



# BAY CROSSINGS

*"The Voice of the Waterfront"*

January 2011 Vol.12, No.1

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# BAYCROSSINGS

*"The Voice of the Waterfront"*

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### Corrections & Letters

*We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to [joel@baycrossings.com](mailto:joel@baycrossings.com).*

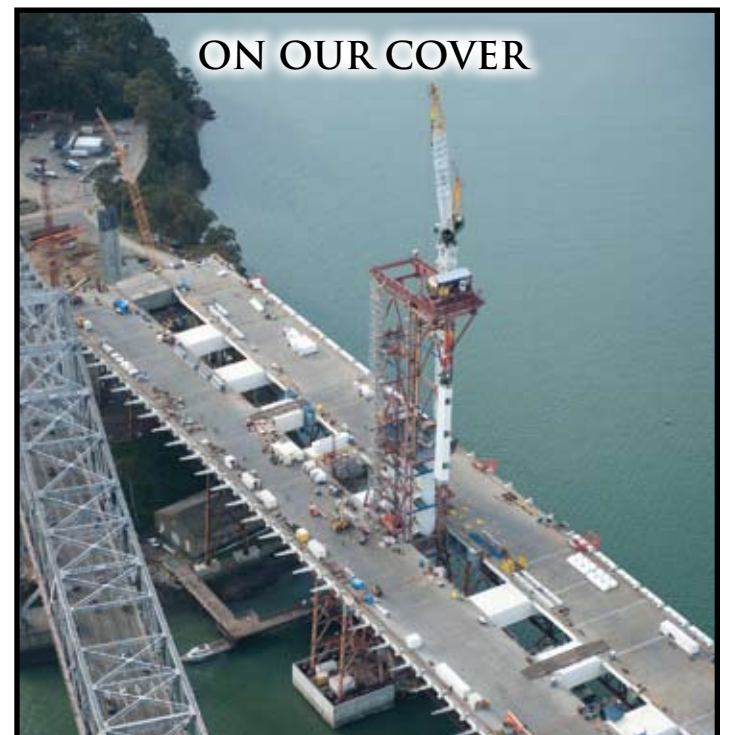


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The holidays came early for the Bay Bridge as the third tier of tower sections for the self-anchored suspension span (SAS) were placed during a round-the-clock operation mid-month. Crews started the operation on December 15, a day earlier than planned in a race against a series of forecast rainstorms, and completed the four million pound lift in just over 106 hours, beating their best schedule predictions. Frequent *Bay Crossings* contributor *Barrie Rokeach* captured this image of the future icon under construction. © *Barrie Rokeach* 2010.

## BAYCROSSINGS

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# MEET MR. PROPELLER

BY WES STARRATT, PE

**B**ay Propeller is the largest and the most complete propeller shop between southern California and the Columbia River. It is managed by Jeff Tiernan, a metalworking professional with over 25 years of experience in repairing and maintaining propellers on every type of vessel. Located on San Francisco Bay on the estuary between Alameda and Oakland, Bay Propeller is one of a series of highly specialized shops operated by Bay Ship & Yacht in its effort to provide complete dry-docking services for both ocean and harbor craft.

Tiernan emphasized that he gets “great satisfaction in looking at almost all of the boats on San Francisco Bay, both commercial and pleasure, and knowing that we have maintained and repaired their propellers. That’s what keeps them going, and that’s what keeps us going.”



The crew at Bay Propeller (from the left): Anthony Nelson, trainee; Tina Otenbriet, office manager; Jeff Tiernan, manager; John Castro, prop technician; Todd Simpson, shop leadman; and Bob Silva, machinist. Together they have a total of almost 100 years of professional experience in repairing and maintaining ship propellers.

Tiernan got his start in the propeller repair business more than 25 years ago at another Bay Area shop where he received hands-on training from highly skilled technicians. With the demise of that business, Jeff started Bay Propeller in association with Bay Ship & Yacht in 1996. Shop Leadman Todd Simpson has

been in the propeller business even longer than Jeff, as has Bob Silva, the shop’s chief machinist. “All of our training is hands-on and in-house, since there are no schools for propeller repair, which is really a unique combination of computer analysis and blacksmithing,” Tiernan said. “Not only do repaired propellers have to perform perfectly, but they have to look like new.”

“In addition to pleasure boats, we also work on all sizes of commercial vessel propellers, from tug boats and fishing boats to research vessels, and ferries,” Tiernan said. “We are capable of working with any metal, from aluminum to stainless steel and bronze alloys. Repairs include welding, straightening, polishing, balancing, non-destructive testing and inspection. We also do design analysis and modifications, such as re-pitching and tip modifications for noise reduction.” Tiernan added, “We can take heavily damaged propellers, renew blades, straighten them, and weld them so that are often better than new.”

Not only does the shop maintain and repair the propellers of ships dry-docked at Bay Ship & Yacht, but it also repairs propellers on large, ocean-going vessels dry-docked in San Francisco, such as the propellers on the U.S. Navy’s hospital ship *Mercy*, which was repaired recently. For out-of-yard work, Bay Propeller also has a

mobile repair team that travels to locations where a vessel can be hauled out and its propellers repaired in-place.

Describing the shop, Tiernan explained that “the centerpiece of our shop is the Hale Measurement Recording Instrument or MRI, which is an advanced computerized system that can measure complex propeller geometry and provide a full report on a propeller’s condition. With that information, repairs can be made to meet very high tolerances.” The shop also has:

- A 200-ton press that is specifically designed to straighten large bends in propeller blades and rudders;
- Pitchometers that are capable of measuring propellers up to 26 ft in diameter;
- A custom-designed rotating balance machine for accurately balancing large propellers; and
- A full machine shop.

Tiernan takes great pride in Bay Propeller, not only because of its highly qualified and experienced team, but also because it has the complete range of equipment needed for all types of propeller work, plus the backup support of Bay Ship & Yacht’s other specialized shops and its complete dry-docking capabilities. He said, “There is only one Bay Propeller between San Pedro Bay and the Columbia River.”



Inside the Shop: Todd Simpson uses the Pitchometer for measuring the geometry of propellers.

# California Exporters Have Reason to Celebrate

BY PATRICK BURNSON

Even though California's economic recovery remains a work in progress, Golden State exporters turned in their best performance ever for the month of October. And Bay Area shipping played a major role in this story.

