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November 2012 Vol.13, No.11

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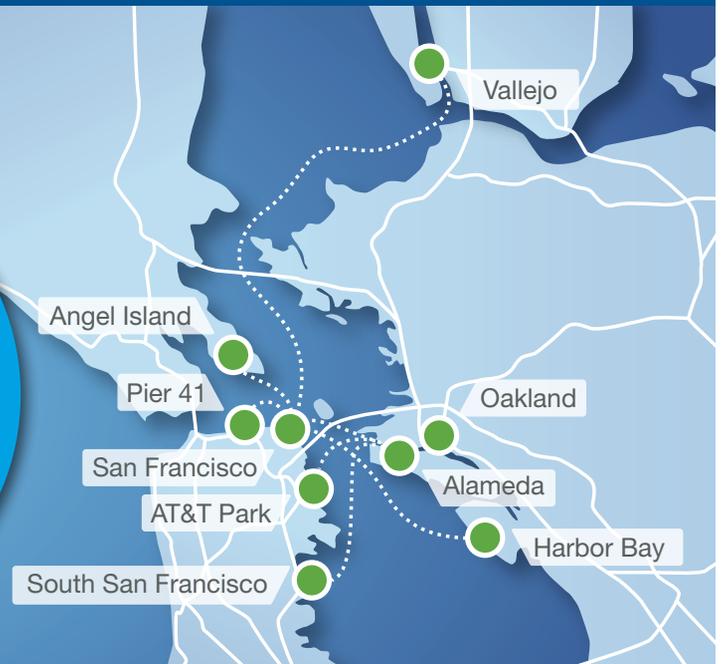
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"The Voice of the Waterfront"

columns

- 12 WHO'S AT THE HELM?**
Capt. Jeremiah Brazil
by Matt Larson
- 13 SAILING ADVENTURES**
The Ride of My Life
by Captain Ray
- 18 BAYKEEPER**
Bay Oil Spill Revisited
by Deb Self
- 19 CULTURAL CURRENTS**
Events on the Horizon
by Paul Duclos

features

- 10 GREEN PAGES**
New Exploratorium
Strives for Zero
by Bill Picture
- 14 PHOTO GALLERY**
Bay Bridge East Span
Construction Update

news

- 06 WATERFRONT NEWS**
Appeals Court Blocks
Bar Pilot Records Release
by Patrick Burnson
- 07** Waterfront Worker Dies
in Crane Accident
- 08** Brannan Street Wharf
Construction Update
- 09** West Harbor Project
Nears Completion
- 16 A.C. CORNER**
ORACLE Team Spithill
Captures AC World Series
- 17** Epic Rescue for Capsized
ORACLE Catamaran
- 20** Large Solar Array Debuts
at San Rafael Airport
- 21** The Best Way to Get
Where You're Going
by John Platt



guides

- 22 WATERFRONT ACTIVITIES**
Our recreational resource guide
- 24 WETA FERRY SCHEDULES**
Be on time for last call
- 26 AROUND THE BAY**
To see, be, do, know

BAYCROSSINGS

November 2012 Volume 13, Number 11

Bobby Winston, Proprietor
Joyce Aldana, President
Joel Williams, Publisher
Patrick Runkle, Editor

ADVERTISING & MARKETING
Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION
Francisco Arreola, Designer / Web Producer

ART DIRECTION
Francisco Arreola; Patrick Runkle; Joel Williams

COLUMNISTS
Captain Ray Wichmann;
Paul Duclos; Patrick Burnson;
Deb Self; Matt Larson

WRITERS & PHOTOGRAPHERS
Bill Picture; Joel Williams; John Platt

ACCOUNTING
Cindy Henderson

Advertising Inquiries:
(707) 556-3323, joel@baycrossings.com

Bay Crossings SF Ferry Building Store
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Clipper customer service center
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Ferry Building, #22
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The working waterfront built this City, and this month we focus on a number of ongoing projects that will shape the future of the Bay environs. From the new, ultra-modern Exploratorium to the Brannan Street Wharf to the new East Span of the Bay Bridge, the projects covered in this issue will give a facelift to the waterfront as we know it. We also salute the hard-working men and women who make our waterfront what it is. Photo courtesy of Dutra Construction.

Corrections & Letters

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



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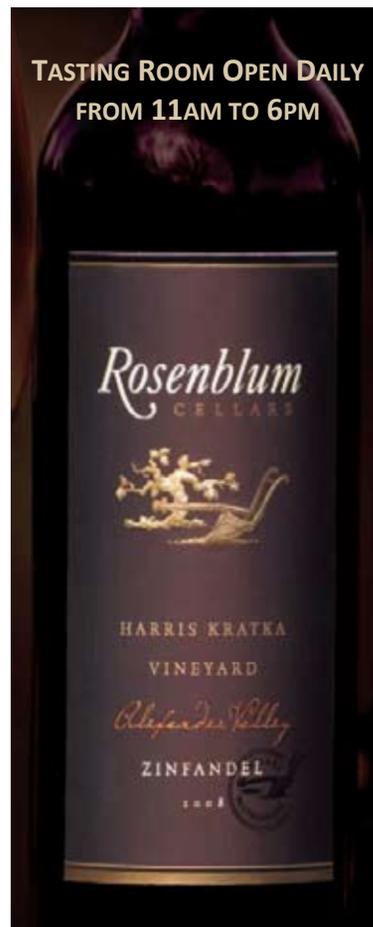
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Appeals Court Stays Bar Pilots Public Records Order

BY PATRICK BURNSON

In a move that many shippers found upsetting, the state 1st District Court of Appeal ordered a temporary stay of a Superior Court ruling last month that required the disclosure of documents regarding the assignments, working hours and rest period violations of state-licensed pilots in the San Francisco Bay. The stay was requested by the Board of Pilot Commissioners and the San Francisco Bar Pilots Association.

“We are perplexed by this appeal, where the state agency which is tasked with regulating and providing oversight of state licensed pilots continues to fight public access to pilot assignment data and, amazingly, actually argues that the state itself is powerless to acquire it,” said Mike Jacob, Vice President of the Pacific Merchant Shipping Association.

The case is *Pacific Merchant Shipping Assoc. v. Board of Pilot Commissioners, et al.*, San Francisco Superior Court Case No. CPF12512320. Order Filed September 18, 2012. The Order and entire Superior Court case file is available via Case Query at <http://sfsuperiorcourt.org/online-services>.

“The Court ruling affirmed the public’s right to know when state-licensed pilots are improperly assigned to ships, violate their minimum rest period

standards, and when they are or are not actually working a ship,” said Jacob.

The Board argued unsuccessfully to the Superior Court that the records sought by the shipping industry did not qualify as public records because the Bar Pilots are not a state agency.

LaHood Visits Cal Maritime Campus

On a lighter note, last month came news that U.S. Secretary of Transportation Ray LaHood visited the California Maritime Academy campus.

During his visit, Secretary LaHood officially commissioned Cal Maritime’s newly-appointed president Thomas Cropper as a Rear Admiral in the United States Maritime Service. While on campus LaHood also addressed the cadets and toured the Training Ship *Golden Bear*. Highlights during the ship tour included a demonstration of the ship’s ballast water treatment testing facility and a visit to the onboard navigation lab.

Secretary LaHood was joined by Maritime Administrator David Matsuda, who provided remarks during the commissioning ceremony of President Cropper and accompanied Secretary LaHood during the campus and ship visit.

Matson Measures Growth

David Hoppes, Matson’s senior vice president for ocean services told Working Waterfront



Photo courtesy of CA Maritime Academy

U.S. Secretary of Transportation Ray LaHood (left) visited the California Maritime Academy in Vallejo and officially commissioned Cal Maritime’s newly-appointed president Thomas Cropper as a Rear Admiral in the United States Maritime Service.

that the recent separation of Matson from its corporate parent, Alexander & Baldwin, was designed to provide a number of benefits for both Matson and A&B.

Here are the talking points made by Hoppes:

Enhanced Focus: Each company is now large enough to independently establish strategic priorities, growth strategies and financial objectives, and allocate capital in a manner that is best tailored to each business. Moreover, the Board and management of each company will be able to focus exclusively on the operation of its own business.

Sector-Specific Investors: Each company will appeal to a more focused shareholder base that is attracted to the particular business profile of that company and the specific industries in which it operates.

Separate Stock: Each company will have its own separate stock, which can be used to facilitate acquisition opportunities.

Greater Transparency: The proposed separation will allow for greater visibility

into relative financial and operating performance.

Expanded Research Coverage: Each company expects to attract additional research coverage by industry-specific analysts, providing the public and investment community with more information and perspectives on the two companies.

Hoppes also pointed out that Alexander & Baldwin always ran Matson as an independent business, such that the Matson group had its own finance, legal, information technology, accounting, insurance. “They operated us much like a portfolio company, and so the separation, while momentous from a historic point of view, from an operational perspective was a fairly straightforward matter,” Hoppes said. “For example, we have only had to hire five or six people at the Matson level in order to operate as an independent company, which is very small relative to our overall headcount. So, in some ways, because of A&B’s operating approach, Matson has been running autonomously for many, many years.”

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Oakland Waterfront Worker Dies in Crane Accident

BC STAFF REPORT

A crane mechanic was killed in an industrial accident at a Port of Oakland terminal on October 23. The mechanic was identified by the Alameda County Coroner's Office as Mark Arnett, 51, of Oakland.

According to a report published by the *San Jose Mercury News*, an initial investigation determined that a maintenance issue involving the crane trolley's wheels caused the accident. Arnett and another worker were attempting to repair the trolley so that all four of its wheels would properly travel on the rails when Arnett was trapped between the

bumper of the trolley and a guard rail. Arnett suffered crushing injuries to his head and chest and was later taken to Summit Medical Center in Oakland, where he was pronounced dead.

"It wasn't traveling smoothly or correctly," Peter Melton, a spokesman for California's Division of Occupational Safety and Health, said of the crane's trolley.

