healthy Ocean Project to develop the world's largest communication outreach program focused on improving ocean health. To accomplish this goal, ACEA has partnered with some of the leading voices in the ocean conservation field, including Dr. Sylvia Earle and her organization Mission Blue, OceanElders, Sailors for the Sea, One World One Ocean and IUCN, the International Union for the Conservation of Nature.

Dr. Earle, oceanographer, explorer-in-residence at National Geographic and global ambassador to the AC Healthy Ocean Project: "As an ocean scientist and explorer with thousands of hours on, around and especially under the sea, I have personally witnessed a time of unprecedented discovery – and

unprecedented loss. Half a century ago, it seemed the ocean was too vast, too resilient to be affected by our actions. Now we know: coral reefs, kelp forests, coastal marshes, numerous kinds of fish and other ocean wildlife have declined sharply owing to pressures we have applied. Dead zones have appeared. Oxygen-producing plankton is declining. The ocean is in trouble—and that means we are in trouble, too."

The ocean forms one of the key operating systems of our planet. It creates more than half our oxygen, drives weather systems and modulates the atmosphere, as well as provides us with vital resources. Damage to the ocean is not as immediately apparent as terrestrial destruction, but it is just as serious. Scientists believe that there is still time to prevent irreversible, catastrophic changes to our marine ecosystems, but this requires drastic action within the next decade.

From public service announcements woven into America's Cup broadcasts to visible identification on all America's Cup boats and events committed to Sailors for the Sea Clean Regattas standards, ocean conservation and environmental stewardship will be pervasive throughout the America's Cup as it travels to global destinations over the next three years, beginning with the AC World Series and continuing to



Photo by Tiffany Cheng

Attendees of the October 17 launch of the America's Cup Healthy Ocean Project included (left to right) Neill Duffy, America's Cup Event Authority; Ashley Tobin, Sailors for the Sea; Jeff Boehm, The Marine Mammal Center; Gigi Brisson, Ocean Elders; Tom Huston, America's Cup Event Authority; Maria Browne, Gulf of the Farallones National Marine Sanctuary; Dr. Sylvia Earle, Sylvia Earle Alliance; Laura Cassiani, Sylvia Earle Alliance; David Lewis, Save the Bay; Iain Murray, America's Cup Race Management; John Frawley, Aquarium of the Bay

2013's Louis Vuitton Cup and America's Cup Finals in San Francisco.

Event organizers selected San Francisco as the launch city for the AC Healthy Ocean Project not only because the 34th America's Cup will be held there in 2013, but also because the City by the Bay is already a model of sustainable practice.

"The America's Cup Healthy Ocean Project provides an unparalleled opportunity to show the world that San Francisco Bay is more than just a beautiful view; it is a delicate ecosystem that directly relates to the health of the ocean," said John Frawley, president and CEO of Aquarium of the Bay.

A consortium of Bay Area ocean and Bay health-related organizations are partnering with the AC Healthy Ocean Project to focus on opportunities within San Francisco Bay that will continue to showcase the Bay Area's leadership in these issues. San Francisco Bay-based partners include the Aquarium of the Bay, the Marine Mammal Center, Mission Blue, National Marine Sanctuaries, NOAA, Sailors for the Sea and Save the Bay.

"Working with local and international partners, the America's Cup organization

will inform people about what they can do individually and together to protect and restore health to the ocean. In so doing, there will be benefits for human health, prosperity, security – and our very lives," said Dr. Earle. "There is time, but no time to waste. The race to restore health to the ocean is one we can't afford to lose."

The AC Healthy Ocean Project builds upon the work that ACEA has already begun in the areas of ocean conservation and sustainability, including coastal conservation activities and forums on issues facing our oceans at the first two AC World Series events this summer, as well as a commitment to organizing events that can be Sailors for the Sea Clean Regattas-certified.

"The current reality is the majority of people don't recognize the value that the ocean provides, nor do they recognize that the ocean is in trouble and needs their help," said Neill Duffy, director of sustainability, ACEA. "Together with our global and local partners, we hope to change that fact and instead activate a global call to action—reaching those who have affinity and respect for our world's oceans and motivating them to act in unparalleled numbers."

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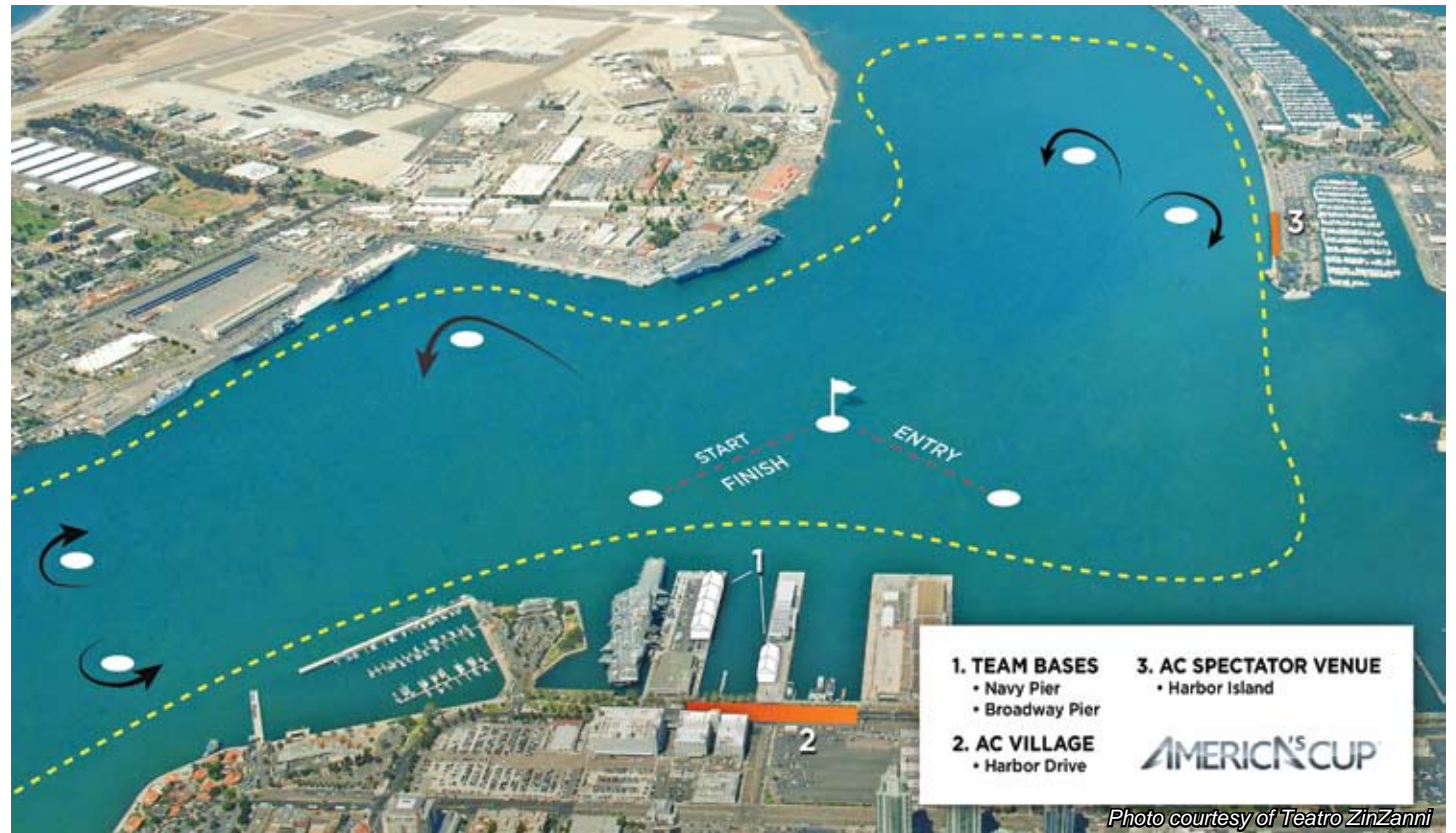
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America's Cup World Series Comes to San Diego