In inflation-adjusted terms, California's export trade this October exceeded by 1.1 percent the previous high for that month, achieved in October 2007, according to an analysis by Beacon Economics of foreign trade data released last month by the U.S. Commerce Department.

In the San Francisco Bay Area, exported air freight tonnage through SFO was up by 15.8 percent from last October, while outbound loaded container traffic across the Bay at the Port of Oakland rose by 0.3 percent. "Our export trade is now operating at a pace not seen since the onset of the Great Recession," said Jock O'Connell, Beacon Economics' international trade adviser.

The \$12.91 billion in goods California businesses shipped abroad this October also exceeded the \$11.08 billion sent to overseas markets in the same month in 2009 by a healthy 16.5 percent margin. The value of the state's manufactured exports this October was up by 10.7 percent from last October, while shipments of agricultural goods and other non-manufactured products soared by 34.6 percent. Meanwhile, re-exports of items previously imported into the state jumped by 25.2 percent.

October marked the twelfth consecutive month of year-over-year increases in California's export trade. California accounted for 11 percent of all U.S. merchandise exports in October.

"All indications are that growth in California's exports continues to be led by airborne shipments of high-value items such

as electronics components, medical and scientific instruments, perishable food items and pharmaceuticals," O'Connell said.

Airborne shipments accounted for 46.9 percent of the state's \$12.91 billion in October merchandise exports, while seaborne trade represented 30.3 percent. Overland trade with Mexico and Canada, California's two largest trading partners, accounted for the remaining 22.8 percent of state exports.

**Golden State exporters turned in their best performance ever for the month of October. And Bay Area shipping played a major role in this story.**

On the import side of the ledger, the U.S. Commerce Department reports that California's merchandise import trade totaled \$28.85 billion in October, an increase of 7.2 percent over last October. California accounted for 17 percent of all U.S. merchandise imports in October. California's nominal international trade deficit in October amounted to \$15.94 billion.

## New Trans-Pacific Carrier Comes to Port of Oakland

The newest trans-Pacific ocean carrier, Hainan P O Shipping (P O Shipping), has expanded its services with a call connecting Oakland with five major ports in China.

P O Shipping inaugurated the Oakland call on December 20 with the arrival of its vessel *POS Hong Kong*. The call is part of a weekly Central Asia Express service that was launched in August 2010 with one U.S. port of call at Long Beach. This service will now link Oakland with Hong Kong,

Yantian, Xiamen, Ningbo and Shanghai.

"Our expansion to serve Oakland demonstrates our commitment to provide a greater level of service to our customers," said K.K. Chan, president of P O Shipping's U.S. arm. "As the third-busiest port on the U.S. West Coast, and its location as a premier gateway for U.S. agricultural exports, Oakland is a natural choice."

Five vessels in the 2,700 to 3,200 TEU (twenty-foot equivalent container unit) range will call each Saturday at the Oakland International Container Terminal facility (berths 57-59). P O Shipping also operates an integrated feeder network in China that enables cargo from the outlying ports of Qingdao, Tianjin, Dalian, and Nansha to transship to the CAE for direct transit to Oakland.

"P O Shipping's decision to expand to Oakland means more choices and flexibility for U.S. importers and exporters who use our gateway," said James Kwon, the Port of Oakland's maritime director. "Its service connects Oakland with some of the fastest-growing regions in China, particularly the Yangtze River Delta and the northern Bohai Rim."

## Port of Oakland Enhances 'Cold Chain' Services

The announcement of a new ocean cargo service linking China to Oakland

comes at a time when the port is making a remarkable outreach effort, with significant "cold chain" implications.

In November, the port and China Merchants Holdings International Company Limited (CMHI) entered into an agreement to strategically market and develop supply chain solutions for U.S. exports, particularly agricultural commodities and perishable products. A delegation from the Port of Oakland, led by the first vice president of the Oakland Board of Port Commissioners, Pamela Calloway, participated in a signing ceremony held at China Merchants' Hong Kong headquarters.

The focus was on enhancing warehousing and logistics facilities and creating seamless cold chain services for U.S. companies exporting their perishable products to China. "The form and scale of this partnership is a first for the U.S. port industry," said Omar Benjamin, Port of Oakland Executive Director. "China is a significant and rapidly growing market for U.S. food and agriculture products, but the lack of cold chain services is inhibiting the export potential. Our initiatives will help make it easier, safer and faster to export U.S. commodities from California and distribute them throughout China."

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This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- January 5** **6PM – 8PM - Winter Wednesday Nautical Seminar - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, [www.clubnautique.net/winterwednesday](http://www.clubnautique.net/winterwednesday)**  
Enjoy seminars on various nautically themed topics from experts in the Maritime industry. Cost: FREE - Everyone Welcome - Please call to reserve space.
- January 8 & 9** **9AM – 4PM - Crew Course - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
A great pleasure in sailing comes from the ability to participate. Crew with understanding and confidence! With the techniques you learn in this course you will instantly be helpful to any skipper. Cost is \$495 and reservations are required.
- January 12** **6PM – 8PM - Moonlight Night Sail + Women Only Boat - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is \$40.
- January 15** **4PM – 6PM - Monthly FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Come sail with us on an Introduction to sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- January 19** **6PM – 8PM - Winter Wednesday Nautical Seminar - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, [www.clubnautique.net/winterwednesday](http://www.clubnautique.net/winterwednesday)**  
Enjoy seminars on various nautically themed topics from experts in the Maritime industry. Cost: FREE - Everyone Welcome - Please call to reserve space.
- January 22** **10AM – 12PM - Vessel Traffic Service Tour - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700 [www.clubnautique.net](http://www.clubnautique.net)**  
Visit and get a tour of the Coast Guard Vessel Traffic Service center that monitors the traffic on the San Francisco Bay. Cost: FREE! Limited space – Please call to reserve space.
- January 22** **1PM – 4PM - Weather for Mariners - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700 [www.clubnautique.net](http://www.clubnautique.net)**  
Learn how to read and interpret the weather tools available to you from various websites to keep you safe on your sailing voyage. Cost: Members \$64/NonMembers \$85.
- January 29** **7PM – 10PM - Cruising Destinations - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are “in the know.” You too can become an insider by attending this seminar. Popular and challenging destinations -- restaurants, nature preserves, maritime and natural history museums, night clubs and secluded coves -- are all just a sail away, but only if you know where to go and how to make the most of them. Discover the well-kept secrets of Bay cruising. Cost is \$25.
- January 29 & 30** **9AM – 5PM - Catamaran Sailing - Club Nautique Sailing School & Charters, Alameda, (510) 865 -4700 [www.clubnautique.net](http://www.clubnautique.net)**  
Learn to sail fast and flat on this double-hulled sailboat. Prerequisite – Bareboat level certification or equivalent experience. Cost: Members \$570/ NonMembers \$760.