The accident happened at Berth 37, part of the Ben E. Nutter Terminal, which is operated by Evergreen Marine Corporation. The terminal was closed while Cal-OSHA and police investigated the incident. The terminal opened again for operations Thursday morning.

The port voluntarily shut down the crane operation, Melton said, and



Photo by Joel Williams

Evergreen will not use the crane until work on it is done. At that point, Cal-OSHA will perform an inspection and must approve the repairs prior to the crane trolley being placed back into service.

Arnett was not employed by the Port of Oakland, but worked on cranes

at the seaport for Ports America as a member of the International Association of Machinist and Aerospace Workers union (IAM). Arnett is remembered by those who worked with him as a gracious, gentle, good man who was always willing to help with his technical expertise.



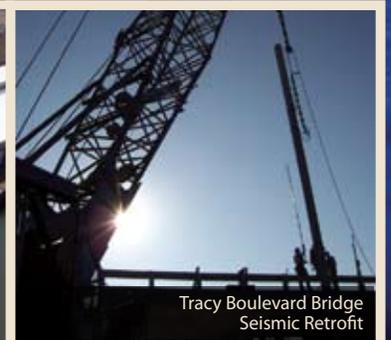
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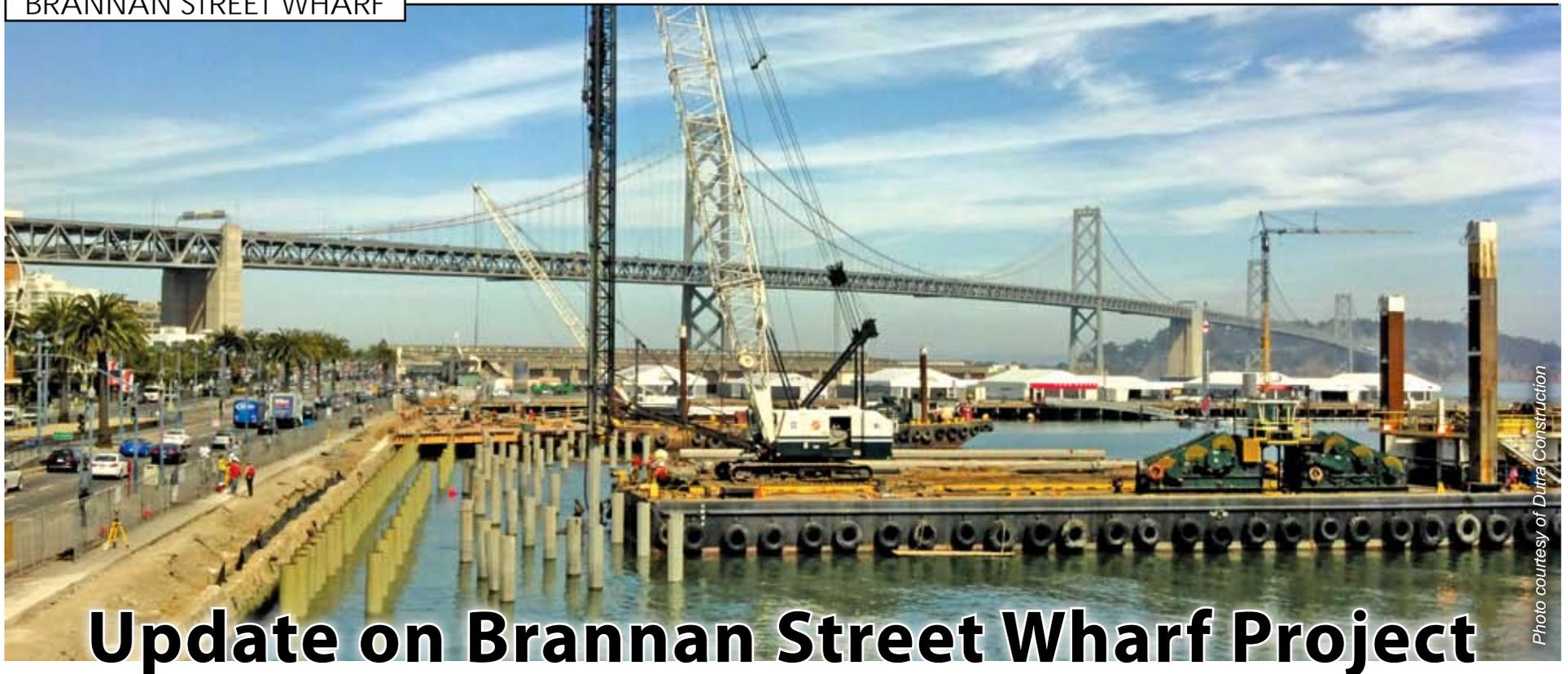


Photo courtesy of Dutra Construction

Update on Brannan Street Wharf Project

BC STAFF REPORT

Located on the San Francisco Embarcadero Promenade between Pier 30-32 and Pier 38, and

replacing Piers 34 and 36, the Brannan Street Wharf will be a large new public park jetting out over the water.

Located in the center of the emerging South Beach waterfront, it will provide

a lawn area, a waterside walkway with seating, a shade structure and a small-craft floating dock for kayaks and recreational water vessels. The wharf will be mostly flat, with the lawn contained in a raised planter about 18 inches in height and surrounded by a seat wall. The open site orients the wharf toward both the Bay and the adjacent neighborhood. To memorialize San Francisco's waterfront history, the Brannan Street Wharf will display a restored version of Pier 36's original signage. Also, interpretive displays will be added to highlight the location's maritime and neighborhood cultural history.

The park will be wedge-shaped—40 feet wide at the short end and 140 feet wide on the long end, measuring 830 feet in length. The wharf is supported by 146 octagonal precast piles and 116 steel pipe piles. A 16-inch thick deck containing over 3,300 cubic yards of reinforced concrete will make up the structural deck. Additionally 2,700 tons of large rip rap will be put in place to protect the shoreline.

To date, Dutra Construction has driven the majority of the octagonal concrete piles (up to 99 feet long) and steel pipe piles (up to 105 feet long). The remaining piles will be driven by the middle of November. The false work and formwork has been installed for the first two pours (half the deck)



The new 57,000-square-foot waterfront park will be 830 feet in length with a width of 40 and 140 feet on opposing ends.

and the rebar installation is ongoing. After the first of the year, Dutra will begin all of the topside work to turn the concrete deck into a park and tie the existing sidewalk into the new wharf. The majority of this topside work will be done by Bauman Landscape, a local business in San Francisco.

San Francisco has been one of the world leaders in implementing sustainable building practices, and this project has adhered to those goals. Among many other things, vibratory hammers were used to minimize impact to the Bay floor and marine animals while cushion blocks and jetting were used for driving the concrete piles. In addition, special truck haul routes were established to minimize intrusion and emissions of delivery trucks in residential areas.

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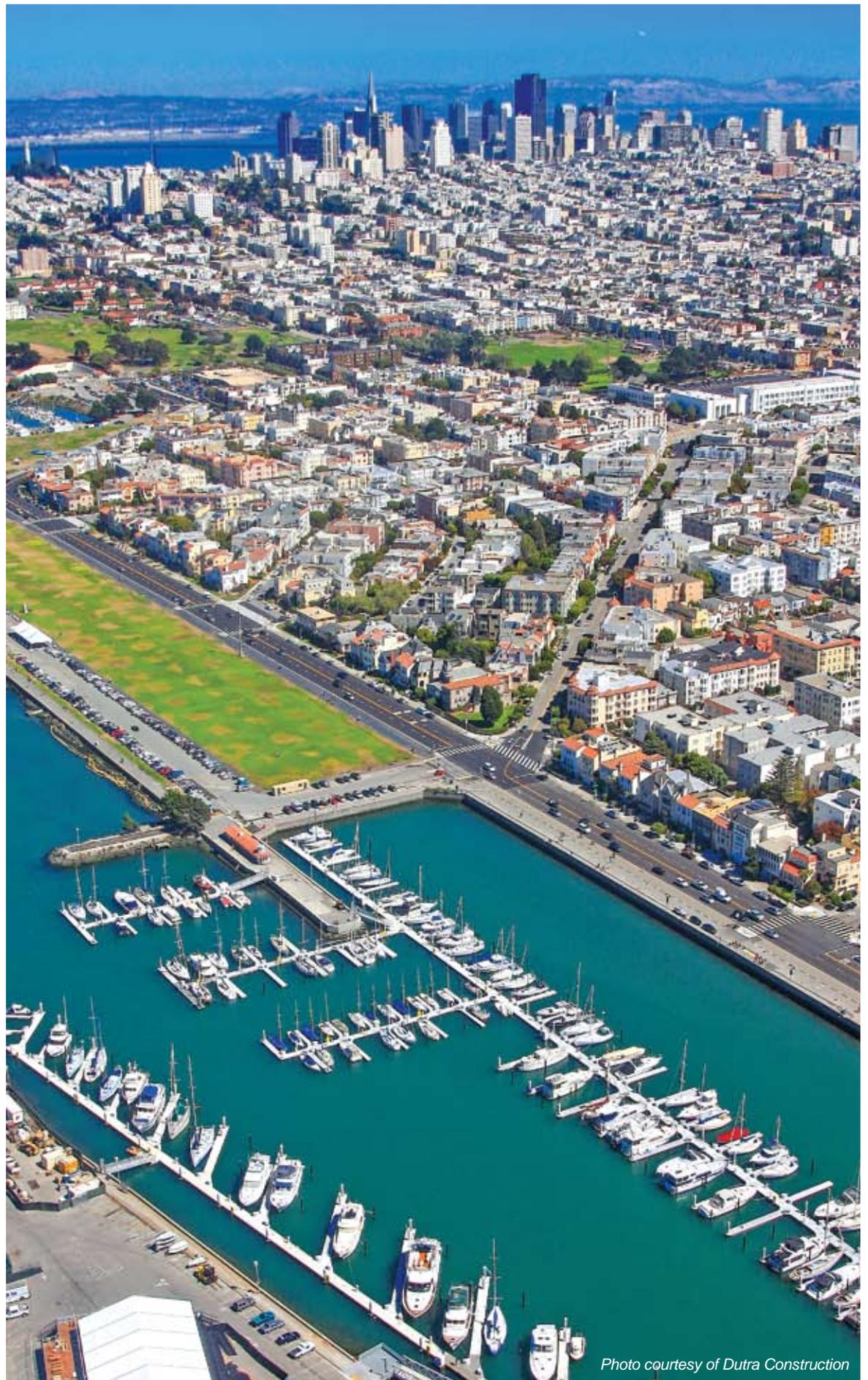
West Harbor Project Almost Complete

BC STAFF REPORT

Dutra Construction is in the final months of completing the \$22 million San Francisco West Harbor renovation project. The project broke ground back in April 2011 and will be complete by January 2013.