This November, the America's Cup World Series is making its third spot on the circuit, just down the coast in the city of San Diego. San Diego was the home to three previous America's Cups in the late eighties and early nineties, and it's where famed Skipper Dennis Conner brought the Cup after wrestling it back from the Aussies. But this will be the first time that America's Cup racing will be seen from shore. While previous editions were held out on the open ocean, now racing will be held just feet offshore, live inside San Diego Harbor in front of thousands of spectators.

"We spent 16 months in San Diego preparing for the last America's Cup, so we know that the harbor is a perfect stadium for the new-look high-speed, high-energy America's Cup," said James Spithill, skipper of ORACLE Racing. "We thought it was pretty cool just sailing our wing-sailed multihull back in 2009, but this time there will be a whole fleet sailed by teams from around the world. I can promise you this: people in San Diego will have a new appreciation for America's Cup sailing."

The AC World Series San Diego event will take place November 12 – 20 inside San Diego Bay, with numerous waterfront viewing locations that will allow spectators to see the on-the-water action up close. In addition to a full race schedule, the series



San Diego Harbor provides a perfect stadium for the new-look, high-speed America's Cup racing that will occur just feet offshore in front of thousands of spectators. Previous America's Cup races in San Diego were held out on the open ocean.

stop will feature the all-ages AC Village at Harbor Drive, which encompasses activities on Broadway Pier and the Navy piers with interactive displays, concession booths and a nightly entertainment schedule.

The highlight of the event is the winner-takes-all fleet race on Sunday November 20, where the teams will

compete for the title of AC World Series San Diego Champion, as well as the chance to put points on the board for an overall 2011-12 AC World Series win. Another fan showcase is the AC 500 Speed Trial, where teams push their boats to the limit to cover a 500-meter straight-line course in the shortest time.

"This exciting event will provide the city with a healthy economic jolt and also serve as a great advertisement for San Diego," said San Diego Mayor Jerry Sanders. "Media from all over the globe will broadcast images of San Diego's spectacular scenery to viewers as far away as China and New Zealand."

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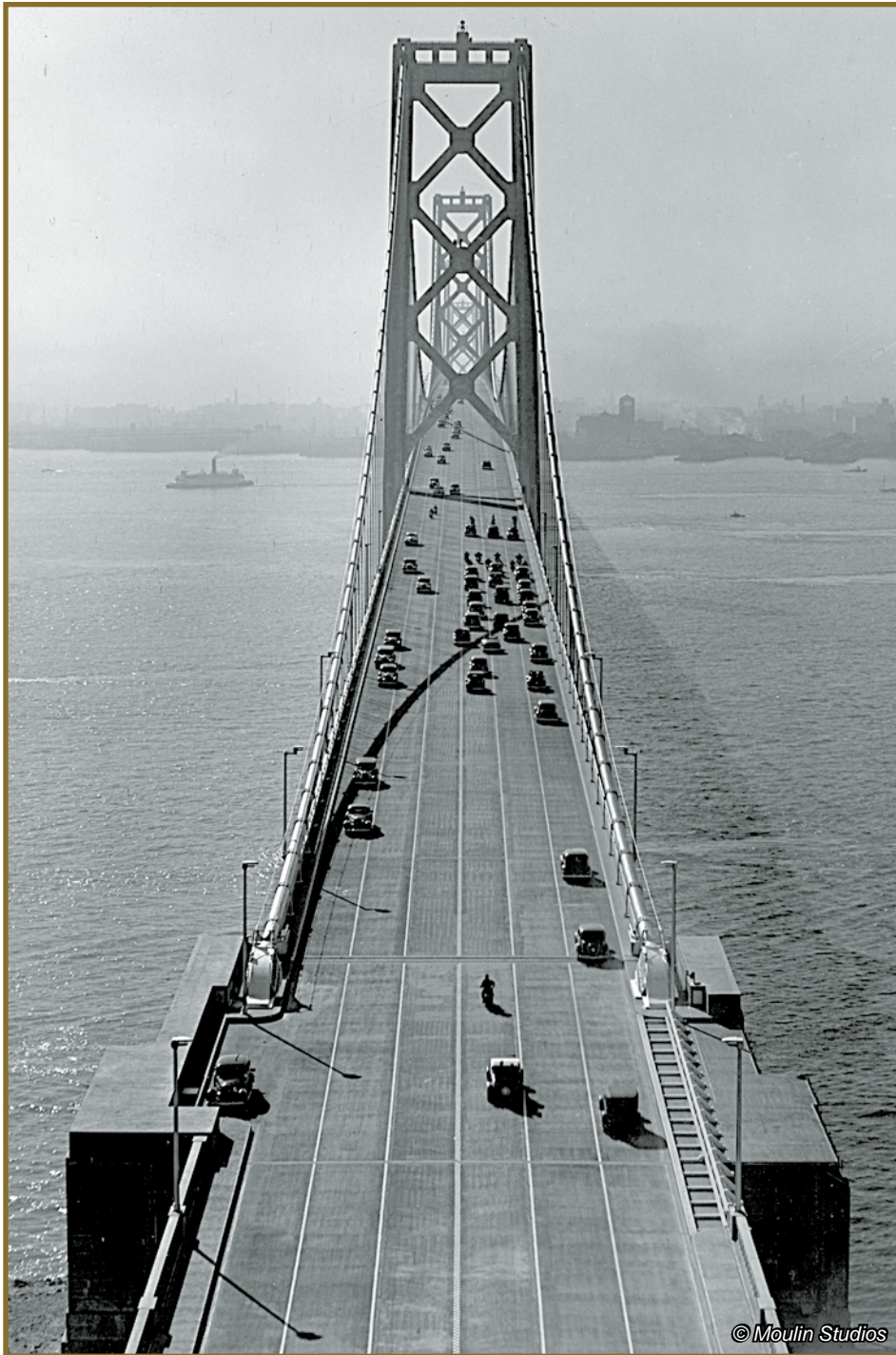
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HAPPY 75TH BIRTHDAY, BAY BRIDGE!



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Over the past couple of years, *Bay Crossings* has featured many a dramatic photo of the construction of the daring and iconic new East Span of the San Francisco-Oakland Bay Bridge. This month, we pause from examining the new East Span's impressive construction progress and look back 75 years to the opening of the original Bay Bridge on November 12, 1936. Then as now, the bridge was considered a feat of engineering, financing and political will. Then, as the East Span is doing now, the silver bridge added sparkle to the region's skyline, and made a profound impact on the region's economy and commute patterns.