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](mailto:joel@baycrossings.com).

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# Shades of Gray

BY CAPTAIN RAY

As I'm sure you've noticed, winter has arrived. Rain is falling in the Bay Area and the snow pack is building in the High Sierra. For many of you, your thoughts turn to skiing and snowboarding. Because you can only ski in the winter, I say go for it! But don't forget about winter sailing. Two years ago, I wrote a column about sailing on those beautiful, crystal-clear winter days between the storms. (See "The Best Sailing Days of the Year," *Bay Crossings*, December 2008.)

This past weekend, though, was not one of those winter sailing days: The rain hadn't quite ended and the sky was anything but clear. Everywhere I looked, all I saw were shades of gray.

The long crest of the East Bay hills stood silhouetted against the cloud-filled sky. Early winter rains had triggered the first spurt of new growth, and the hills below the ridge line were a soft gray green.

To the north and west, the banked hills of Sonoma and Marin stepped back into the darkness. The closest were backlit in a shimmering pale gray light, perhaps reflected from the surface of the Bay. As each ridge retreated into the distance, it appeared a shade darker. The light gray of the front rank changed to a hazy gray, then to a dark smoky gray before blending into the very low gray-black sky.

The sky, however, was anything but a uniform gray-black. There were clouds of many types and elevations, each a different shade of gray. The low-level stratus clouds sitting atop Mt. Tamalpais and covering the entire western and northern horizons were a very dark charcoal gray.

Overhead there were stacks and stacks of various types of cumulus clouds—towering, billowing, and swirling above us. Sunlight, touching the tops of these clouds, caused them to glow a bright, shining silver gray. The bottoms of these clouds rolled and churned, deep in shadow, and seemed heavy and threatening. Their dark gray menacing presence loomed heavily above us. Within these masses of cumulus clouds, there were a few places where sky peeked through. But even this "blue" sky was a shade of gray-blue.

We were in one of those places where the sun came through, a *pukalani* in Hawaiian: a hole (*puka*) in the heavens (*lani*). Within this solar spotlight, the

surface of the gray water around us sparkled and shimmered with silvery glints and highlights. Outside of these rare but wonderfully lighted spots, the water alternated between a deep slate gray and a softer, warmer dove gray.

As I looked all about me, I could see places where vapors of misty gray rose from the surface of the water. As the mists ascended, they seemed to blend gradually into the dark gray clouds above.

When I was in the Navy (a long time ago), I remember a Boatswain's Mate jokingly saying to me, "The U.S. Navy paint locker contains red, green, black, white, blue, yellow, and 18 shades of gray." On the Bay, I was able to see where the Navy got some of those shades and, more importantly, I began to appreciate them. Although decidedly

monochromatic, this too was a beautiful winter sailing day!

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

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

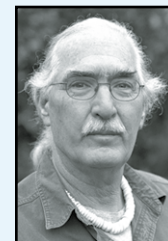


Photo by Joel Williams

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# Cold and Flu Season Also Impacts Bay Ecosystems

BY DEB SELF

As cold and flu season approaches, we're apt to have a bigger impact on the Bay than usual. We know that our municipal governments provide sewage treatment that is supposed to protect the Bay, and—except in cases of overflows—our treatment technology does a pretty good job on bacteria and pathogens. But treatment plants around the Bay (and the United States for that matter) were not built to address pharmaceuticals and personal care products. In fact, though they're pretty clear of bacteria, the discharges from our treatment plants contain many chemicals that may harm aquatic life in the Bay.

Studies done by the San Francisco Estuary Institute in the last few years support what researchers have shown in streams across the country; our aquatic ecosystem is being exposed to a potentially harmful stew of pain medicine, anti-inflammatory drugs, antibiotics, heart medications, cholesterol drugs, anti-depressants, blood-pressure regulators, oral contraceptives, anti-psychotics (increasingly used to treat the effects of dementia) and caffeine.

There is not enough research to know what the exact impacts of various drugs on different aquatic organisms are, especially due to long-term chronic exposure and the cumulative effects of exposure to many different drugs at once. However, targeted studies are showing some toxic effects on specific organisms. For example, evidence shows that some antibiotics

Studies done in the last few years have shown our aquatic ecosystem is being exposed to a potentially harmful stew of pain medicine, anti-inflammatory drugs, antibiotics, heart medications, cholesterol drugs, antidepressants, blood-pressure regulators, oral contraceptives, anti-psychotics and caffeine.

can be highly toxic to marine organisms and synthetic estrogenic hormones can cause feminization of male fish and alter reproductive systems of fish and wildlife. Lipid regulators can reduce testosterone in fish and anti-inflammatory drugs may be lethal to scavenging birds.

The main way these drugs get into our waste stream is through our bodies. The unused portion of each dose we take is excreted unmetabolized as the original compound; the rest is excreted as a metabolite that may have different properties, but still

pose a threat to fish and wildlife. The secondary pathway for drugs to reach our Bay is by people flushing medicine down the toilet. This approach should be avoided, despite what our parents recommended. Instead, unless you have access to a take-back program, **leave expired or unused medicine in the original container and discard in the trash**, so it will go to a lined landfill rather than into the water. San Francisco is the most recent city to flirt with regulations for a medicine take-back program, and will vote soon on whether to compel drug companies to take back unused medicines. While this would help keep medicine out of the waste water stream, the medicines would be sent instead to a waste incinerator—a technology with a problematic history of frequent toxic air releases.

Through education, we might be able to reduce the amount of drugs making it into our waste water—if people learn not

to flush expired medicine down the toilet. However, since the biggest contribution of pharmaceuticals is through excretion, the only way to keep medicines and other toxic chemicals (like triclosan, the anti-bacterial soap additive) out of the Bay is to improve our local sewage treatment plants. In fact, technology, such as reverse

osmosis, exists to remove toxics from waste water, but only a few cities have invested in new or retrofitted plants.