To date, over 70,000 cubic yards of material have been dredged, over 250 piles installed, and multiple concrete docks built that are home to over 210 new boat slips. Dutra also constructed a sheet pile breakwater at the entrance to the harbor for wave protection, renovated the historical harbormaster building and performed various other site improvements. The greatest challenges to date have been the removal of an old land mass known as the “West Mole” and dredging and backfilling in contaminated soil areas.

Currently, 14-inch concrete piles are being installed at F dock, which is adjacent to Marina Boulevard. At the same time, contaminated material is being dredged in the portion of the harbor adjacent to the Marina Green. This area will be capped with three feet of sand to bury the remaining contaminated material, leaving the final depth seven feet lower than before. November will be a busy month during which crews will install the remaining piles and docks and build a 225-foot floating wave attenuator that will be installed at the entrance of the harbor to reduce surface waves from entering the marina. The wave attenuator will be anchored by heavy duty chain connected to pipe piles driven into the bay floor. This activity will be the capstone to this historical marina renovation project.



Above; An aerial view of San Francisco's West Harbor, where new concrete docks were built that are home to over 210 new boat slips added during a project that Dutra Construction began in April 2011. The project will be completed by January 2013. Left; Contaminated material is being dredged in the portion of the harbor adjacent to Marina Green, which will increase the depth of that section of the harbor by seven feet.



Image by ZUM LLC

New Exploratorium Strives for Zero

BY BILL PICTURE

Moving to Pier 15 from its current location at the Palace of Fine Arts triples the amount of exhibition space at the Exploratorium and doubles the amount of classroom space and meeting space. What's more, its ultramodern new building and over-the-Bay location provide a unique hands-on learning facility that turns the Exploratorium's new home itself into an educational tool.

The Exploratorium's executive director, Dr. Dennis M. Bartels, said that the new location—opening next spring—will “profoundly” affect the institution.

“We'll be focusing a lot more on energy and environmental sciences,” he said. “Being in a building that's LEED (Leadership in Energy and Environmental Design) certified and hangs half over the water help dictate that focus, which

we're excited about. Also, you have to remember that at our current location, we've had to shrink Mother Nature down to tabletop size to fit her indoors. At Pier 15, we'll have acres and acres of outdoor space to play in.”

Even greener than green

Large construction projects in San Francisco now have to comply with strict green building codes enacted to minimize a building's environmental footprint for the duration of its long life—from the time ground is broken on through its years of occupancy. But the Exploratorium's building committee and design team set an even higher green goal for themselves during the early stage of the planning process.

“LEED Silver was required for this project, but we determined early on that Gold was achievable,” said Marc L'Italien, the project's lead architect and a principal at San Francisco-based design firm EHDD.



Image by ZUM LLC

The new Exploratorium features a number of space-age green features to complement its modern design.

But even LEED Gold wasn't good enough for this bunch of overachievers, who set their sights on reaching net zero energy status—that is, building a building that consumes no energy it can't generate itself, and produces no carbon emissions.

“It's a very high bar to reach, but we decided to think beyond LEED, and aspired to become the largest net-zero museum in the United States, if not

the world,” L'Italien said. “That's been the overarching goal, and it made other features individual means to an end.”

The means to which L'Italien refers go way beyond the usual recycled building materials and energy-efficient accessories now standard through San Francisco building. For starters, L'Italien and his team took advantage of the near-constant temperature of the San Francisco Bay, improving upon



centuries-old technology to use the Bay's water to steady the temperature inside the museum.

"I wish we could take credit for the idea, but the concept of heating and cooling buildings with water goes back to the Romans," said L'Italien.

That said, radiant heating and cooling have never been used in a building as big as the new Exploratorium. The Monterey Bay Aquarium would probably be the next closest, size-wise. "Sometimes it's better to be the second to try something, and let the first guy work out all the bugs," said Bartels.

Another major feature is the 1.3-megawatt solar power system installed on the Exploratorium's roof. The nearly 6,000 high-energy solar panels were produced by Richmond-based SunPower, generate 50 percent more energy than conventional solar panels, and will generate 100 percent of the electricity required for operating systems and exhibitions. "They're the most efficient solar panels on the market," said Bartels. "And we're really happy that we were able to source them from a local company."

While the building's most outstanding features—including the maximized use of natural light and 100 percent fresh-air circulation—represent the latest trends in architecture and design, L'Italien points out that many of these trends aren't new at all.



In an effort to reach a net zero energy status, the new Exploratorium will feature a 1.3-megawatt solar power system installed on the roof including nearly 6,000 high-energy solar panels.

"They were quite common long ago," he explained. "But we went through a cycle of innovation that brought modern conveniences but also resulted in high energy use. Now, technology has improved so we can do those things better."

Starting at Zero

All involved in the project agree that even though retrofitting the badly-earthquake-damaged pier was no easy task (it required new pilings underneath the pier), no challenge equaled the net

zero energy goal. "That singular goal is impacting every part of this project—and the organization as well," said Bartels. "It's life-changing, because it drives not only technical changes, but behavioral changes as well, right down to the exhibit level."

"It requires starting with a super-energy-efficient design," said L'Italien, "thereby reducing the amount of energy having to be produced. The less predictable aspect of this challenge is the energy required by equipment and occupants, known as 'plug loads.'"

And rather than hiding the energy efficiency behind the scenes, Bartels and his team intend to incorporate them—you might even say "flaunt" them—into the educational experience afforded to guests.

For instance, the pumps used to draw water from the Bay for heating and cooling the building are enclosed in glass, allowing guests to see the pumps in action. Further, guests will be able to watch the building's ever-changing energy draw on monitors fed by sensors that pull data from the museum's various energy systems.

"The museum becomes this living, breathing thing, constantly adjusting itself," said Bartels. "Our program team

is already talking about how to translate the numbers from those sensors into information that guests can understand, maybe graphs or something."

The building has another green feature that Bartels said people seem to overlook—the location itself. The Exploratorium's current location, while gorgeous, is a bit out of the way, making it difficult to get to by public transit and harder still by foot or on bike. Pier 15 is much transit-friendlier and accessible by bus, streetcar and ferry. The Exploratorium is also working with the San Francisco Bicycle Coalition to drive more bike-traffic to the museum.

"It's funny that nobody's really talking about how moving the Exploratorium from the foot of the Golden Gate Bridge to Pier 15 will change the way that people get here," Bartels said. "Right now, visitors pretty much all come by car, so just the move itself will be a huge energy-saver. I myself will be taking the ferry a lot more, which I'm really excited about."

For information about the Exploratorium's new home at Pier 15, visit www.exploratorium.edu/piers.



Image by ZUM LLC

Captain Jeremiah Brazil

BY MATT LARSON

Captain Jeremiah Brazil of Blue & Gold Fleet recently helmed a Bay Cruise for visitors to the San Francisco Bay. "It's beautiful today, a little overcast but calm waters and clear skies," he said. Calmness on the Bay Cruises he's currently working is a stark contrast to what he did this summer, when he spent much of his time giving tourists a wild ride on the RocketBoat.

"It's probably the most fun boat to drive in the San Francisco Bay," said Brazil. "You've got the stereo going so everyone's in a good mood, singing along, then I go out there and do a couple spins in a 3,000-horsepower 70-foot jet ski." Just being one of about 120 passengers is thrilling enough; driving the RocketBoat never gets old.

Brazil grew up in the Bay Area, spending much of his childhood and adolescence in San Francisco, where he currently resides. "I was raised on this Bay. My father was a boat captain, and my grandfather before him." And Brazil's maritime family story goes on: "My parents met on Pier 39. My mom worked at a little Alcatraz shop and my dad worked on the waterfront." Right next door at the RocketBoat dock on

Pier 41, Brazil is constantly reminded of his legacy on the SF waterways.

"My dad ran a sea scout program that taught young mariners how to become sailors," Brazil said. "I grew up doing that." He has certainly made the most of his skills, and continues to share them with kids to this day. "I volunteer in a sea scout program now," he said. "I teach young mariners skills that I hope will make them better mariners down the road."

It's the Boy Scouts of America's Sea Scout Program in Petaluma, and Brazil's unit is called the Compass Rose. "It's a good program; teaching kids off the streets, working around boats, and they have their own 65-foot vessel that used to be a torpedo retriever."

When he's not at the helm on the waterways, Brazil is always driving or riding around in something. "I'm kind of a hot-rod guy," he said. "I have a '55 Chevy, a '57 Chevy, and a '64 Cadillac, along with others sitting in various states of dilapidation." He doesn't hesitate to take the Harley out for a spin when he gets the chance either. Certainly he's keeping his thrill-seeking skills up to par to give his RocketBoat riders the best possible experience on the Bay.

No matter the thrill, Brazil can handle the stresses of the job. "Something that people probably don't realize, on any given day I can have 400 people



Photo by Matt Larson

Blue & Gold's Captain Jeremiah Brazil, here at the helm of the RocketBoat this summer. During the winter months, he captains Bay Cruises. He encourages locals to come join him and "play tourist."

that are entrusting their lives to me to navigate the San Francisco Bay," he explained. "Weather conditions—fog, high seas, currents, tides—all that could really stress somebody out. It's a lot." But he keeps his composure.