The opening of the original Bay Bridge in the midst of the Great Depression was marked with a gala celebration that lasted five days and nights. The activities marking the 75th anniversary will be considerably more modest by comparison — and more virtual than physical — but will be imbued with a dignity and elegance fitting for the venerable workhorse bridge (see box).

The Bridge Begins

While ferries had long carried people across the Bay's often choppy waters, by 1936, automobiles were the future of transportation. As expected, as soon as the San Francisco-Oakland Bay Bridge was built, it immediately became the favorite way to travel between San Francisco and the East Bay.

Cynics believed that the bridge would be impossible to build due to the potential impact of turbulent waters and gusty winds. Engineers had assumed that the area's high winds posed a greater threat than earthquakes, despite the bridge's proximity to two major fault lines. The varying soils and water depths, the inaccessibility to bedrock, and the unique

design challenges inherent in developing a bridge to span eight miles across the Bay led some to believe that building such a bridge was unthinkable.

The largest and most expensive bridge of its time, the Bay Bridge faced not just natural obstacles, but political hurdles as well. There had been discussion of building a bridge between San Francisco and Oakland since the 1870s, but construction did not move forward until the Reconstruction Finance Corporation, with support from President Herbert Hoover, agreed to purchase bonds to be repaid later with bridge tolls.

The bridge design needed to break the mold. The result was a unique bridge that combined the best elements of several different designs. The West Span, made up of two suspension bridges, allowed easy passage for the Navy and merchant ships sailing to and from San Francisco. While a suspension bridge was appropriate for spanning the deep waters near San Francisco, it was not practical for spanning the shallow mudflats near Oakland. Nor was it feasible to build a suspension bridge to span the entire distance between the two cities.

The original East Span of the Bay Bridge therefore features a truss-cantilever design, with pilings reaching hundreds of feet under the Bay to anchor the bridge. Connecting the East and West Spans at Yerba Buena Island is the world's largest-diameter bore tunnel, which is 76 feet wide and as tall as a four-story building. At the time, the West Span's center anchorage was taller than any building in San Francisco.

The bridge was constructed in five phases: first the East Span, followed by the tunnel through Yerba Buena Island, and then the West Span. This was followed by the Interstate-80 West approach and on-and off-ramps, and finally, the Transbay

Terminal in San Francisco. The terminal housed the control center for the four railroad lines along the bridge's lower deck. It took three years and \$77 million to build the original bridge and Transbay Terminal.

In its first year, the bridge served nine million vehicles, far exceeding expectations. Today's volume is over 102 million vehicles per year. In 1958, the bridge's lower deck ceased carrying trains and by 1962 the bridge was reconfigured into its current configuration, with both upper and lower decks open only to vehicular traffic.

Though she may be three-quarters of a century old, the Bay Bridge is still going strong, with a seismic retrofit of the western suspension half linking San Francisco and Yerba Buena Island completed in 2004. When the new eastern half opens in 2013, the entire eight-mile bridge will be able to handle the ground motions from a 1,500-year seismic event and function as a "lifeline" route in the event of the Big One.



Stories by Brenda Kahn with historical information from BayBridgeInfo.org.

Words from the Past: Bay Bridge 1936 Gala Program

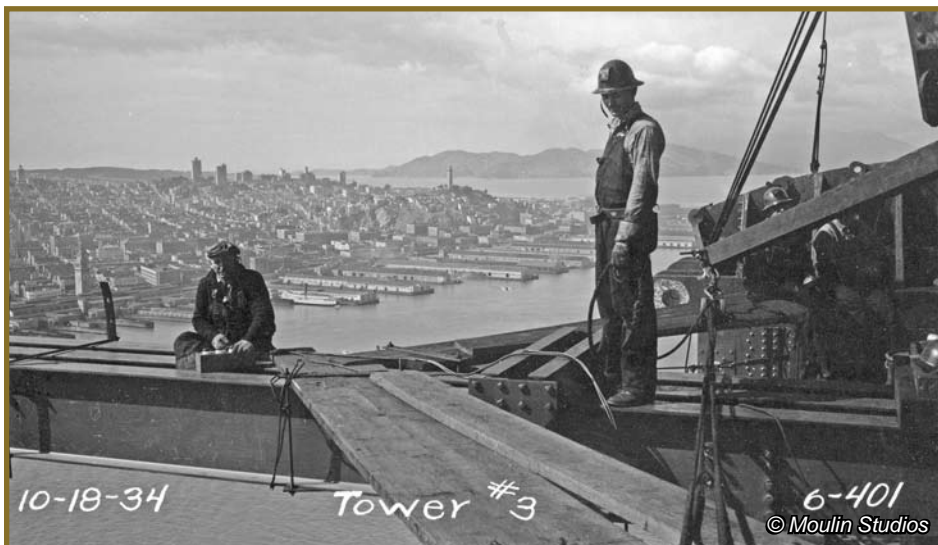
Following is an excerpt from the program for the gala multiday celebration surrounding the opening of the Bay Bridge:

"San Francisco Bay is bridged! Traffic flows over a great ribbon of steel and concrete eight and one-quarter miles long! That which has been envisioned for five decades has become a reality. Work was started on this vast project a little more than three years ago.

"San Francisco celebrates! The rejoicing is more than a tribute to the brains and

brawn that went into this vast undertaking. It is more than a tribute to the engineering wonder of this decade. We celebrate a monument to the indomitable and undying spirit of the West.

"The days from November 11th to 15th are gala ones for San Francisco. Into them are crowded all the glamor and all the joyful anticipation of what the bridge will mean to the future – a future well-founded on a brilliant past."



A Year's Worth of Celebratory Events and Exhibits

Caltrans and its partners — the Bay Area Toll Authority and the California Transportation Commission — are deeming November 2011 to November 2012 "The Year of the Bay Bridge." And they are cooking up a year's worth of activities to mark the bridge's 75th year, starting with a media event in early November where the 1936 bridge opening will be celebrated anew. In conjunction with the media event, the agencies plan to unveil a new outdoor interpretive exhibit that will tell the story of the new East Span. The exhibit will stand on Treasure Island, directly opposite the East Span, giving viewers a window onto the dramatic and final phases of construction of the new East Span. The display will feature QR (quick response) codes that will enable viewers to link to online information via their smart phones.

The agencies have also developed an online timeline tracking the history of the Bay Bridge from inception to current day, amplifying the story with short videos and historic photos. Also being unveiled in November is a new Facebook page where residents can post their memories of the Bay Bridge, and meet up with other bridge fans.

Outside groups are likewise working on projects to commemorate the bridge's 75th anniversary. For starters, a pair of local artists have collaborated on "Approach, Transition, Touchdown: The San Francisco-Oakland Bay Bridge Project," which is running at San Francisco's Electric Works gallery through November 23 (130 8th Street, SF, sfelectricworks.com). The show consists of a series of prints and drawings focusing on the historic and current construction of the Bay Bridge. Also under discussion is The Bay Lights project, in which the West Span of the Bay Bridge would become a canvas for a dynamic light installation.