Baykeeper's Sick of Sewage Campaign is bringing the Bay Area's collection pipes up to code all around the Bay

Area, reducing backups and spills from the system "upstream" of the treatment plants. But there is still a long way to go to bring treatment standards up to what is required by federal law. It will be a long process to identify the best approaches for the Bay Area and to begin the search for funding such capital projects, but we owe it to the Bay to begin the conversation now.



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**Deb Self** is Executive Director of San Francisco

Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable.

Deb has 25 years of experience in environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.







IT CAME FROM  
BENEATH THE SEA

# Moon Jellies: More Graceful than a Night at the Ballet

**B**rainless, boneless and 95 percent liquid—no, this is not just the feeling that you may experience the morning after you ring in the New Year. It is also the basic makeup of the gracefully gliding, just-go-with-the-flow moon jelly, *Aurelia aurita*.

pulsate, but their movement is primarily controlled by water currents. The animal's complex set of nerves responds to stimuli, but it does not process thoughts. Instead of receiving oxygen through lungs, gills or other respiratory systems, moon jellies diffuse oxygen through a thin membrane.



Photo courtesy of Aquarium of the Bay

Named for their translucent coloring and resemblance to Earth's satellite, moon jellies are found in temperate and tropical waters worldwide, including along the Northern California coast. The species has also traveled far beyond its underwater confines; in 1991, more than 1,000 moon jellies flew aboard the space shuttle *Columbia* as part of a study on weightlessness and how it effects the development of juvenile jellies.

"Moon jellies are one of the most primordial marine creatures, yet they don't look like they should be alive," said Aquarium of the Bay's Michael Grassman. "Their calming presence and alien-like looks make them visitor favorites."

Worldwide, there are more than 200 species of jellies. Jellies are made up of 95 percent water and have no heart, brains, bones or other organs. Their bodies

For animals with an appetite for moon jellies, mistaken identity can be a deadly problem. Thousands of turtles and birds die each year from swallowing indigestible wads of jelly-resembling plastic bags floating

in our bays and oceans. Adopt a "don't-pass-it-up, pick-it-up" New Year's resolution to help keep our waterways and beaches clean as well as preserve aquatic life.

While jellies in the wild typically only live to one year old due to predation by animals including turtles and other jellies, they can survive much longer at aquariums, where they are protected and closely monitored. Aquarists at Aquarium of the Bay have cultured more than 100,000 moon jellies over the past 12 years. This thriving jelly culture has enabled the Aquarium to rely on its in-house collection for exhibits, as well as donate the animals to other nature centers.

Jelly species are also directly affected by climate change, as their populations and range continue to increase as water temperatures rise. These influxes of jellies, referred to as blooms, can negatively impact the food web, as well as clog boat engine motors and fishing nets.

At Aquarium of the Bay, moon jellies as well as Pacific Sea Nettles greet visitors as they enter the main "Under the Bay" exhibit areas. Find your own moment of jelly zen during your next visit, or visit the Aquarium's YouTube Channel for a work-appropriate video of these gracefully gliding animals.

Sharing time with whales is a privilege.



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# Newly Green Mint Plaza Takes EPA Award

BY BILL PICTURE

Last month, San Francisco's new-and-improved Mint Plaza was one of five projects selected to receive a 2010 National Award for Smart Growth Achievement from the U.S. Environmental Protection Agency.

The Smart Growth program recognizes projects that are not only good for the environment, but that also, through innovative planning, strengthen local economies, benefit as wide a range of residents as possible, and improve housing and transportation options. Nearly eighty projects were nominated, from which a panel of more than thirty urban planning and green experts, as well as EPA staff, selected the five winners.

Mint Plaza was the first winner of the Civic Places category, which was added for 2010 to recognize urban public spaces that embody the principles of Smart Growth. Originally the awards focused on transit-oriented developments that reduced sprawl and, with it, commuter-related pollution.

Many had a hand in transforming



Photo by Bill Picture

For its 2010 National Award for Smart Growth Achievement, the United States Environmental Protection Agency created a new category, Civic Places, to recognize public spaces that incorporate sustainable design and best management practices. San Francisco Mint Plaza is the first to win in this new category.



Photo by Bill Picture

To keep rainwater from running into nearby gutters, where it could overburden the City's sewer system, Mint Plaza's surface was designed to direct rainwater into on-site treatment gardens and an underground infiltration system. The low-tech storm water treatment system is being touted as an example of "low-impact development."

what was once a seedy, low-traffic stretch of Jessie Street into a bustling pedestrian plaza. In 2007, Mayor Gavin Newsom and the San Francisco Board of Supervisors, at the urging of area residents and merchants concerned about the crime that had become commonplace in the area since the closing of the adjacent San Francisco Mint building, approved plans to give the derelict block a \$3.5 million makeover. (A separate initiative is underway now to turn the mint itself into a San Francisco museum and visitor center.)

The plan for Mint Plaza included closing the block to traffic and raising the existing street and sidewalk to create a pedestrian-only thoroughfare. A local developer, Martin Building Company (MBC), offered to donate its services. The City accepted the offer on the condition that a non-profit be created to manage and maintain Mint Plaza. That organization, Friends of Mint Plaza, is now in charge of raising the money to keep Mint Plaza clean and safe, as well as administering use of the space.

## Get with the program

Ensuring that the space was inviting to the public so that it didn't once again fall into disuse was a key component of the design plan created by MBC and its partners, CMG Landscape Architecture

and Sherwood Design. To that end, the layout was intentionally kept simple, sparse and open so that the space could be adapted for a variety of uses.

"A poorly planned or overly sanitized space has the opposite of its intended effect," explained EPA Region 9 Administrator Jared Blumenfeld. "It doesn't invite human interaction, and that's critical to cities growing in a sustainable way." Blumenfeld is intimately familiar with the Mint Plaza project because he served as director of the San Francisco Department of the Environment during the time that Mint Plaza was being overhauled.

"A lot of times what makes a space work or not work is hard to put your finger on," he added. "I think what makes Mint Plaza work is that the designers



approached it from a community-oriented perspective. They gave a lot of thought to what would make it inviting.”

Blumenfeld commended Friends of Mint Plaza for continuing in that community-oriented vein when it comes to programming events that make the space a destination for San Franciscans and their guests. During summer months, Mint Plaza plays host to a popular lunchtime music and dance series, as well as a weekly farmers market.