Brazil highly recommends that locals come out on the Bay Cruises or RocketBoat. "It's kind of fun to play tourist," he said. "I think every once in a while people should realize why so many tourists come to San Francisco. Working 9 to 5 everyday, people can forget how enchanting the city can

be." And even commuting on the ferry can contribute to that. "It's almost like going home and taking your shoes off," Brazil said. "As soon as you get on the ferry you can relax on your way home. You can get a beer from the bar, just decompress from your day and enjoy the sea. It's a pretty place."

For up-and-coming sea captains, Brazil has one bit of advice: "Go to a maritime college. Come try it for a summer working on deck down here. If it's something you really want to pursue—definitely go to college."



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The Ride of My Life

BY CAPTAIN RAY

I've been away from the Bay Area sailing in Turkey, and returned just in time for an amazing weekend: Fleet Week, the Castro Street Fair, the Cal and Stanford games, the A's and the Giants in the playoffs, Hardly Strictly Bluegrass in Golden Gate Park, the Blue Angels in the air, the Columbus Day Parade in North Beach, and the America's Cup World Series on the Bay. It was quite a weekend, and there was something for everyone! For me, it was those 45-foot catamarans racing in the America's Cup World Series.

One of our stops in Turkey had been the Bozburun Yacht Club (BYC), which has among its fleet of boats a Formula 40 catamaran. Athem, the owner of the yacht club, told us this was the very same cat Pierce Brosnan was seen sailing (and flipping) in the 1999 remake of *The Thomas Crown Affair*. She had also been owned by often-outspoken three-time Cup competitor for Tom Blackaller. Tom died, much too early, in 1989 at the age of 49. However, in the mid 1980s Tom had opined that he would like to see America's Cup races on 40-foot catamarans. Although it took 25 years, it seems appropriate that his wisdom is being recognized here on San Francisco Bay.

On the second day of our stay at the BYC, Athem took a group of us for a sail on the cat. The combination of smooth water



Photo by Anthony Sandberg

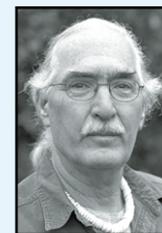
The Formula 40 catamaran at the Bozburun Yacht Club in Turkey bares a striking resemblance to the AC45 boats that have been competing in the America's Cup World Series on San Francisco Bay.

and steady wind was a perfect scenario for performance. The boat was like a flying carpet, racing across the surface of the sea. The light wind chop had no effect on the boat's speed or solidness in any way. Mostly, it created some spray that blew as a salty mist into my face and stung my eyes, but that was all. Occasionally, a sheet of solid water would fly off the windward bow and soak me thoroughly, but the sea temperature must have been about 84 degrees Fahrenheit. And who cared? I was flying across Bozburun Bay on a cat that was a direct ancestor to the America's Cup boats we all saw racing on San Francisco Bay just a few weeks ago!

I have learned over the years to estimate boat speed by watching the water flow past the boat. With experience and practice, this technique can be quite accurate. But this boat's speed was so far outside of my range of experience that I had no idea how fast we were really going. Any number I came up with would have just been a guess, and not a very good one.

So I said to Athem, "I usually sail monohulls and this speed is way outside my experience. How fast are we going?" He tweaked the boat a little, the windward hull lifted a few feet out of the water and said with a big grin, "I sail monohulls too, just differently. We're doing about 25 knots!"

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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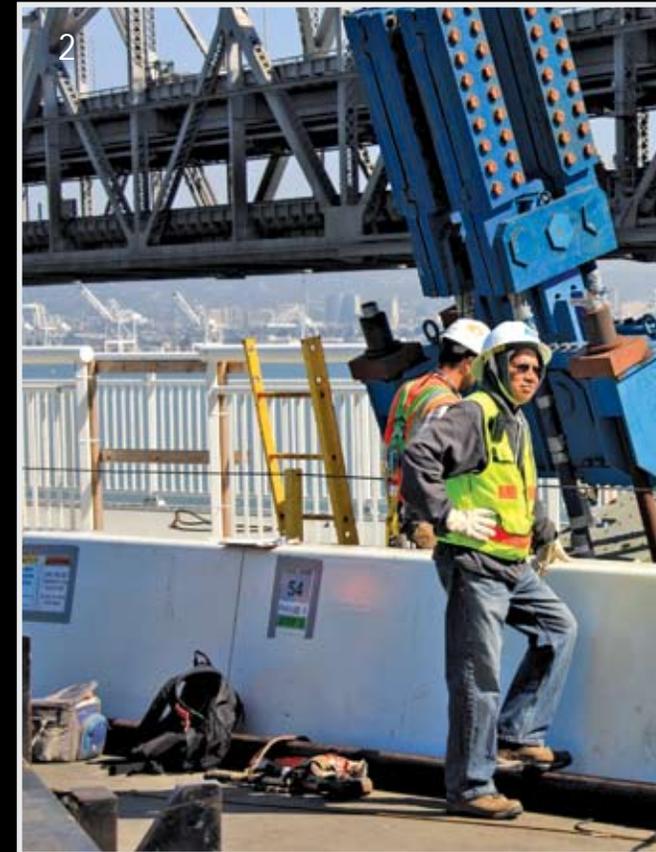
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Photo by Bill Hall/Caltrans



Talk about a working waterfront! The new East Span of the Bay Bridge, the largest public works project in California history, reaches new milestones seemingly every week as workers race toward the September 2013 finish line. In the months since installation of the nearly mile-long main cable on the signature self-anchored suspension (SAS) portion

of the new span — and the last *Bay Crossings* progress report — contractors jacketed the main cable with 100 high-grade steel bands, connected 200 vertical suspender cables to the twin bridge decks, and transferred the 35,000-ton weight of the superstructure to the cable system from the temporary structures that had supported the roadway decks since 2010.

At the same time, workers on the east end of the span began construction on the eastbound portion of the Oakland Touchdown, which will link the new span with the toll plaza area; while crews on the west end poured thousands of cubic meters of concrete for the Yerba Buena Island Transition Structure, which will transition the side-by-side road decks of the SAS to the upper and lower levels of

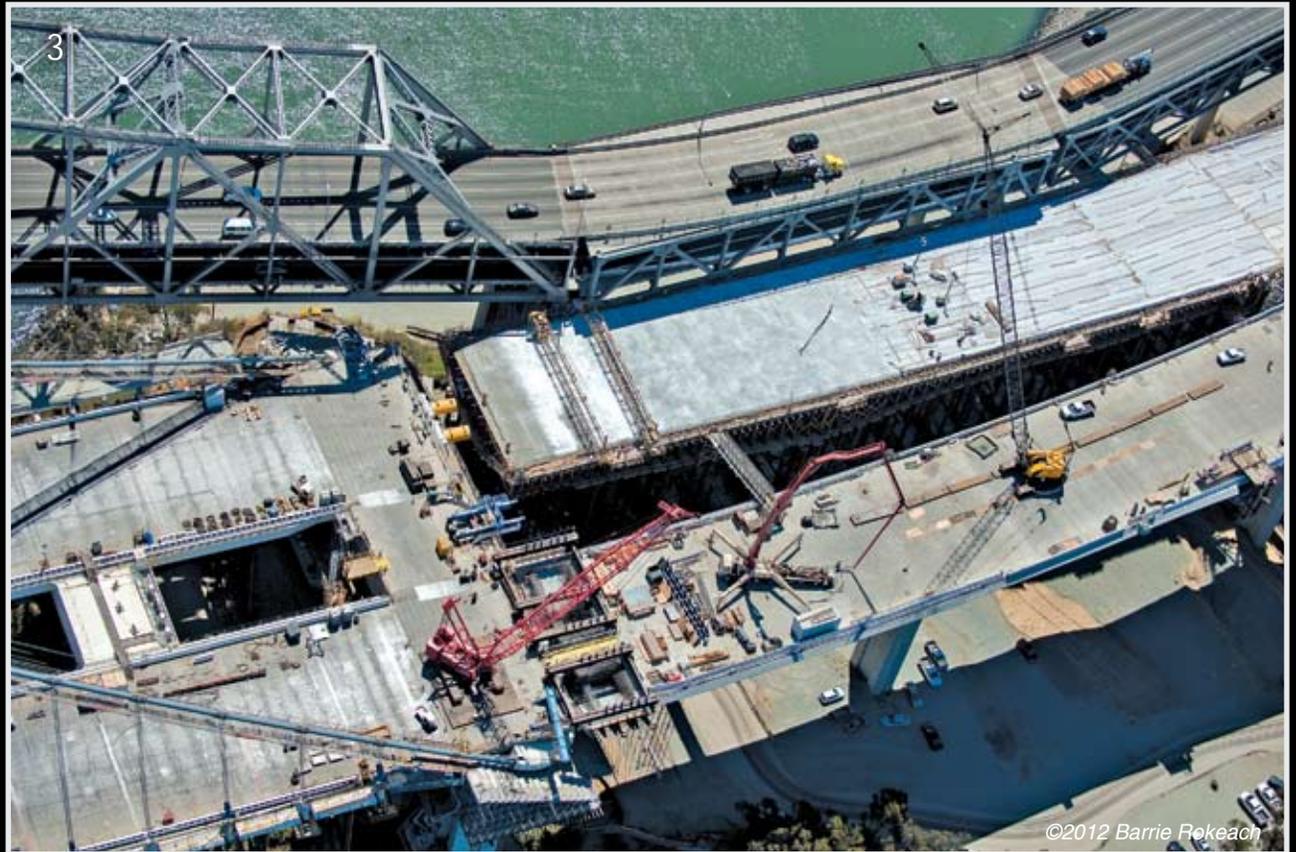


Photo by Bill Hall/Caltrans





Photo by Bill Hall/Caltrans



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the 76-year-old Yerba Buena Island tunnel.