Go to BayBridgeInfo.org to link to the memory Facebook page, the historical timeline and planned 75th anniversary events.



Local Organic Food Purveyor Hopes to Shake Up Waste Disposal

BY BILL PICTURE

Last month, organic food entrepreneur Jason Mahon became director of Alameda County's Source Reduction and Recycling Board, bringing with him the drive and problem-solving savvy needed to put Alameda County head and shoulders above its trashier neighbors.

Going by the name **StopWaste.org** and including a few mayors and city council members, environmentalists and waste reduction/diversion experts, the board has created programs to promote source reduction, recycling and the development and procurement of eco-friendly products to replace traditional landfill-bound ones.

"We have to change behaviors," said Mahon, a 32-year-old Ohio native who moved to the Bay Area in 1999 to be a part of the high-tech industry. "We have to do whatever it takes to get people and companies to change the way that they do things, to be greener. And that isn't easy."

Mahon said that recycling wasn't a priority back in Ohio, but says it didn't take long for the Bay Area to get its crunchy claws into him and inspire him

to rethink his relationships with food and the environment.

"I didn't know anything about organic food when I moved here," he said. "Then I started reading a lot about it, and how it's better for you and better for the environment. First my diet changed. Then everything started to change."

In 2001, Mahon and two of his friends started Premier Organics, which offered a modest variety of raw foods. The company's focus has since narrowed to organic, nothing-added nut butters, which it manufactures in small, handcrafted batches at its facility in east Oakland and distributes to

retailers all over the country and on the web. Last year, the company reported \$7 million in revenue.

Thinking ever-greener

"I was really happy with what we were doing but I thought, 'Why stop there?'" he said. "So I started really looking at how things were done, and I saw how much waste was being created. I thought, 'If we really want to be a natural company, we need to do something about this.'"

Mahon's first order of business was redesigning the company's packaging to minimize waste. That, in turn, led him to looking



Mahon believes a lot of recyclable material could be kept out of landfills if the county made it mandatory for apartment buildings and office buildings to recycle. He also wants the county to keep a closer eye on private garbage companies, and would like to see money invested in sorting facilities to give collected garbage a thorough going-through to look for recyclable material so it doesn't end up in a landfill.

into developing biodegradable packaging materials.

But it was while researching how Premier Organics' products are shipped that Mahon happened upon one of the biggest ways that manufacturers can curb waste. Mahon learned that, in order for a pallet of product to be moved safely (and easily), it must be wrapped tightly. Typically, a plastic film similar to Saran Wrap is used. The problem is that a pallet will be broken open numerous times during the course of the shipping process, both for inspections and so that its contents can be divided to fulfill numerous orders. Because the plastic film used can't be unwrapped, whenever the pallet must be broken open, the film is

cut and thrown away. When the time comes to move the pallet again, it's rewrapped in new film.

"Think about every product that gets shipped on a pallet," he said. "That's a lot of plastic film getting put in the trash." Mahon was sure there must be a better way, so he set out to find a greener pallet wrap. That search led him to an organic food broker in Canada, who'd developed a reusable wrap years earlier.

Sure his wasn't the only company that would recognize the value of the reusable wrap, Mahon got in touch with other companies, including so-called green companies like Whole Foods, to let them know that they could eliminate a lot of landfill-

bound waste by using the reusable wrap he'd found.

"And no one was interested," he said. "They wouldn't even return my calls. Even with green companies, it's really hard to get them to change how they do things."

Mahon eventually applied for grant money from StopWaste.org to pay for the reusable wraps. He got enough to cover Premier Organics' needs, along with extras that he's given to other local companies to try, in the hopes they'll make the switch too.

Taking on the county

Back in the early days of Premier Organics, Mahon led landfill tours for new employees, to share



Jason Mahon was recently appointed director of the Alameda County Source Reduction and Recycling Board, AKA StopWaste.org.

his passion for waste reduction. It was during one of those tours that he learned that garbage isn't sorted in Alameda County the way it is in other counties. Thus, if recyclable or compostable materials mistakenly end up in the wrong bin, they end up in a landfill.

"I wanted to know why that is," he said. "So I started doing some digging."

After reviewing garbage company contracts and reading through thousands of pages of records, Mahon came to the conclusion that post-collection sorting is rare in municipalities that contract waste management to a private third party. The reason, he said, is that sorting costs money. Most garbage companies own their own landfills, so it's cheaper for them to dispose of garbage there without giving it a costly, second going-through.

"The bottom line is, we need to insist on more local control over waste sorting," he said. "We're the ones generating the waste, so

we need to be concerned with where it ends up. It's our trash. We need to make sure it's handled properly."

Mahon believes his appointment to StopWaste.org's board will afford him the leverage he needs to really affect change. No longer just a squeaky wheel at meetings, he'll now have the ear of local agencies and elected officials with the power to make things happen.

And his first order of business is putting pressure on the county to make recycling mandatory for commercial businesses and multi-occupant buildings, which includes apartment buildings and commercial buildings.

"I want these gaps closing," he said. "And I want to see some accountability, because there isn't any now. I want to see accountability in auditing and contract management of solid waste. I've done my homework, and I know that's what needs to happen."



Manufacturers typically wrap pallets in plastic (as shown) to make them easier and safer to move. In order to inspect the product or remove units, the film has to be cut off and thrown away because it's not reusable. Then the pallet has to be rewrapped before it's moved again. Jason Mahon has been trying for the last few years to convince companies to decrease waste by using a reusable wrap made by a firm he found in Canada.

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Mayor Approves New S.F. Standards for Bird-Safe Buildings

Last month, San Francisco Mayor Edwin Lee signed into law new standards for bird-safe buildings. The signing followed the unanimous approval of the bill by the San Francisco Board of Supervisors in September. The standards, which made national news, will greatly reduce bird deaths and injuries resulting from collisions with buildings in the city—by requiring safer windows, night lighting, and the construction of wind turbines in the urban environment.

“Protecting and helping birds is not only the right thing to do, it is also good for the economy and the future of our environment. Birds are invaluable as controllers of crop insect pests, pollinators of plants and seed distributors; they also generate tremendous economic revenues through the pastimes of bird feeding and

birdwatching. We need to do what we can to protect them,” said Eric Mar, the San Francisco Board of Supervisors member who sponsored the legislation.

Reduction of bird strikes with new buildings can be achieved with simple and cost-effective means. For example, fritting—the placement of ceramic lines or dots on glass—is often already used to reduce air conditioning costs by lowering heat gain in windows. If fritting is applied in particular patterns, it increases the visibility of the window to birds and reduces the likelihood of impacts, while still permitting people to see out clearly from the inside of the building.

The guidelines also address the effects of light pollution, which can confound birds’ ability to navigate by the stars during migration. Lighted buildings and towers can draw birds off course and

result in exhaustion, injury or death for millions every year. The guidelines will reduce unnecessary interior and exterior lighting during the bird migratory seasons, reducing risks to birds.

Bird-safe measures often have other benefits for building owners and operators. For example, fritting reduces heat gain through windows and decreases cooling costs. Turning off unnecessary lights can save owners and operators thousands of dollars a year while greatly reducing risks to birds.