The owners of the historic buildings that flank Mint Plaza’s northern edge have filled their ground-floor commercial spaces with upscale cafes and restaurants—including Blue Bottle Café and Chez Papa Resto—that invite hanging out and contribute to the Plaza’s European flavor. Lilybelle Flower Cart, which offers organic and locally-sourced cut flowers, will soon be joined by other pushcart vendors offering a variety of local and sustainable goodies.

Even when there are no events and the crowds have died down, the space’s

plantings, vine-entangled steel arbor and scattered seating invite passersby to pass some time in the Plaza with a book, a bag lunch or a friend.

“How well a space engages with its audience determines whether it lives or dies,” Blumenfeld adds. “You have to give people a reason to go there. Until now, people only had reasons not to go to this area. Now, when I take people there, there’s no trace of that. I think that speaks to the capacity of design to radically shift our perception of a space, and to the potential of cities to recreate themselves through the lens of sustainability.”

#### Understatedly green

Mint Plaza’s open and uncluttered layout not only makes it safer and more inviting for visitors, it also allows more natural light to penetrate the space, minimizing the need for electric lighting during daytime hours.

Because it’s not visible to the naked eye, however, few visitors know about the Plaza’s greenest element—its treatment of

runoff storm water. Because wastewater (what goes down your drains) and storm water (what runs into the City’s gutters) share the same network of pipes in San Francisco, heavy rains can overtax the sewer system causing the overflow of untreated sewage into San Francisco Bay.

“Over the last thirty years, we’ve done an amazing job of reducing pollution and contamination,” says Blumenfeld. “Where we’ve failed, and that’s partly to do with the fact that there’s been little technological advance, is dealing with storm water runoff. And we need to stop diverting water into storm drains, which usually dump right into the ocean.”

Like most development projects, Mint Plaza’s plan called for the pouring of quite a bit of concrete. The more concrete, the

more runoff that will likely be directed into nearby gutters. In Mint Plaza, however, shifted planes direct rainwater into planters and an underground infiltration system. By capturing the rainwater on-site, the City’s sewer system is spared any extra burden. The storm water treatment system is also very efficient and about as low-tech as it gets. It’s so easy to replicate that the San Francisco Public Utility Commission now uses it as a model for managing urban storm water.

“What I really love about Mint Plaza is that it doesn’t shout about being green the way so many other projects do,” says Blumenfeld. “Green is so woven into the fabric of the design that you can enjoy the space and not even know that it’s green. I’d say this is ‘green just doing its job.’”



Photo by Bill Picture

The Plaza’s layout was intentionally kept open and uncluttered, with plantings strategically placed so as not to block sight lines or natural light, minimizing the need for electric lighting. In addition to making the space adaptable for a variety of uses and safer for visitors, the layout has also proven inviting for neighbors and nearby workers, who can regularly be found hanging out in the Plaza.

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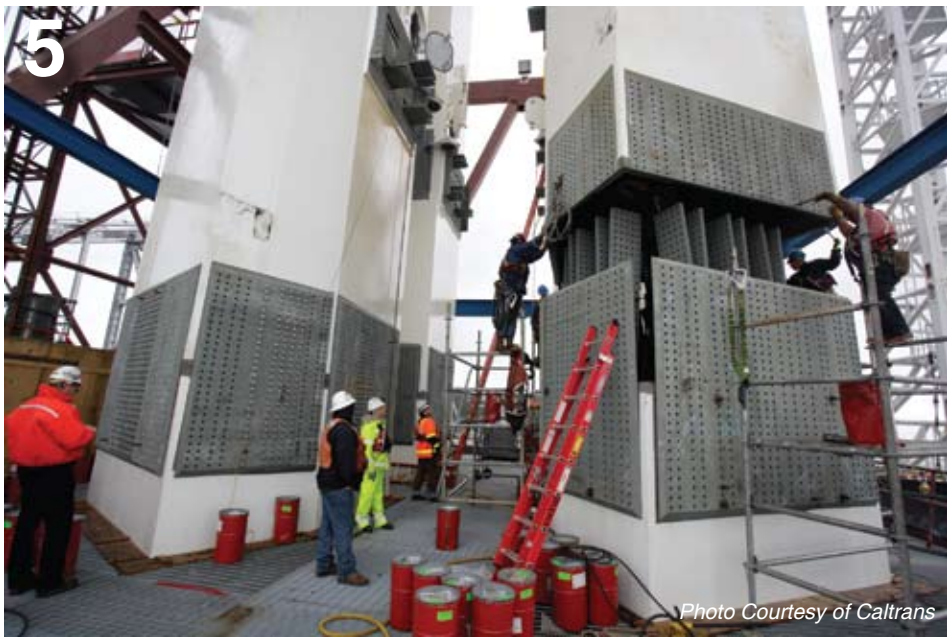


Photo Courtesy of Caltrans



Photo Courtesy of Caltrans



## FOUR MILLION POUNDS OF STEEL HOISTED IN PRE-HOLIDAY COORDINATION

Latest Sections Bring East Span Tower Three-Quarters of the Way to Final Height

The holidays came early for the San Francisco-Oakland Bay Bridge when the third tier of tower sections for the self-anchored suspension span (SAS) were placed during a round-the-clock operation mid-month. Crews from contractor American Bridge/Fluor

started the operation on December 15, a day earlier than planned in a race against a series of forecast rainstorms, and completed the four million pound lift in just over 106 hours, beating their best schedule predictions.

The SAS tower is actually comprised of four individual legs (photo 1), each of which is made up of five vertical sections, or lifts. This third lift contained four legs that are 102 feet tall and weigh 1.1 million pounds (or 551 tons) each. With these sections in place, the tower now stands 374 feet tall — 40 feet above the high-point of Yerba Buena Island, and nearly three-quarters of the way toward its final height of 525 feet. It is already taller than Coit

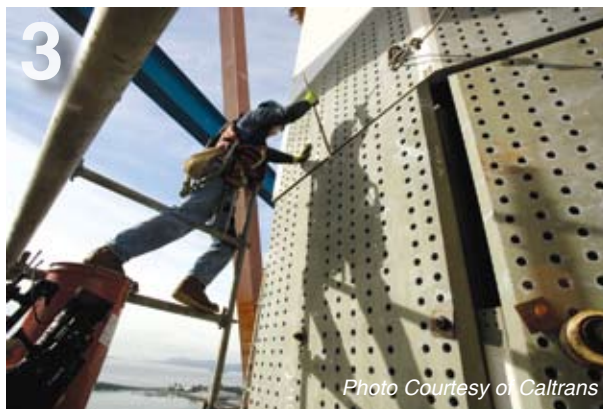


Photo Courtesy of Caltrans



# STEEL CONSTRUCTION

Steps of the Way to Final 525-Foot Height

© Barrie Rokeach 2010

Tower (210 feet), the Campanile at U.C. Berkeley (307 feet) and the Tribune Tower (310 feet). When completed, the SAS will take its well-deserved place on the list of Bay Area landmarks.