Clockwise from the upper left, these photos document the flurry of activity during the 2012 summer/fall season: 1) Each of the 100 cable bands is attached to the bridge superstructure by two steel suspender ropes; 2) Workers use hydraulic jacks — exerting as much as 400 tons of force at each corresponding location — to gradually tension each

set of suspender ropes; 3) The SAS and Yerba Buena Island Transition Structure (YBITS) segments meet just a few feet north of the original 1936 East Span; 4) Crews on the YBITS project take extra precautions to protect existing structures on the east end of the island, including Coast Guard Station San Francisco, a historic naval torpedo warehouse, and the Nimitz House that served as Admiral Chester Nimitz's

residence during World War II; 5) Completion of the suspender cable installation shows off the asymmetrical profile of the SAS ; and 6) We have liftoff! The process of transferring the weight of the bridge decks to the cable system compressed the decks and lifted them off the temporary support structures. The SAS now truly is a self-anchored suspension span.



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Photo by Bill Hall/Caltrans

ORACLE TEAM USA SPITHILL Wins Second Consecutive America's Cup World Series

ORACLE TEAM USA SPITHILL rebounded from last place at the first turning mark of the "Super Sunday" fleet race finale to win the America's Cup World Series San Francisco Championship.

Spithill and crew—Dirk de Ridder, John Kosteki, Jono MacBeth and Joe Newton—were dead last off the start line, but fought their way back through the fleet. They rounded the last windward gate first and held on for a 17-second win over teammates ORACLE TEAM USA COUTTS.

Spithill won 40 points for the race and totaled 79 points for the event last month. That put the crew in a tie with J.P. Morgan BAR (Ben Ainslie) for the championship, which placed fourth in the final race. Spithill won the championship based on the final race finishes.

"The difference is the four guys on the front of the boat," said Spithill, referencing his crew. "We were dead last off the start line but it didn't faze these guys. We have a real team of fighters here. We're really, really happy."

ORACLE TEAM USA SPITHILL put an emphatic stamp on this regatta. On Saturday, the crew won the Match Racing Championship after capsizing and breaking frames in the wingsail during a fleet race. The crew also won the August AC World Series San Francisco Championship by one point, previously the closest finish at an AC World Series event. The tiebreaker surpasses that mark.

"We've always said we need to be able to come from behind and overcome adversity," said Spithill, who skippered the team to victory in the 2010 America's Cup. "I thought I gave them that yesterday with the capsize, but it's really a sign of a strong team. The shore crew, our coaches, it's been a fantastic team effort."



Photo by Joel Williams

ORACLE TEAM USA SPITHILL came from last place at the first turning mark to win the final fleet race and take the overall Championship of the America's Cup World Series in October.

Artemis Racing – White placed third in Sunday's race and finished third overall. Emirates Team New Zealand placed fourth overall and ORACLE TEAM USA COUTTS fifth.

Some highlights of the five-day regatta included:

- A crowd estimated at one million visited San Francisco for the America's Cup World Series and Fleet Week, and a spectator fleet nearing 1,500 vessels was on the water for Saturday and Sunday.
- 177 accredited media were onsite from 14 countries.
- More than 2,600 stories were published in more than 1,000 outlets in 46 countries
- More than 300,000 unique visitors viewed more than 1 million pages on

the America's Cup website at an average duration of three minutes.

- America's Cup TV produced 38 videos that have been viewed more than 360,000 Times.
- The America's Cup app for iPhone and iPad has been downloaded more than 14,500 times, and more than 2,700 times for Android.
- The America's Cup Facebook page grew by 20 percent and now has more than 118,000 "likes."
- The America's Cup Event Authority distributed 2,000 gallons (7,570 liters) of water onsite, which prevented the use of more than 15,000 single use (500mL) plastic bottles.
- Lexus, the official car of the America's Cup, provided a fleet of hybrid cars that helped save fuel and reduce emissions.

- The Healthy Ocean Project (HOP) had 40 volunteers including teams, fans and HOP members help the Parks Conservancy at Fort Mason restore and clean up the coastline.

The 2012-2013 racing season for the America's Cup World Series opened in August in San Francisco and continues into Europe in the spring. The next event is scheduled for Italy in April 2013, and America's Cup Event Authority officials are hoping to organize an event in New York City next June before the summer of racing in San Francisco kicks off. The next Louis Vuitton Cup, America's Cup Challenger Series (July-August 2013) and America's Cup Match (September 2013) will be held for the first time in San Francisco Bay, a natural sailing arena where more than one million spectators are expected.

Epic Rescue To Save Capsized AC Catamaran

ORACLE TEAM USA, the defender of the 34th America's Cup, capsized its giant AC72 catamaran on San Francisco Bay during a training session in October. No one on the crew was injured.

The capsizing took place during the team's eighth day on the water. Conditions were fresh, with building winds whipping up waves against one of the strongest ebb currents of the year. As the team turned the boat downwind, the front of the boat nosedived and the boat pitchpoled.

"When the nose went down, the wing hit and a few guys went in the water," said tactician Tom Slingsby. "We were unsure if the wing would snap, so we all climbed

off the boat."

With the boat on its side, the sea conditions quickly inflicted damage on the wing. The boat was pulled out to sea by the strong current, and as darkness fell, the team was still working to secure the catamaran platform and bring it back to base. The wing was destroyed.

"There's no question this is a setback. This will be a big test for our team," said skipper Jimmy Spithill. "But I've seen these guys in a similar situation in the past campaign before we won the America's Cup. A strong team will bounce back from it. This won't stop us from winning the America's Cup."

Each team competing in the 34th America's Cup and Louis Vuitton Cup (the America's Cup Challenger Series) can build two AC72 boats. This was the first of two boats to be built and launched by ORACLE TEAM USA. The second is due to be launched in early 2013.

Event organizers say the setback to the American team won't impact the 2013 racing calendar. "This is a challenge for ORACLE TEAM USA, there is no



Photo by Guilain GRENIER

ORACLE TEAM USA suffered a large setback in October in the form of a capsizing that destroyed the wing of its new AC72 catamaran. The team must now rebuild to prepare for next summer's race.

question about it," said Stephen Barclay, the CEO of the 34th America's Cup. "The team will assess how to fix the damage caused by

the capsizing to this boat and will adjust its program as necessary. We expect them to be ready to defend the Cup as planned."



Photo by Guilain GRENIER

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Cosco Busan Oil Spill Five Years Later: Could It Happen Again?

BY DEB SELF

Five years ago, on the morning of November 7, the 900-foot container ship *Cosco Busan* left Oakland in heavy fog with low visibility. It side-swiped a Bay Bridge tower, ripping open two fuel tanks and pouring more than 53,000 gallons of heavy bunker fuel into San Francisco Bay.

Initially, the ship reported 400 gallons of oil had spilled. But a long plume of thick, floating bunker fuel quickly surged south of the bridge on the incoming tide. As the tide receded, the oil rushed out the Golden Gate, coating Baker Beach, Ocean Beach, and the

north coast as far as Bolinas Bay. Oil soaked deep into Muir Beach sand and coated birds in Rodeo Lagoon. Then it streamed back into the Bay on the flood tide.

For the next several days, oil ricocheted around the central Bay, leaving a suffocating oil ring along the shorelines of the East Bay, Richardson Bay, Alcatraz, and Angel Island. Public outrage mounted as media coverage showed oiled birds struggling in the surf and globs of oil coating beaches. Many who might have helped contain the damage complained of being shut out of the response, including city and park officials who weren't notified before the spill hit their shorelines, as well as thousands of would-be volunteers.

Eventually, beach cleanup crews were deployed. But by the time on-the-water skimmers were on the Bay, and federal and state response teams were in full swing, most of the oil was too dispersed to be captured. Much of the damage to wildlife and sensitive habitats was already done.

How badly was the Bay impacted? Researchers surveyed species in various Bay habitats for signs of oiling and to assess their numbers. However, there was little data on the normal population levels of the many species that live in the Bay or stop here during migration.

We do know that at least 6,000 birds were killed. Western grebes and surf scoters were especially hard hit. There was likely significant damage to the small creatures at the base of the Bay's food chain. A generation of herring embryos was also wiped out, although last year's huge herring spawn may indicate that the Bay's last commercial fishery is rebounding.

Five years later, has the Bay recovered? It's hard to know. While little research has been done to measure recovery by different species, our experience with other spills suggests that impacts may linger for decades. Could a disaster like this happen again? There has been valuable progress in prevention and preparation—but more improvement is needed.

I served on the independent review panel that first evaluated the *Cosco Busan* response, and we created nearly 200 recommendations for preventing a similar spill and improving future response efforts. Since then, Baykeeper has worked to implement these recommendations by attending local oil spill planning meetings, participating in on-the-water drills, advising the state's oil spill response agency, and helping develop key oil spill legislation in the California Legislature.

If another major spill happened, would sensitive shorelines be better protected? Baykeeper has invested a lot of effort to make sure the answer to this question is "yes." We supported six state oil spill bills signed

into law in 2008 that mandated important changes. As a result, coordination among government agencies has improved—response officials now notify all local governments when a spill happens in the area. And many cities and park agencies now have personnel dedicated to oil spill response preparation who participate in regular drills.

But local oil spill response plans still depend on cleanup managers and crews being brought in from as far away as Texas. To serve as the shoreline's first line of defense, local governments should be prepared to respond in the crucial first hours with equipment, staff, training, and volunteer plans.

In addition, a lack of funding threatens the state's ability to rescue and care for wildlife during an oil spill. This year Baykeeper sponsored state legislation that would have filled this funding gap. Though the oil and shipping industry supported the necessary fee increase—less than a penny per barrel of oil—the Western States Petroleum Association killed the bill. Next year, as previous fees are phased out, the funding need will be even greater.

There is still much more to be done before the Bay Area is fully prepared to handle another disaster like the *Cosco Busan* spill. Five years later, Baykeeper remains steadfast in our work to assure that the Bay's wildlife and shorelines are better protected from future oil spills.

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



Big Events on the Horizon

BY PAUL DUCLOS

Crown Point Press—a fine art print publisher, gallery and independent bookstore founded in 1962 by master printer and writer Kathan Brown—is a hidden gem tucked away around the corner from SFMOMA at 20 Hawthorne Street.

The artists who have worked at Crown Point Press making etchings are representative of a wide variety of contemporary art approaches, and many of them live in countries other than the United States. In addition to books, Crown Point also sells unique and exquisite printmaking supplies.