“Mayor Lee and the San Francisco Board of Supervisors are showing national leadership on this critical wildlife issue. Up to one billion birds die each year in building collisions nationwide. San Francisco is acting responsibly by helping to reduce those preventable deaths,” said Dr. Christine Sheppard, manager

of American Bird Conservancy’s Bird Collisions Campaign.

“Bird deaths from building strikes, one of the main causes of bird mortality in the United States, can often be prevented with reasonable, affordable measures such as those described in these standards. The City of San Francisco’s Standards for Bird Safe Buildings constitutes a huge step forward in mitigating this problem in the Bay Area,” said Mark Welther, Executive Director of Golden Gate Audubon.

“There are a number of buildings in San Francisco, such as the San Francisco Federal Building and the De Young Museum, that are, albeit unintentionally, already bird-friendly. Where new construction is concerned, the bird-friendly options need not be more expensive, since bird-safe materials and designs can be incorporated from the beginning,” Sheppard said.



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For more information, visit www.goldengate.org.



Golden Gate Ferry and Bus Holiday Service Calendar 2011-2012

HOLIDAY	FERRY	BUS
VETERANS DAY Friday, November 11, 2011	Regular	Regular
THANKSGIVING DAY Thursday, November 24, 2011	No Service	Holiday
FRIDAY AFTER THANKSGIVING Friday, November 25, 2011	Larkspur – Expanded Service Sausalito – Holiday	Regular
CHRISTMAS DAY Sunday, December 25, 2011	No Service	Holiday
DAY AFTER CHRISTMAS Monday, December 26, 2011	Regular	Holiday
NEW YEAR'S DAY Sunday, January 1, 2012	No Service	Holiday



San Francisco Symphony Celebrates Centennial, Performs Verdi Masterpiece

BY PAUL DUCLOS

You usually need to go to the San Francisco Opera House to hear soprano Sondra Radvanovsky and mezzo-soprano Dolora Zajick hold forth with Verdian passion, but in late October audiences at Davies Symphony Hall had the rare pleasure of hearing these two together in the composer's rarely performed *Requiem*.

Opera goes with fondness Radvanovsky's superb singing in Verdi's *Il Tavoratore* a couple of years ago, and the diva again filled Davies with the same powerful vocal shadings and resonance. Conductor James Conlon and Ragnar Bohlin's Symphony Chorus are also to be celebrated for making these performances a huge commercial and artistic success.

Before pushing off for the next SFS concert, *Bay Crossings* readers may wish enjoy this engaging read on the ferry: *Music for a City, Music for the World: 100 Years with the San Francisco Symphony*. When the San Francisco Symphony presented its first concert just five years after the 1906 earthquake, its founders intended it to revitalize Bay Area cultural life. Little did they know what they'd started. In *Music for a City, Music for the World*, Larry Rothe tells the story of the people behind the scenes in an orchestra's century-long journey through hard times and good times. Published to celebrate the San Francisco Symphony's 100th anniversary, this comprehensive history, filled with hundreds of archival photos and images, gives readers a glimpse into the inner workings of one of the world's foremost orchestras, and in doing so it illuminates the cultural life of a city. www.sfsymphony.org

New Venue to be Announced for Fabled ZinZanni

Teatro ZinZanni, that crazed and beloved cabaret/cirque, will be relocating its home

on the waterfront next year as America's Cup moves in to expand its footprint at Piers 27 and 29. Until then though, there's plenty of time to catch their current offering, "On the Air."

This is a walk through the past featuring comedy, cirque, and the Blues. Jeff Hoyle—a local talent who has gone on to win international fame as an actor and comedian—joins blues singer Duffy Bishop in this rollicking narrative of a radio station on the ropes. The Teatro ZinZanni Orchestra will be at full strength, along with the company's acrobatic ensemble.

The group's final performance will be on New Year's Eve at the storied Spiegel tent. According to Norm Langill, president and artistic director, a new home will be found and announced in the coming months. love.zinzanni.org

U.S. Open Night at the Presidio Golf Club

Bay Crossings readers have been given a glimpse of the inner workings of America's Cup preparations over the past several months, and we will continue to keep you up to date as the event approaches. Meanwhile, let's not lose sight of the fact that another major sporting contest will take place at water's edge next year: the U.S. Open Golf Tournament, coming in June to the Olympic Club.

OK, so it's not as immediately accessible to ferry traffic, but nonetheless, it does take place near Lake Merced, the Pacific Ocean, and even a few water hazards. A short cross-city commute is all that is needed to participate in a preview of this highly anticipated show.

The Presidio Golf Club—the city's oldest, and most revered—will host U.S. Open Night on Thursday, November



Photo courtesy of Teatro ZinZanni

Teatro ZinZanni will be moving from its current waterfront location at Pier 29 along the Embarcadero to make way for America's Cup facilities at Piers 27 and 29.

3 from 6:30 to 9 p.m., adjacent to the Presidio Golf Course. The evening will feature a presentation by Danny Sink, the USGA Championship director responsible for coordinating local/on-site arrangements for the 2012 U.S. Open. Danny's presentation will include a history of U.S. Open tournaments at the Olympic Club and a preview of what it takes to produce the upcoming contest.

The event will include a no-host bar and appetizers. Reservations for the event can be made by calling (415) 379-2520. Admission is \$20 in advance or \$25 at the door. Proceeds for the event will support the USF Golf program. The club is located at 8 Presidio Terrace, just across the parking lot from the Presidio Golf Course.

In addition to the U.S. Open presentation, the club's special guest, Lawson Little III, will show up for a ribbon cutting and dedication of the Lawson Little Lounge, which honors his father, a former PGC member and professional golfer. Lawson Little Jr. was the only golfer to win the British Amateur and U.S. Amateur event for two consecutive years before going on to win the 1940 U.S. Open as a professional. PGC honorary member and host of "Hooked on Golf" John Abendroth will serve as emcee for the evening's festivities. www.presidiogolfclub.com

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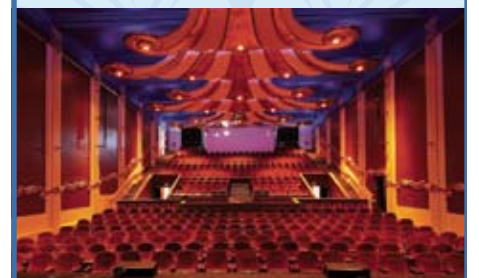
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WATERFRONT ACTIVITIES