The painstaking lifting process involved tilting each leg from horizontal to vertical on a specially-designed barge positioned at the tower's base (photo 2), and then hoisting the legs over 400 feet into the air — using a lifting system known as a strand jack — so that each segment could be moved into the rust-red erection tower and lowered into place (photo 4). Once each leg was set down, crews bolted the third and second legs together using splice plates (photos 3 and 5).

Fabricated at the Zhenhua Heavy Industry Company in Shanghai, the tower will help give the bridge its unique design, with a single cable draping over the iconic tower. Crews

placed the first tower sections onto the foundation in July 2010, and the second set in October 2010. The arrival of the final group of tower sections is expected in February 2011.

Meanwhile, the SAS road decks have been taking shape since February, with 18 deck sections — nine eastbound and nine westbound — already in place (photo 6). Two more steel deck sections arrived from China with the third tower lift in December, and will be erected by the project's massive red, white and blue crane in the coming weeks. To date, crews have installed over half of the 28 sections that will make up the SAS deck when the bridge opens in 2013.

For more information visit [BayBridgeInfo.org/projects/sas-tower](http://BayBridgeInfo.org/projects/sas-tower). View the construction live at [www.bata.mtc.ca.gov](http://www.bata.mtc.ca.gov).



Photo Courtesy of Caltrans



Photo Courtesy of Caltrans

# Lessons Learned

BY PAUL DUCLOS

When Sausalito-based art dealer Richard Polsky released his memoir, *I Sold Andy Warhol (Too Soon)*, last year, he was telling readers the market was close to hitting bottom and would begin its inexorable climb upward as the economy brightened. He appears to have been correct regarding the reversal of domestic fortunes, and one wonders if he is now working on a new epilogue for a revised edition. Having devoured this book and its predecessor (2003's *I Bought Andy Warhol*), I certainly hope so.

In candid and acerbic detail, Polsky reveals all that he knows of the local

gallery scene, and the small extent to which it impacts the art world epicenter of New York. Collectors who were lured into the bidding frenzy of the “bubble” years suffered the much the same fate shared by investors in real estate and hedge funds, and many of them were forced to sell works at a loss to escape insolvency. Polsky is sympathetic to their plight, but at the same time explains how mass hysteria was fueled by the predatory guile of gallerists in the past decade.

While the general tone of the book is one of tired cynicism, the author is clearly still passionate about buying “with your gut” when a piece moves you. He reflects on just such a personal moment, describing the discovery he made when visiting a Tucson gallery specializing in Plein Air landscapes. There,

he became acquainted with the painter, Bill Anton—a name hardly in the same class as the mega-auction artists he generally deals with. Yet, he had to have this work, and he makes a good case for all collectors to take a chance when a transcendent moment strikes. [www.polskyartlog.blogspot.com](http://www.polskyartlog.blogspot.com)

Polsky and other dealers build a strong case for research before entering into the speculative collecting dodge too. For many of us who favor works on paper, rather than paintings, that may mean becoming a

member of the Achenbach Graphic Arts Council. This affiliate of the Legion of Honor and the De Young serves as the support council for the Achenbach Foundation for Graphic Arts (AFGA). The Council provides financial support assisting the AFGA with new acquisitions for the museum collection; sponsorship of graduate student fellowships; publishing of exhibition catalogues; and special events.

The AGAC office and the world-renowned collection of the AFGA are located in the Legion, offering an extensive graphics reference library and computerized collection database, including digitized images—all available to members by appointment.

On a recent visit, we came across an engraving of William Hogarth's “A Rake's Progress.” This is a chilling picture of dissipation and want, that even the most hardy partier would take to heart. [www.achenbach.org](http://www.achenbach.org)

A less sobering lesson, but one just as engaging, may be evident at “The



Photo courtesy of the Exploratorium

The secret to making a perfect *pousse-café* is all about the specific gravity of the spirits.

Science of Cocktails,” the Exploratorium's January 26 fundraising event. As last year, the museum will be transformed into a laboratory of libations featuring drinks made by some of the Bay Area's most celebrated mixologists and artisan distillers Lance Winters and Dave Smith from St. George Spirits will talk about the art and science of their craft.

According to Exploratorium spokesperson, Ethan Terry and the crew from Cocktail Lab will conduct lessons in the ultimate quaffing experience. “As you tour the different bars, sampling hors d'oeuvres along the way, you'll have a chance to participate in a number of hands-on activities and help judge the Cocktail Mix-Off Competition. Learn how igniting citrus oils alters the flavor of a drink, or how French perfume-making techniques have changed the face of infused liquors. Want to know the trick to a perfect *pousse-café*? It's all about the specific gravity of spirits.”

Tickets, priced at \$120, can be purchased at [www.exploratorium.edu](http://www.exploratorium.edu).

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# State Initiative Replaces Local Vehicle Buy-Back Program

The Bay Area Air Quality Management District is suspending its Vehicle Buy Back Program as of December 31. However, Bay Area residents can continue to retire their eligible older vehicles through the newly expanded State Consumer Assistance Program, which will cover many of the same vehicles as the Air District program.

These voluntary programs offer \$1,000 to owners of older, higher-emitting cars and light trucks to scrap their vehicles. Older vehicles lack modern emission control technology and pollute significantly more than newer models. Since 1996, the Air District's Vehicle Buy Back program has retired over 50,000 cars, vans, pickup trucks, and SUVs.



Photo by Joel Williams

For each pre-1990 vehicle removed from Bay Area roads, an estimated 75 pounds of air pollution is prevented from being

emitted into the air annually.

"Pollution from automobiles is responsible for over 50 percent of the

air pollution in the Bay Area," said Jack Broadbent, executive officer of the Air District. "Retirement of older polluting vehicles is a cost effective way to get big polluters off the road. It's an investment in cleaner air that pays immediate dividends."