Available for purchase this month is *Know That You Are Lucky*—Brown's memoir. This unlikely story takes us through the ups and downs of fifty years at Crown Point Press. Brown brings to life her interactions with an array of artists, interweaving her own fascinating family history with responses to devastating world events, travels to exotic places, and reflections on her readings in art and philosophy as well as social, political and economic history.

Uncovering Ellison's Art

Next summer, as the America's Cup Challenger Series takes to San Francisco Bay, the Asian Art Museum will feature an exhibition of Japanese art from the rarely seen collection of Larry Ellison, Oracle CEO and owner of ORACLE TEAM USA, defender of the 2013 America's Cup.

In the Moment: Japanese Art from the Larry Ellison Collection will introduce approximately 80 exceptional artworks spanning 1,300 years. The exhibition explores the dynamic nature of art selection and display in traditional Japanese settings, where artworks are often temporarily presented in response to a special occasion or to reflect the change of seasons. *In the Moment* also considers Ellison's active involvement in displaying art in his

Japanese-style home, shedding light on his appreciation for Japan's art and culture.

Included in the exhibition are significant works by noted artists of the Momoyama (1573–1615) and Edo (1615–1868) periods along with other important examples of religious art, lacquer, woodwork and metalwork. Highlights include a 13th–14th century wooden sculpture of Shotoku Taishi; six-panel folding screens dating to the 17th century by Kano Sansetsu; and 18th century paintings by acclaimed masters Maruyama Okyo and Ito Jakuchu.

"This exhibition offers a rare glimpse of an extraordinary collection," said Jay Xu, director of the Asian Art Museum. "We aim to present it in a fresh and original way that explores traditional Japanese principles governing the relationship of art to our surroundings and social relationships."

The exhibition is organized by the Asian Art Museum and curated by Dr. Laura Allen, the museum's curator of Japanese art, and Melissa Rinne, associate curator of Japanese art, in consultation with Ellison's curator, Dr. Emily Sano.

The exhibition will be on view from June 28 through September 22, 2013. The Asian Art Museum will serve as the only venue for the exhibition. For more information, see www.asianart.org.

SF Opera Teams with PBS

San Francisco Opera announced plans to tape the company's presentation of composer Jake Heggie and librettist Gene Scheer's award-winning opera *Moby-Dick*, for broadcast on PBS's *Great Performances*, a production of THIRTEEN for WNET.

This live-to-tape broadcast will be produced by San Francisco Opera's production team in collaboration with WNET using the Company's own HD media facilities to capture *Moby-Dick's* dramatic stage action and critically acclaimed musical score. While no specific broadcast air date has been scheduled at this time, it is anticipated that San Francisco Opera's presentation of *Moby-Dick* will be seen nationwide in 2013.



Waves and Rocks, approx. 1600-1623. Attr. to Hasegawa Tōgaku (?-1623). One of a pair of six panel folding screens, ink and gold on paper. 70 in x 150 ½ in each.

"After a 10-year hiatus we are delighted to be back with our first nationally televised production, greatly facilitated by our in-house Koret-Taube Media Suite and our resident production crew," said General Director David Gockley. "Jake Heggie and Gene Scheer's opera *Moby-Dick* and its stage production are distinguished achievements and we are thrilled to partner once again

with *Great Performances* in getting San Francisco Opera productions out to a wider audience."

San Francisco Opera's HD taping of *Moby-Dick* for *Great Performances* will be video directed by Frank Zamacona, a veteran director of more than 42 operas for San Francisco Opera. Zamacona has also directed for Seattle Opera and the Opera Company of Philadelphia.



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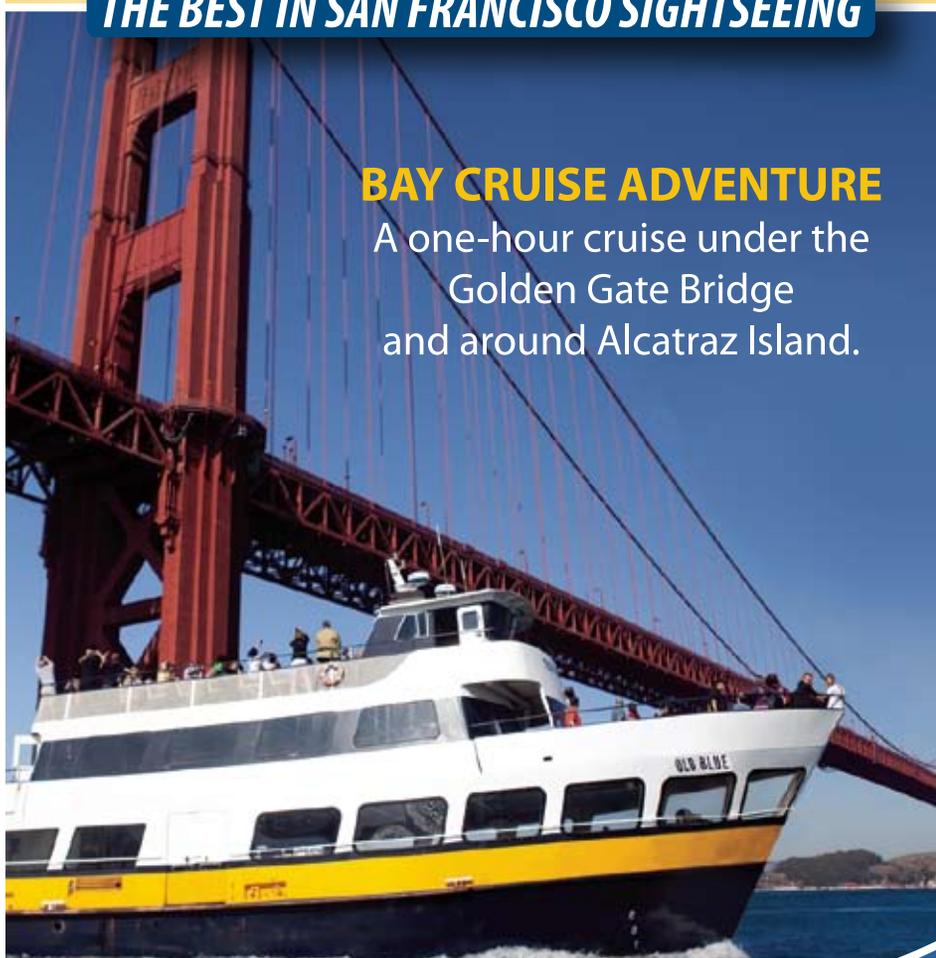
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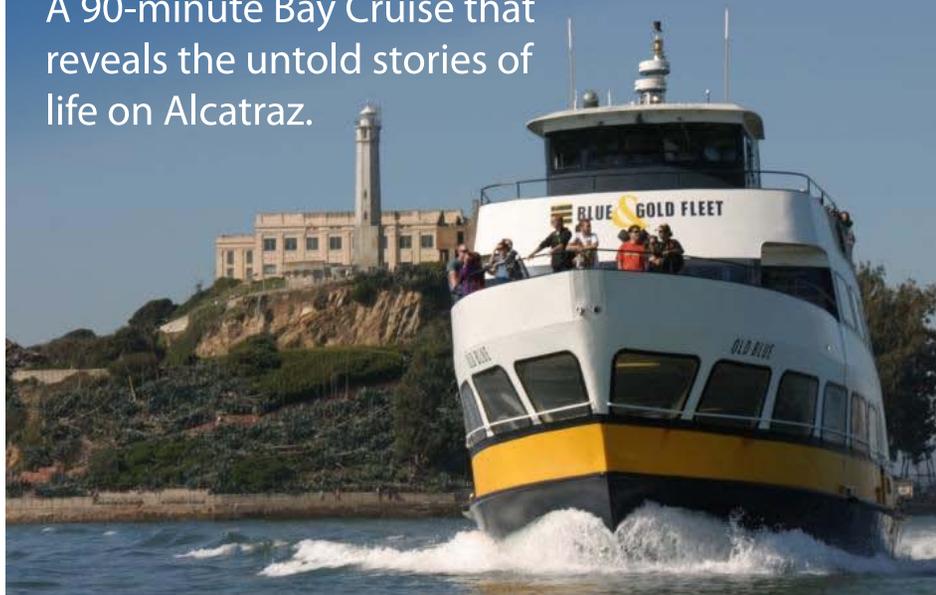
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ENVIRONMENT

Large Solar Array Unveiled at San Rafael Airport

Marin County's largest solar installation debuted in October at the San Rafael Airport. Muir Beach-based Synapse Electric installed the 972 kW AC project, which is now supplying locally-grown renewable energy to Marin Clean Energy (MCE) customers.

MCE will purchase 100 percent of the power generated from more than 4,600 panels on 48 hangar rooftops. The power will then be distributed through PG&E's existing power lines. This project, which produced its first kilowatt-hours of solar power on October 23, demonstrates how a local not-for-profit organization, Marin Clean Energy, can work collaboratively with local businesses to promote green energy, green jobs and the local economy.

MCE is the first and currently only operating Community Choice Aggregation program in California, accelerating the creation of local renewable energy projects with its standard offer contract Feed-In Tariff. MCE has paved

the way for other California cities and counties to follow suit.

"This is a landmark project for Marin Clean Energy," said Marin Energy Authority Chairman and San Rafael Council Member Damon Connolly. "The San Rafael Airport solar installation is the first local project to provide renewable power to Marin Clean Energy customers. This is a strong example of local business and local government working together to strengthen our local economy, generating good jobs and affordable, reliable, renewable power."

Synapse Electric hired 20 workers specifically for this project through the Marin City Community Development Corporation and CLP Resources, Inc., a trades staffing company. Synapse also hired three new locally-based, full-time employees. San Rafael-based company REP Energy designed the installation, and the REC Group manufactured 85 percent of the solar panels, made with American content. Power-One supplied all of the inverters, which are American-made.