- 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.
- November 5** **9AM – 12PM & 1PM – 4PM – Girl Scouts “In the Wind” Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Learn the ways of the Bay by sailing on the beautiful tall ship *Seaward*. Become part of the crew as you set sails, steer, and navigate under the guidance of *Seaward*'s professional captain and crew! You'll also participate in learning stations to build your knowledge of Bay ecology. Learn how to serve San Francisco Bay by directly experiencing it! Earn our council's own award: Girl Scouts Save the Bay's "In the Wind" badge or interest project patch. Cost is \$35 for scouts and chaperones. To register, visit www.callofthesea.org and click on "Public Sails."
- November 5** **3PM – 6PM - Open House! - Club Nautique Sailing School & Charters, Sausalito, 415-332-8001, www.clubnautique.net**
Come check out our new Sausalito location. Share a glass of vino and a laugh. Learn about our award winning sailing school and check out our beautiful fleet. All are welcome. This is a Free event.
- November 7-18** **Captain OUPV (6-Pack/100GT) Maritime Institute, Club Nautique Alameda, 888-262-8020, www.maritimelntitute.com**
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. Call for details!
- November 11** **9AM – 12PM & 1PM - 4PM – Girl Scouts “In the Wind” Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Learn the ways of the Bay by sailing on the beautiful tall ship *Seaward*. Become part of the crew as you set sails, steer, and navigate under the guidance of *Seaward*'s professional captain and crew! You'll also participate in learning stations to build your knowledge of Bay ecology. Learn how to serve San Francisco Bay by directly experiencing it! Earn our council's own award: Girl Scouts Save the Bay's "In the Wind" badge or interest project patch. Cost is \$35 for scouts and chaperones. To register, visit www.callofthesea.org and click on "Public Sails".
- November 12** **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.
- November 12** **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. Cost is \$60 per person.
- November 12** **9:30AM – 12:30 PM - Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Help the crew raise the sails and steer the boat, or just sit back and enjoy the view! Morning winds are typically light so we often get to sail under the Golden Gate Bridge. This sail will include optional learning stations in San Francisco Bay ecology and seamanship. It's a great sail for families, though all are welcome! Cost is \$45 for adults, \$25 for youth 6-12, and children under 6 are free. To register, visit www.callofthesea.org and click on "Public Sails."
- November 16** **6PM – 8PM - Moonlight Sail! Plus Women's Only Boat – 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.

Waterfront Adventures is an advertising sponsored section for activities on or around the water in the Bay Area. If you are interested in having your events or activities listed in this section contact Joel Williams at joel@baycrossings.com.



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WATERFRONT ACTIVITIES

- November 19 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.
- November 19 3:15PM – 5:45PM - Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by starlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the sun setting behind Mt Tam. We will paddle leisurely while admiring the sunset reflecting off the water's surface.
- November 19 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!
- November 20 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.
- November 20 9:30am – 12:00am - 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)
- November 26 7PM – 9PM - Knot Tying Seminar - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This course is designed to be a supplement to the basic knot tying skills that are taught in the Basic Keelboat and Crew Courses. It will give you the opportunity to become comfortable with the many knots that are utilized for sailing and allow you the chance to have all your knot-related questions answered. \$25 retail, free to members.



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Conservation Groups Win New Protections for California's Sea Turtles

BY TERI SHORE

Just outside the Golden Gate, critically endangered Pacific leatherback sea turtles are now gorging themselves on jellyfish. These mysterious ocean dwellers swim 6,000 miles across the Pacific from distant nesting beaches in Indonesia to feed here during summer and fall. More than 20 sightings have been recorded by sailors and whale watchers along the West Coast this year.

Because of the importance of these coastal feeding areas to the rare marine species, the federal government on

November 15 plans to designate more than 70,600 square miles of ocean as protected critical habitat for these sea turtles along the California, Oregon and Washington coasts. Doing so will establish the first and largest protected areas for sea turtles ever designated in continental U.S. ocean waters under the Endangered Species Act.

“Few people know about the leatherbacks along our coast,” said Todd Steiner, executive director at **Seaturtles.org**, the Marin-based marine conservation group that won the new leatherback habitat protections. “In fact, it’s only been in the last decade that sea turtle biologists began tracking the



Photo by Deasey Lontoh

The endangered Pacific leatherback sea turtle swims 6,000 miles across the Pacific from distant nesting beaches in Indonesia to feed off the west coast of the United States during summer and fall.

movement of these giant reptiles across the Pacific.”

The largest of all sea turtles, leatherbacks can grow to be nine feet long and weigh as much as 1,200 pounds. They are unique among sea turtles because their backs are covered in leathery ridges instead of hard shells. Their 12,000-mile round-trip journey from nesting beaches to our coast is the longest known migration of any living marine reptile. While foraging along the California coast, they eat 20 percent to 30 percent of their body weight per day—as many as 50 large brown nettle jellyfish.

During their journey, leatherbacks run a gauntlet of threats across the Pacific, including capture in commercial fishing gear—particularly swordfish fisheries that use longlines and gillnet—ingestion of plastics, poaching, global warming and ocean acidification. Protection of their foraging habitats and migratory corridors is essential to the recovery of this imperiled species.

Pacific leatherback sea turtles have declined more than 95 percent since the 1980s; as few as 2,300 adult female western Pacific leatherbacks remain. The species dates from the time of the dinosaurs, having survived for 100 million years virtually unchanged; now their kind risks disappearing from the planet.

The government action to protect leatherback habitat along the West Coast dates back to a 2007 legal petition

to protect key migratory and foraging habitat for these ancient turtles filed by **SeaTurtles.org**, the Center for Biological Diversity in San Francisco, and Washington D.C.-based Oceana. After numerous delays and lawsuits, the National Marine Fisheries Service agreed to make it final on November 15. However, conservationists are now concerned that the Obama administration will seek further delay in these urgently needed protections. A similar last-minute delay halted new endangered protections for loggerhead sea turtles on the Atlantic coast. Instead, it seems a Congressional letter prompted by seafood lobbyists trumped the Endangered Species Act.

“Protecting the cool, nutrient-rich feeding grounds off the West Coast, and the pathways that lead to them, is crucial to ensuring leatherbacks’ survival,” said Catherine Kilduff, an attorney with the Center for Biological Diversity in San Francisco, which represented TIRN and other groups in petitions and legal actions to gain the critical habitat protections. “The habitat protections will also benefit other marine species that depend on healthy Pacific waters—including whales, sharks and seabirds.”

In a local citizen science program designed to help enhance recovery prospects for Pacific leatherbacks, last year **SeaTurtles.org** launched the Leatherback Watch Program to engage charter vessels, recreational sailors, whale watchers and

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MARINE CONSERVATION



The federal government plans to designate more than 70,600 square miles of ocean as protected critical habitat along the California, Oregon and Washington coasts.

movements and habits of the endangered leatherback turtles to aide in conservation.”

To learn more about California’s sea turtles, the Leatherback Watch Program and how you can support protection of endangered sea turtles and the ocean, go to www.seaturtles.org or join these upcoming public events:

Pacific Sea Turtles and the Great Leatherback Migration, Wednesday, November 16 7 p.m. - 8:45 p.m. in Sonoma.

Join us for a journey into the secret lives of sea turtles from the Sonoma Coast to the Cocos Islands in Costa Rica on Wednesday, November 16, Sonoma Birding Nature Lecture Series, Sonoma Veterans

Memorial Building, 126 First St. West, Sonoma CA. 95476. \$5 donation at the door.

Friday, November 11, 8 p.m. Free event: Cocos Island Marine Preserve: a Unique Citizen Science Program for Sea Turtle and Shark Conservation, Underwater Photographer’s Society, 450 Chadbourne Avenue, Millbrae, CA

Teri Shore is Program Director at Seaturtles.org, an international marine conservation organization headquartered in California whose 55,000 members and online activists work to protect sea turtles and marine biodiversity in the United States and around the world. For more information, visit www.seaturtles.org.