The Air District continues to operate its Smoking Vehicle Assistance Program to improve air quality and respiratory health by reducing the number of smoking vehicles on the road. To find out about smoking vehicle health impacts, connect to retirement assistance programs, or enlist to become a clean air advocate, please visit [www.smokingvehiclehelp.org](http://www.smokingvehiclehelp.org).

Individuals interested in retiring their vehicle after December 31, can visit [www.smogcheck.ca.gov](http://www.smogcheck.ca.gov) or call 1-800-952-5210 for details on the State CAP program.



## Golden Gate Ferry Clipper<sup>SM</sup> Fares Increase

New One-Way Clipper Fares Effective January 1, 2011	
Larkspur Ferry	\$5.70
Sausalito Ferry	\$4.85



Ferry cash fares remain **unchanged**.  
GGT bus Clipper fares **do not change**.

For more information, visit [www.goldengate.org](http://www.goldengate.org) or call **511** (say "Golden Gate Transit," then "operator") TDD: **711**



## NEW LARKSPUR FERRY WEEKDAY WINTER SEASON SCHEDULE

Starts Tuesday, February 1, 2011 and remains in effect through March 31, 2011

Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur
4:51 am Route 24 bus to Financial District			
5:22 am Route 97 bus to Financial District			
5:50	6:20	6:25	6:55
6:35	7:05	7:10	7:40
7:10	7:40	7:45	8:15
7:50	8:20	8:30	9:05
8:20	8:50	9:10	9:45
9:15	9:50	10:10	10:45
10:10	10:45	10:55	11:30
11:10	11:45	11:55	<b>12:30</b>
<b>12:40</b>	<b>1:15</b>	<b>1:25</b>	<b>2:00</b>
<b>2:20</b>	<b>2:55</b>	<b>3:05</b>	<b>3:35</b>
<b>3:05</b>	<b>3:35</b>	<b>3:45</b>	<b>4:15</b>
<b>3:45</b>	<b>4:15</b>	<b>4:25</b>	<b>4:55</b>
<b>4:25</b>	<b>4:55</b>	<b>5:05</b>	<b>5:35</b>
<b>5:05</b>	<b>5:35</b>	<b>5:45</b>	<b>6:15</b>
<b>5:45</b>	<b>6:15</b>	<b>6:25</b>	<b>6:55</b>
<b>6:25</b>	<b>6:55</b>	<b>7:05</b>	<b>7:35</b>
<b>7:25</b>	<b>8:00</b>	<b>8:10</b>	<b>8:45</b>

**Bold = pm times**

# Marin Celebrates Opening of Cal Park Tunnel

**D**ecember 10 marked a historic day in Marin County as the Cal Park Tunnel was officially opened to a cheering crowd of several hundred cyclists and walkers. After the opening ceremony, which included speeches from elected officials, the Marin County Bicycle Coalition's (MCBC) Deb Hubsmith, the Marin County Department of Public Works, and Caltrans, hundreds of walkers, and then cyclists took their chance to walk or ride through the tunnel, which was last used by freight trains in the 1970s.

"This one of the happiest days of my life," said Deb Hubsmith, advocacy director for MCBC. The organization has worked since its inception in 1998 to open the tunnel by collaborating with public agencies.

Other local citizens, such as Jean Starkweather, had been laying the

groundwork for an eventual re-opening of the tunnel for some 20 years prior. The tunnel will be open seven days a week from 5 a.m. until 11 p.m. The total length of the pathway is just over a mile; the tunnel itself is a short 1,100 feet. Riding between San Rafael and Larkspur to get to the Ferry Terminal now takes 15 minutes less if you use the tunnel route instead of continuing to the end of Anderson Drive and continuing down Sir Francis Drake Boulevard, and it will be faster to ride a bike between the two destinations than to drive in rush hour traffic.

The Cal Park Tunnel was originally constructed in 1884, with significant renovations taking place in the mid-portion of the twentieth century. Originally designed to haul lumber and freight, and then later passengers, it was sealed shut in 1978 after a series of fires and structural collapses. Today, it will carry bicyclists and pedestrians between Larkspur and San




Photo by Tom Boss

A crowd of several hundred cheering cyclists attending the official opening of the Cal Park Tunnel on December 10th.


Rafael. It is also part of the future SMART corridor with a planned station just behind the Larkspur Century Theater. Bicyclists and pedestrians are completely separated from the future train by a tunnel within a tunnel, and the tunnel includes cell phone access and emergency cameras. The tunnel can be accessed via a pathway on the southbound lane of Anderson Drive in San Rafael, just across from the Office Depot, and just behind the Larkspur Century

Theater in Larkspur (very close to the Marin Airport).

MCBC thanks the following agencies for their work to help make this historic and keystone project possible: the County of Marin, SMART, the Transportation Authority of Marin, Caltrans, the City of San Rafael, the City of Larkspur, the Bay Area Air Quality Management District, MTC and the untold thousands of supporters of MCBC over the years.



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Photo by Tom Boss

The 1,100 foot long Cal Park Tunnel saves 15 minutes on a typical ride to the Larkspur Ferry Terminal.



# Delta Gets Stimulus Funds for Environmental Cleanup

BY JAH MACKEY

President Obama's stimulus plan has trickled upriver to West Sacramento and made a huge splash in favor of green technology. We often hear about billions of dollars allocated by the federal government and spent on projects we never see or jobs that never come our way, but this time the Delta got a chance to sample both.

The City of West Sacramento has received \$154,066 in American Recovery and Reinvestment Act (ARRA) money for chemical injection remediation to clean up petroleum hydrocarbons from an underground storage tank located onsite at a former industrial site that was abandoned by the previous owner. So far, the City has been awarded over \$236,814 in ARRA grants for this type of cleanup.

The ARRA funding and oversight for this project and others throughout Yolo County is provided the U.S. Environmental Protection Agency, the State Water Resources Control Board and the Central Valley Regional Water Quality Control Board.

"Thanks to the funding provided by the American Recovery and Reinvestment Act, the EPA has been able to provide millions of dollars in grants to California for the cleanup of contaminated lands throughout the state, which is the first step in bringing these properties back to productive economic use," said the EPA's Bob Pallarino. "Using cleanup methods that reduce waste generation and transport to landfills is another step forward in making green remediation the standard for addressing contamination of our land and water."

While other remediation practices have been in place for years and not considered environmentally friendly, as

they cause significant amounts of waste material and release of toxic air pollutants, chemical injection remediation is a relatively new "green" process that treats contamination in place.