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The Best Way to Get Where You're Going

BY JOHN PLATT

With all the ghoulish predictions of traffic armageddon, I thought I would challenge my 62-year-old body and see if I really could bike to the America's Cup races from Alameda. Skipping out of work at 2 p.m. and biking from the middle of the island, I caught the 2:25 ferry.

I was thrilled as we approached Pier 41 to watch the Blue Angels go through their maneuvers. The top deck of our ferry was jammed with excited passengers as the Blue Angels pirouetted over our heads. Landing at Pier 41, I unpacked my bike from the rack conveniently located on the stern of the boat. Lo and behold, I was at the center of the action.

Leaving Fisherman's Wharf, I headed down to Aquatic Park. I had read on the Bike 511 link from the America's Cup website that there was a bike path running along the waterside above Fort Mason. It was a beautiful route except for the one big hill climb, which (acknowledging old age) I walked halfway up.

Biking down the hill at Fort Mason and then on the wide pedestrian bike path was a breeze. Marina Green was packed with Fleet Week exhibitions, but I had no problem winding my way through pedestrians and other cyclists.

I pulled into the America's Cup Village right as the races were starting, locked my bike and walked onto the peninsula, home of the Golden Gate and Saint Francis Yacht Clubs. Joining the crowd of enthusiastic spectators on the seawall, we all marveled at our (free!) best seats in the house and the great spectacle of these fast catamarans flying their hulls by us. The spectacle of 11 huge, high-speed catamarans coming right at you toward the starting line is fantastic.

The races ended at 6 p.m., so after a brief visit to the America's Cup Village I started making my way back to the Ferry Building, as the 7:25 ferry did not leave

from Pier 41. Winding my way along the walkway through the crowd leaving the races, I headed back over to Fort Mason. The view from the top of the path in the park of the sun setting over the Golden Gate Bridge was worth the trip by itself. Going through Aquatic Park, I headed over to the bike lanes on North Point Street and headed down to the Embarcadero.

I was nervous about biking on the Embarcadero, but the clearly marked bicycle lanes made it simple and safe. And I was not alone; there were other bicyclists as well as my favorite mode of San Francisco transport, the pedicabs.

I arrived at the Ferry Building before 7 and hooked up with a good-natured crowd, with whom I swapped stories of the day. Especially satisfying was a cool beverage on



© 2007 Barrie Rokeach

The ferry is a great way to avoid the traffic hassles that come with any big event in the City.

board after all my biking.

The ride home was smooth and fast. Landing home in Alameda at 7:45 p.m., I hopped on my bike and made the easy ride home arriving just a little after 8—not too

sore and convinced this is one of the best ways to get to a San Francisco event. It was a great ride on the water and on the land, and it gave me a great chance to appreciate again why we all love the Bay Area.

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- November 4 10AM – 3PM - Discover Sailing - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Get a taste of what it's like to sail the San Francisco Bay! On a beautiful new sailboat with a Coast Guard Licensed Captain on board. Enjoy a full day sail with lunch included. Cost: \$135
- November 5-16 8AM – 5PM - Captain's License Course - Maritime Institute, Alameda, 888-262-8020, www.maritimeinstitute.com**
This ten day USCG approved course provides training to mariners who wish to obtain a U.S. Coast Guard license up to a Master 100 gross ton. Cost \$1250, Please call to reserve a space. See our advertisement on page 12.
- November 7 6PM – 8PM - Moonlight Sailing - Enjoy a Relaxing night on the Bay! - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Set sail aboard one of our larger yachts skippered by a professional OCSC skipper, followed by chowder, chili, chips & salsa, and beverages back on shore in our club room. Cost is \$30 member, \$40 retail.
- November 10 9AM – 11:30AM - 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 10 9AM – 12PM & 1PM - 4PM – Girl Scouts “In the Wind” Sail - Call of the Sea, Sausalito, 415-331-3214, www.calloffthesea.org**
For Girl Scouts and their families: 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 the boat 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. To register, visit www.calloffthesea.org and click on "Public Sails."
- November 10 6:30PM – 9PM - Leeward Islands Flotilla Planning Party! - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come and learn about our March 2013 Leeward Islands Flotilla! Meet the trip leader, Rich Jepsen, and also potential crewmates. Wine and cheese always served! Cost is free
- November 10-11 9AM – 5PM - Spinnaker Sailing - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
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WATERFRONT ACTIVITIES

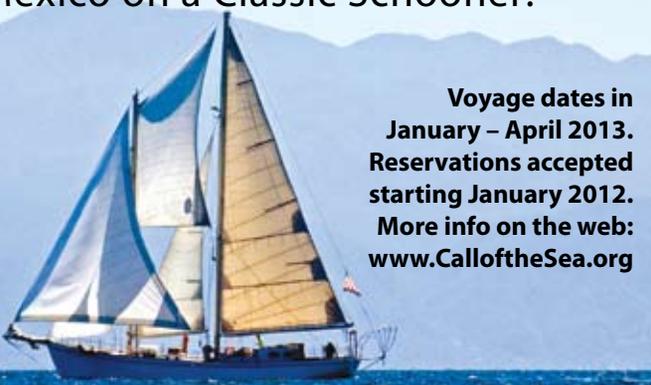
- November 11 10AM – 12:30PM - Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Help the crew raise the sails and steer the boat, or just sit back and enjoy the view! Morning winds 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! Light snacks and beverages served. 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 17 9AM – 12PM & 1PM - 4PM – Girl Scouts "In the Wind" Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
For Girl Scouts and their families: 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 the boat 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. To register, visit www.callofthesea.org and click on "Public Sails."
- November 17 9AM – 5PM - Big Boat Motoring Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
For Bareboat Cruising level certified skippers and above (or equivalent qualifications). Taught onboard one of our larger sailboats up to 41'. Learn to use all the factors such as wind, rudder and prop walk, that can make or break a successful docking. Cost: Member \$244/NonMember \$375. Please call to reserve space.
- November 17 3:15PM – 5:45PM - Sunset Paddle - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak across tranquil waters as the sunsets behind Mt Tam is a mystical experience you won't soon forget. This unique kayak tour allows for a spectacular vantage point of the sun setting into the night's sky. We will paddle leisurely while admiring the yellow and reds of the sun's last light reflecting off the water's surface. (\$55 per person 2.5hr tour)
- November 17 4PM – 6PM - OCSC Monthly Free BBQ! - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Our monthly BBQ is an OCSC tradition, and everyone is invited! This is a great opportunity to learn more about sailing opportunities at OCSC! Cost is free
- November 17 7PM – 9PM - Bay Area Wildlife Seminar! - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for a seasonal two-hour evening lecture that introduces some of the aquatic creatures that call the Bay their home. Cost is free for members, \$20 retail.
- November 24 9AM – 11:30AM - 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)

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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Sail to Mexico on a Classic Schooner!

All experience levels welcome. Trips range from 5 – 17 days. Major Ports of Call include Cabo San Lucas, La Paz, Puerto Vallarta, Manzanillo, and more.

Voyage dates in January – April 2013.
Reservations accepted starting January 2012.
More info on the web: www.CalloftheSea.org



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Club Nautique
www.clubnautique.net



All Bay Area Ferry Schedules in One Place!

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
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	2:00	2:50	4:00	4:50
7:50	8:20	8:30	9:05	5:00	5:50	6:25	7:15
8:20	8:50	9:10	9:45	-----	-----	7:25	8:10
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur		Sausalito	
11:10	11:45	11:55	12:30 p.m.	Daily			
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare (19 – 64)			
2:15	2:50	3:00	3:30	\$9.00 \$9.75			
2:50	3:25	3:35	4:05	Clipper			
3:40	4:15	4:25	4:55	\$6.00 \$5.00			
4:15	4:45	5:00	5:30	Youth/Senior/Disabled			
-----	-----	5:20	6:05	\$4.50 \$4.75			
5:10	5:45	5:55	6:25	Children 5 and under			
5:35	6:10	6:20	6:50	(limit 2 per fare-paying adult)			
6:35	7:10	7:20	7:50	Children ages 5 and under travel free when accompanied by a			
7:20	7:55	8:10	8:40	full fare paying adult (limit two youth per adult).			
8:50	9:25	9:35	10:05	Fares shown are for one-way travel			

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

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:15	10:45	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	5:35	6:05	6:00	6:30
4:45	5:15	5:30	6:00	6:45	7:15	-----	-----
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

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

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

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

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

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 (2 Adult + 4 Youth)
1:15	4:15 *	
* Weekends Only		

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

www.baycrossings.com

Blue & Gold Ferry

TIBURON COMMUTE

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

*Available beginning April 15, 2013

TIBURON – Pier 41

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

*Available through April 14, 2013

**Available beginning April 15, 2013

TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 am	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	2:35	3:25
3:35	4:25	4:35	5:20
5:30 *	6:20 *	6:30 *	6:55 *

* Available beginning March 10, 2013

FARES:	One-way	Round trip
Adult	\$10.50	\$21.00
Senior (65+)	\$6.25	\$12.50
Child (5-11)	\$6.25	\$12.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

BAY CRUISE

Depart Pier 39		
Weekdays	Weekends	
10:00 a.m.	10:00 a.m.	3:00 p.m.
1:00 p.m.	10:45	3:30
3:00	12:15 p.m.	4:30
4:30	1:00	5:00
	1:30	-----

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	\$26.00	Child (5-11)	\$18.00
Junior (12-18)	\$22.00	Senior (62+)	\$22.00
Discount fares available at www.blueandgoldfleet.com			

ROCKETBOAT DAILY

Depart from Pier 39

Seasonal, May - October

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:00 p.m.	2:50	3:00	3:25
3:35	4:45	4:55	5:20
5:30 *	5:55 *	6:05 *	6:55 *

*Available beginning March 16, 2013

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:00 p.m.	2:50	3:00	3:25
3:35	4:45	4:55	5:20
5:30 *	5:55 *	6:05 *	6:55 *

*Available beginning March 16, 2013

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

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:10 am	10:30 am	1:20 pm*	1:40 pm*
---	---	2:25 pm	3:20 pm

Weekends & Holidays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 am	10:05 am	10:10 am	11:20 am
---	---	4:10 pm	5:20 pm