The Center for Biological Diversity is a national, nonprofit conservation organization with more than 320,000 members and online activists dedicated to the protection of endangered species and wild places. www.biologicaldiversity.org

marine researchers to compile, record and communicate sightings of Pacific leatherbacks off the West Coast.

The Leatherback Watch Program recorded over twenty sightings in 2011 from Point Sur, California up to British Columbia, Canada. Visitors onboard with the Blue Ocean Whale Watching in the Monterey Bay National Marine Sanctuary and the Oceanic Society in the Gulf of the Farallones National Marine Sanctuary have scored the most sightings this summer.

“Seeing this rare sea turtle was the highlight of our day and taking part in the voluntary Leatherback Watch Program transformed our lucky sighting into another data point in the ongoing conservation work of the Sea Turtle Restoration Project,” said Captain Larry Twomey, calling from his yacht offshore of Monterey.

“The best way to monitor a species is to collaborate with others and create a network,” said Kate Cummings from Blue Ocean Whale Watch based in Moss Landing. “The Leatherback Watch Program is doing just that—getting the public involved to better understand the

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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.

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5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	9:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur			
11:10	11:45	11:55	12:30 p.m.	Sausalito			
12:40 p.m.	1:15	1:25	2:00	Daily		Daily	
2:15	2:50	3:00	3:30	Adult Cash Fare	\$8.75	\$9.25	
2:50	3:25	3:35	4:05	Clipper	\$5.70	\$4.85	
3:40	4:15	4:25	4:55	Youth/Senior/Disabled	\$4.25	\$4.50	
4:15	4:45	4:55	5:25	Children 5 and under (limit 2 per fare-paying adult)	FREE	FREE	
-----	-----	5:20	6:05	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).	-----	-----	
5:10	5:45	5:55	6:25	Golden Gate Ferry Fares, Effective July 1, 2011			
5:35	6:10	6:20	6:50	<i>Fares shown are for one-way travel</i>			
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

* 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 catamarans. Weekend service is provided by a 715 passenger Spaulding vessel. # 5:30pm trip is via Sausalito.

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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	2:50	3:20	3:25	3:55
1:55	2:25	2:35	3:05	3:50	4:20	4:45	5:15
3:20	3:50	4:00	4:30	5:35	6:05	6:30	7:00
4:45	5:15	5:30	6:00	6:30	7:00	-----	-----
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

Contact Information: Toll free 511 or 711 (TDD). For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>. 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.

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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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.	10:45 a.m.	11:05 a.m.	11:15 a.m.	11:50 a.m.				
6:40	7:05	7:10	7:35	11:55	12:25 p.m.	12:30 p.m.	12:50 p.m.				
7:50	8:15	8:20	8:40	12:55 p.m.	1:10	1:20	2:05				
8:45	9:10	-----	-----	2:10	2:40	2:45	3:20				
-----	-----	4:25 p.m.	4:50 p.m.	-----	-----	8:20 *	8:45 *				
4:55 p.m.	5:20 p.m.	5:25	5:50	*Fridays only - Friday North Bay Getaway							
5:55	6:20	6:30	6:55	Weekends and Holidays							
7:05	7:30	7:35	8:00	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41				
* Fridays only - Friday North Bay Getaway				9:40 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.				
TIBURON – Pier 41				11:35	12:00 p.m.	12:10 p.m.	1:05 p.m.				
Weekdays				2:00	2:50	3:00	3:25				
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	3:35	4:45	4:55	5:20				
10:45 a.m.	11:25 a.m.	11:30 a.m.	11:50 a.m.	No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day							
11:55	12:10 p.m.	12:15 p.m.	12:50 p.m.	FARES: One-way Round-trip							
12:55 p.m.	1:40 p.m.	1:45	2:05	Adult	\$10.50	\$21.00					
2:10	2:25	2:30	3:20	Child (5-11)	\$6.25	\$12.50					
4:10	4:50	-----	-----	For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm							
-----	-----	8:05	8:30	ANGEL ISLAND - S.F.							
* Fridays only - Friday North Bay Getaway				Weekdays – Daily Departures Pier 41							
TIBURON Weekends and Holidays				Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41				
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	10:05 am	10:20 am	3:00 pm	3:20 pm				
9:40 a.m.	10:20 a.m.	10:25 a.m.	11:20 a.m.	Weekends & Holidays Pier 41							
11:35	12:30 p.m.	12:40 p.m.	1:05 p.m.	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41				
2:00 p.m.	2:25 p.m.	2:35	3:25	9:40 am	10:05 am	10:10 am	11:20 am				
3:35	4:25	4:35	5:20	---	---	4:10 pm	5:20 pm				
FARES: One-way Round trip				ANGEL ISLAND PRICES (Round-trip)							
Adult	\$10.50	\$21.00		FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*				
Child (5-11)	\$6.25	\$12.50		Adult	\$17.00	\$14.50	\$30.50*				
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)			Child	\$9.50 (age6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)				
ALAMEDA/OAKLAND - WEEKENDS ONLY				Child	Free (5 & under)	Free (4 & under)	Free (5 & under)				
Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)							
Arrive Alameda	Arrive Oakland										
9:00am*	9:10am*	10:10am	3:10pm								
			3:45pm*								
			3:55pm								
VALLEJO/ANGEL ISLAND - Weekends Only				Angel Island Ferry							
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo	TIBURON – ANGEL ISLAND							
8:30 am *	10:10 am	3:20 pm	5:40 pm	Weekdays (November – December)							
---	---	4:40 pm	9:45 pm	Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups							
* Requires transfer at Pier 41 to 9:40am AI Ferry. Return ferries transfer at Pier 41 onto Vallejo Baylink.				Weekends (November – December)							
BAY CRUISE				10:00 a.m.				11:00	1:00 p.m.	3:00	
Depart Pier 39				Returning				10:20 a.m.,	11:20	1:20 p.m.	3:30
Weekdays		Weekends and Holidays		FARES: Round Trip (*Limit one free child, ages 2 and under, per paying adult.)							
11:45 a.m.		10:45 am	2:30	Adult (13 and over)	\$13.50						
1:00 p.m.		12:00 p.m.	3:15	Child (6 - 12)	\$11.50						
2:45		1:15	4:30	Children (3 - 5)	\$3.50						
4:00		2:00	---	Toddlers (ages 2 and under)	Free*						
				Bicycles	\$1.00						
For the most current schedule, visit www.blueandgoldfleet.com				For the most current schedule and other information, visit http://www.angelislandferry.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.				Schedule Subject to change w/o notice							
FARES: All prices include audio tour.				Red & White							
Adult	\$25.00	Junior (12-18)	\$21.00	BAY CRUISE Pier 43½							
Senior (62+)	\$21.00	Child (5-11)	\$17.00	Monday through Sunday		FARES:					
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm				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					

* Fridays only - Friday North Bay Getaway

TIBURON Weekends and Holidays

Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:40 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)	\$17.00
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm			

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays (November – December)

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 (November – December)

Returning		10:00 a.m.	11:00	1:00 p.m.	3:00
10:20 a.m.,		11:20	1:20 p.m.	3:30	
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 <http://www.angelislandferry.com/>

Schedule Subject to change w/o notice

Red & White

BAY CRUISE Pier 43½

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	

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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
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 a.m.
11:00	10:50*	11:30	11:45
12:45 p.m.^	12:35 p.m.*	1:15 p.m.	1:30 p.m.
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

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
10:00	10:10	10:30 a.m.	10:45
11:30 p.m.	11:20 pm *	12:00 pm	12:15 p.m.
1:45	1:30 *	2:20	2:35
4:15	4:05 *	4:45	4:55
5:45	5:35 *	---	6:20
7:10	7:00 *	---	8:05

Weekends and Holidays 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

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

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	\$170.00
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.