ANGEL ISLAND PRICES (Round-trip)

FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*
Adult	\$17.00	\$14.50	\$30.50*
Child	\$9.50 (age6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)
Child	Free (5 & under)	Free (4 & under)	Free (5 & under)

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

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends (November thru December)	
Tiburon to Angel Island	Angel Island to Tiburon
There is no scheduled weekday service during this time period, however Mon-Fri: Ferry service by advance reservation for groups of 25 or more may be available. Individuals may "piggyback" with scheduled groups. In order to find out a piggyback schedule please contact the office at 415-435-2131	
Saturday - Sunday 10am 11 1 p.m. 3	Saturday - Sunday 10:20 a.m. 11:20 1:20 p.m. 3:30

Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups

FARES:	Round Trip	(Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)	\$13.50	
Child (6 - 12)	\$11.50	
Children (3 - 5)	\$3.50	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit www.angelislandferry.com / Schedule Subject to change w/o notice

GET THERE BY FERRY



VALLEJO

VALLEJO – SAN FRANCISCO

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

Weekdays

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:10 #	11:30 a.m.
2:00 * p.m.	3:30 p.m.	3:10 ** p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15	6:55 **

Weekends & Holidays

10:00 a.m.	11:10 # a.m.	11:30 a.m.
1:00 * p.m.	2:30 p.m.	2:10 ** p.m.
5:15 *	7:00	6:30 **

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

FARES: One-way

Adult (13-64)	\$13.00
Senior (65+)/Disabled/Medicare	\$6.50
Child (6-12)	\$6.50
DayPass	\$24.00
Monthly Pass (Bus / Ferry) w/Muni	\$290.00 / \$349.00

Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.

No Service on: Thanksgiving Day (Nov 22), Christmas Day (Dec 25), or New Year's Day (Jan 1)

Holiday Schedule in effect for: President's Day (Feb 18)

Take the Ferry to GIANTS BASEBALL AT AT&T PARK

From Alameda & Oakland...

Direct service to weekday night and all weekend & holiday games.

From Vallejo...

Direct service to weekday day, weekend & holiday games.

For weekday night games, return service only.

For Complete Giants Ferry Service Schedule, Tickets & Info

San Francisco Bay Ferry.com

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San Francisco Bay Ferry

A SERVICE OF WETA

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

^On Giants game days, departure goes directly to AT&T Park from East Bay. Weekday schedule in effect on December 24 and 31, 2012.

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

Weekday Commute

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

No weekend or holiday service

ONE WAY FARES: Regular Clipper

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

Free MUNI and AC Transit Transfers Provided

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

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

ONE WAY FARES: Regular Clipper

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

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

Seniors and disabled persons must show valid I.D. | ^ Military personnel must show military I.D.

* To qualify, school groups must call (415) 705-8214 for advance approval and reservations.

** One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41.

Fares subject to change.

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:15 a.m.
7:25 a.m.	7:40 a.m.	8:15 a.m.
7:55 a.m.	8:10 a.m.	8:45 a.m.
5:10 p.m. *	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:15 p.m.	4:50 p.m.	5:05 p.m.
5:45 p.m.	6:30 p.m. **	6:15 p.m.

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

One-way FARES:	Adult	Youth (5-12 years)	Seniors (65+ yrs), Disabled, Medicare	Children under 5 (with an adult)	Short Hop2	Short Hop Senior, Disabled, Medicare
	\$7.00	\$3.50	\$3.50	FREE	\$1.50	\$0.75

ALAMEDA/OAKLAND - ANGEL ISLAND

Weekends Only

**Not Available During Winter Months
Service Resumes in May 2013**

VALLEJO - ANGEL ISLAND

Weekends Only

**Not Available During Winter Months
Service Resumes in May 2013**

AROUND THE BAY IN NOVEMBER

Skating Away

Delighting families, couples and ice skating enthusiasts for over 20 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 7 through January 6. Plan a special holiday experience with your friends and family and skate under the stars in the shadow of the Historic San Francisco Ferry Building on the waterfront throughout the holiday season at Embarcadero Center, where you can shop, skate, dine and park for free. Hours are from 10 a.m. to 10 p.m. Sunday through Thursday and until 11:30 p.m. on Friday and Saturday. Admission is \$9.50 for adults and \$6.00 for seniors and children 10 and under until 6 p.m. Monday through Friday and \$10.00/\$6.50 from 6 p.m. until 10 p.m. Monday through Friday and on the weekends. Group rates are also available. Skates can be rented for just \$3.50. For more information, visit www.embarcadero.com.

Lights, Cameras and Holiday Action!

The Embarcadero Center is brightening the holidays this year on Friday, November 16, with the building lighting ceremony. Declared by mayoral proclamation in 2002 as San Francisco's "Official Kick Off to the Holiday Season," the ceremony takes place at the Holiday Ice Rink in Embarcadero Center and will begin at 6 p.m. In addition to the ultimate mix of skating, dancing and the songs you love from *Disney On Ice Presents Dare to Dream*, the event will include special pre-show performances

and a spectacular pyrotechnic show finale that will dazzle the City's skyline. All this exhilarating entertainment has been designed to complement the highlight of the evening, the initial lighting of Embarcadero Center's office towers, with a dramatic illumination of San Francisco's skyline, featuring 17,000 lights throughout the holiday season. Preceding the ice show and building lighting ceremony is the Winter Carnival from 4-6 p.m. It will feature a host of fun activities for kids, such as cookie decorating, interactive arts and crafts booths, balloon twisters, caricature artists, musical performances and more. This year, there may even be a special visit by Santa Claus himself, so bring your kids, your cameras and your holiday spirit.

PIER 39 Lights Up the Wharf for the Holidays

Welcome in the holiday season on Sunday, November 18 with a day of holly-jolly magic and merriment at PIER 39. Engage in fun for the whole family from 12 to 6:30 p.m. with interactive exhibits, special meet-and-greets, live holiday music sing-alongs and more. Everything culminates at 6 p.m. as PIER 39's majestic 60-foot tree adorned with glistening ornaments, bows and twinkling lights is illuminated against the stunning backdrop of the San Francisco City skyline.



Like the Dickens

Celebrate the holidays and Charles Dickens' 200th birthday at the 34th annual Great Dickens Christmas Fair & Victorian Holiday Party. The world's most elaborate and authentic Victorian Christmas event kicks off on November 23 and continues for five weekends through Sunday, December 23 at San Francisco's historic Cow Palace. A beloved Bay Area tradition, the fair features over three acres of exhibition halls magically transformed into an old-world English Christmas card, warmly lit and gaily decorated, with streets, shops, pubs, tea rooms, lecture halls, theatres, a grand Music Hall, the London Dockside and more than 700 costumed players who bring the city to life. The opportunity to applaud, carouse, dance and mingle in a festive Victorian world is an enchanting alternative to the typical commercial fare of the season and makes this the perfect event for the entire family to enjoy. When hunger strikes, fairgoers may refresh themselves with traditional holiday goodies, including a feast of roast beef and Yorkshire pudding, goose or quail, fish & chips, duck a l'orange, hot meat pies, plum pudding, mulled cider and scones, hot roasted chestnuts, Ambrosia truffles, and Mrs. Bumble's Sugar Plums. The Fair features five authentic English pubs serving

libations for all ages, including champagne, hot chocolate, hot buttered rum, and stout and ale on draft. Bid farewell to the frenetic shopping malls of the 21st century and find that perfect one-of-a-kind holiday gift in the shops of Victorian London. This year, the fair opens Friday, November 23 and runs Saturdays & Sundays through December 23, from 10 a.m. to 7 p.m. General Admission tickets are \$25 for adults; \$21 for seniors, students and military with photo ID; \$12 for children ages 5-12 and free for children under 5. Parking is \$10 and the fair offers a free shuttle from the Glen Park BART station. For more information, call (800) 510-1558 x 114 or visit www.dickensfair.com.

Frank's Way

Napa Valley College Performing Arts Center presents *My Way: A Musical Tribute to Frank Sinatra*, running November 9-18. The show features 50 highlights from Frank Sinatra's repertoire sung by thirty talented singers. Music made famous by Mr. Sinatra springs once again to full, passionate life. The carefully curated show is arranged in thematic medleys, including Favorites, Broadway, Cities, Young Love, Summer, Love and Marriage, Losers, Big Flirt, Moon and Songs for Survivors. Whatever your favorite Frank song may be, chances are it is in this show! With songs like "The Lady Is a Tramp" and "New York, New York," we are reminded why Frank Sinatra is beloved, not only by those who remember him as "the Chairman of the Board," but by a whole new generation of music lovers discovering him all over again. Music for *My Way* is provided by a club-style combo with a set design evoking a "Mad Men-esque" vintage Vegas, when the Rat Pack ruled the Strip. The show plays November 9, 10, 16 and 17 at 8 p.m., and November 11 and 18 at 2 p.m. in the Main Theater at Napa Valley College Performing Arts Center, located at 2277 Napa-Vallejo Hwy. in Napa. Tickets are \$25 general admission and \$20 for students/seniors/military. Tickets may be purchased online at www.napavalleytheater.org or by calling the NVC box office at (707) 256-7500.

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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Like everyone in the San Francisco Bay Area who is passionate about sailing, we at The Bay Maritime Group are delighted and excited by the choice of San Francisco for the 34th America's Cup. We know that many members of the Superyacht community have made the decision to visit San Francisco to watch the races, and we are actively preparing to welcome each and every boat to the Bay Area. We invite all yacht owners and captains, and yacht management groups, to visit our facilities in Alameda, Treasure Island and Point Richmond, and we will do everything we can do make your stay a memorable one.

The Bay Maritime Group offers many important advantages to support the servicing and refit of any yacht project. Our management team provides years of experience in the supervision of vessel design/build contracts and Superyacht refit and maintenance projects. Further, we offer the capabilities that are only available through a full service ship repair company with the experience and resources necessary to successfully accomplish every element of a Superyacht refit.

We look forward to hearing from you, and invite you to visit our facilities.

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