* 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>

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

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

No weekend 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)	\$290.00
w/Muni	\$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 NOVEMBER

Discovery Museum Goes Out On A Limb

Bay Area Discovery Museum, at the foot of the Golden Gate Bridge in Sausalito, is hosting “Out on a Limb”, adventures with nature and art. This enchanting new exhibit promotes nature-play through a sculptural, interactive design that incorporates nostalgic settings, such as a tree house and a fort-building area. The 1,200 square foot imaginative environment is designed to inspire children and their caregivers to learn to explore nature by using their senses. More than simply seeing the beauty of a tree, the exhibit encourages visitors to hear the sounds of the forest, use leaves to make beautiful art, and build big and little structures from bark and limbs. Individual activities encourage children to experiment with light and shadow, patterns of leaves, music of the forest, and the effects of the changing seasons. The exhibits also provide practice with the physical skills of climbing and balancing, which helps children to develop self confidence in outdoor play. “Out on a Limb” provides a unique space for unstructured play, where children can create a connection with nature on their own. For parents and caregivers, the exhibit represents an opportunity to reminisce about their own childhood experiences in the outdoors and to re-connect with nature exploration along with their children. For visitors of all ages, there are places for building, climbing, listening and exploring — all designed to inspire a love of nature. This exhibit will be at the Bay Area Discovery Museum through January 8, and is included with general museum admission. For more information, visit www.baykidsmuseum.org.



2nd Sundays Offers Free Dance Performances

Now in its sixth year, Dancers' Group and CounterPULSE present 2nd Sundays, a series of free performance salons where

dance artists share work and dialogue with audience members and fellow artists. Artists working in a variety of movement forms and idioms are featured each month. This is a unique opportunity to experience the development of a performance work-in-progress; with facilitated discussion between the artists and the audience following each event. The free event on November 13 at CounterPULSE at 1310 Mission Street from 2-4 p.m. will feature Laurel Butler/make-shift dancetheatre, Scrub Oaks Collective and Hilary Bryan Dance Theater.

Make A Splash & Save The Bay

Save The Bay, the oldest and largest regional organization working to protect and restore San Francisco Bay, recently announced a special partnership with BayWood Artists, a group of twelve distinguished Bay Area landscape painters dedicated to preserving the environment. In conjunction with Save The Bay's 50th Anniversary, the BayWood Artists will raise funds and awareness for the non-profit organization through their annual

art exhibition and sale, BayWood Artists Make a Splash! A Benefit for Save The Bay. The exhibit — which will be held at the Bay Model in Sausalito through November 12 — features paintings portraying the beauty of the Bay. Gallery hours are Tuesday through Saturday from 9 a.m. to 4 p.m. The exhibit will be closed for Veterans Day, November 11. For more information, visit www.BayWoodArtists.org.

A Victorian Christmas at Angel Island State Park

Visit Angel Island State Park for a Christmas tradition Victorian style! Join other revelers for period arts & crafts and make your own holiday ornament to take home. Enjoy the smell and taste of hot apple cider and freshly baked cookies made in the historic brick oven of the cozy 1860s era Bake House. Tours of the historic Victorian officer's quarters on site will be offered, as well as a traditional Camp Reynolds cannon firing to salute the season at noon and 1:30 p.m. each day. This event will happen rain or shine. For more information about Angel Island State Park call (415) 435-5390 or visit www.parks.ca.gov/angelisland.

Pitch In To Improve Local Ridge Trails

On Saturday, November 5 the Bay Area Ridge Trail Council, REI, Chipotle Mexican Grill and local park agencies will again team up for the 4th Annual REI - Ridge Trail Service Day. Each of the 10 Bay Area REI stores will partner with a local park agency, land trust or open space district to build, improve, or restore sections of the Ridge Trail. With 12 different projects around the region, in all nine Bay Area counties, there's sure to be one near you, so pitch in, get dirty and help build the Ridge Trail! No experience necessary; tools and supervision provided. Projects vary at each site. Chipotle Mexican Grill is donating lunch to most of the project sites. Advance registration required. For more information on each project and to register, visit ridgetrail.org.

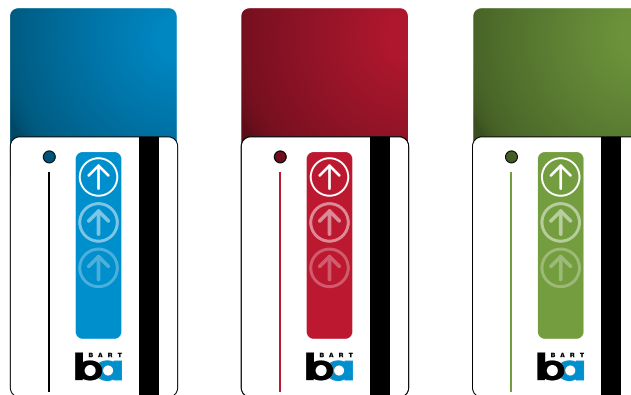
Free Meals For U.S. Veterans

McCormick & Kuleto's Seafood Restaurant, in San Francisco in Ghirardelli Square and Spenger's Fresh Fish Grotto in Berkeley have announced that for the 13th year in a row they will be offering all U.S. military veterans a free lunch or dinner entrée on Sunday, Nov. 13 in appreciation for their service to our country. The two restaurants will hold this event on the Sunday following the national Veterans' Day holiday on Friday, November 11 to make it easier for families to dine together with the veterans in their lives. The restaurants will offer a free entree to those defined as a veteran by the Veterans Administration, Title 38 U.S. Code 101, which is a person who served in the active military, Army, Navy, Air Force or Coast Guard, and who was discharged or released under conditions other than dishonorable. Veterans will be asked to show proper identification. The U.S. Department of Veterans Affairs, as well as a number of state Veterans Departments, has lauded this Veterans Appreciation program. Reservations are highly recommended; McCormick & Kuleto's (415) 929-1730, Spenger's Fresh Fish Grotto (510) 845-7771.

Skating Away

Delighting families, couples and ice skating enthusiasts for over twenty years, the Holiday Ice Rink at Embarcadero Center presented by Hawaiian Airlines will open to the public for nine magical fun-filled weeks beginning November 9 through January 8. Plan a special holiday experience with your friends and family and skate under the stars in the shadow of the waterfront throughout the holiday season at Embarcadero Center, where you can shop, skate, dine and park for free. Admission is \$9.00 for adults and \$5.50 for seniors and children 10 and under from 10 a.m. until 6 p.m. and \$9.50/\$6.00 from 6 p.m. until 10 p.m. Monday through Thursday and until 11:30 p.m. on Friday and Saturday. Skates can be rented for just \$3.50. For more information, visit www.embarcaderocenter.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.



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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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