"In-situ" (Latin for "in-place") chemical treatment remediation technology has been increasingly applied for the

cleanup of groundwater contamination sites in California. In-situ chemical treatment includes injection of selected chemicals or the mixing of several chemicals to the contamination plume through the delegated delivery points.

The purposes of the in-situ chemical injection methods are usually twofold: to stimulate chemical reaction (e.g., oxidation) to destroy contaminants, and to generate oxygen (O<sub>2</sub>) to encourage or enhance bio-degradation. The in-situ cleanup method has been used in the following cleanup situations: 1) to remediate contaminants plumes, 2) to address localized "hot-spot" high concentrations, 3) to limit groundwater contaminant plumes from migrating off site, and 4) to proceed final polishing after other remediation technologies.

"This is exactly the kind of forward-looking project ARRA stimulus money is designed to assist. This Brownfield cleanup is part of the City's redevelopment efforts that will help bring new economic vitality, jobs and prosperity to the City. The fact that it is part of an overall green effort and design fits well with California's vision for greener communities," said State Water Board Deputy Director Esteban Almanza.

Bureau Veritas, a global leader in the quality assurance, health, safety & environmental sectors, designed the "recipe," which includes hydrogen



Photo by Jah Mackey

The "recipe" designed to clean up the site in West Sacramento includes hydrogen peroxide, water and a proprietary catalyst mixture to stimulate a chemical reaction, destroying contaminants and encouraging bio-degradation.

peroxide, water and a proprietary catalyst mixture used to clean up the site in West Sacramento. WDC Exploration and Wells, the largest privately owned drilling

company in the United States and based in Sacramento was hired by the City to implement the In-situ process designed by Bureau Veritas.

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# GET THERE BY FERRY

## 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.	09:40 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 Sausalito			
11:10	11:45	11:55	12:30 p.m.	Daily Daily			
11:40	12:15 p.m.	12:25 p.m.	1:00	Adult Cash Fare \$8.25 \$8.25			
12:40 p.m.	1:15	1:25	2:00	TransLink/Clipper Card Fare \$5.15 \$4.40			
2:15	2:50	3:00	3:30	Youth/Senior/Disabled \$4.10 \$4.10			
2:50	3:25	3:35	4:05	Children 5 and under FREE FREE			
3:40	4:15	4:25	4:55	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
4:15	4:45	4:55	5:25	Golden Gate Ferry Fares, Effective July 1, 2010			
-----	-----	5:20	6:05	Fares shown are for one-way travel			
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
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. # To San Francisco via Sausalito.

### SAUSALITO

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

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### ALAMEDA/OAKLAND

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

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

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)	\$3.75	\$7.50			
Child under 5*	FREE	FREE			
Senior (65+)*	\$3.75	\$7.50			
Disabled Persons*	\$3.75	\$7.50			
Active Military	\$5.00	\$10.00			

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

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

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

# Blue & Gold Ferry

## BAY CRUISE

Depart Pier 39		Weekends and Holidays	
Weekdays	Weekdays	Weekends and Holidays	Weekends and Holidays
12:00 a.m. 1:15	2:30 p.m. 4:00	10:45 a.m. 12:00 1:15 p.m. 1:45	2:30 p.m. 3:15 4:15

For the most current schedule, visit [www.blueandgoldfleet.com](http://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	\$24.00	Junior (12-18)	\$20.00
Senior (62+)	\$20.00	Child (5-11)	\$16.00

Discount fares available at <http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm>

## ANGEL ISLAND - S.F.

Weekdays – Daily Departures Pier 41

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:00 a.m.	10:20 a.m.	3:10 a.m.	3:50 a.m.

## Weekends – Departures Pier 41

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35 a.m.	11:00 a.m.	11:05 a.m.	12:20 a.m.
-----	-----	3:50 p.m.	4:55 p.m.

**ANGEL ISLAND FARES\***

	SF PIER 41 (One Way)	SF PIER 41 (Round Trip)
Adult (12+)	\$8.00	\$16.00
Child (ages 6-12)	\$4.50	\$9.00
Child (5 & under)	FREE	Free

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

## TIBURON COMMUTE

TIBURON – S.F. Ferry Building

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

## SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:40 a.m.	11:45 a.m.	12:05 p.m.
12:10 p.m.	12:50 p.m.	12:55 p.m.	1:15
1:20	2:05	2:10	2:30
2:35	3:25	3:30	3:50

## Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:35 a.m.	11:50 a.m.	11:55 a.m.	12:20 p.m.
12:30 p.m.	1:20 p.m.	1:25 p.m.	1:50
2:00	2:45	2:50	3:15
3:20	4:25	4:30	4:55

No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day

**FARES:**

	One-way	Round-trip
Adult	\$10.00	\$20.00
Child (5-11)	\$5.75	\$11.50

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

## TIBURON – Pier 41

Weekdays

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

## TIBURON Weekends and Holidays

Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
10:35 a.m.	11:20 a.m.	11:35 a.m.	12:20 p.m.
12:30 p.m.	12:55 p.m.	1:05 p.m.	1:50
2:00	2:25	2:30	3:15
3:20	4:05	4:10	4:55

**FARES:**

	One-way	Round trip
Adult	\$10.00	\$20.00
Child (5-11)	\$5.75	\$11.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

## Weekends and Holidays

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
10:00 a.m.	11:10 a.m.	11:30 a.m.
1:00 p.m.	2:10	-----
4:30	6:00	5:40 p.m.

**FARES:**

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

Call (707) 64-FERRY or visit [www.baylinkferry.com](http://www.baylinkferry.com) for updated information.

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

# Red & White

## BAY CRUISE

Pier 43½		FARES:
Monday through Sunday		Adult (18+) \$22.00
10:00 a.m.	1:45 p.m.	Youth (5-17) \$16.00
10:45 *	2:30	Child (under 5) Free
11:15	3:00	Family Pass \$69.00
12:00 p.m.	3:45	(2 Adult + 4 Youth)
1:15	4:15 *	* Weekends Only

# 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	-----	-----

No weekend service

## FARES:

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

## Fare:

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

# Angel Island Ferry

## TIBURON – ANGEL ISLAND

Weekdays (November - December 2010)

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

Weekends (November - December 2010)

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

## WATER EMERGENCY TRANSPORTATION AUTHORITY

# WETA

## PUBLIC NOTICE

### Fare Change

In anticipation of the transition of Alameda/Oakland and Harbor Bay ferry services from the City of Alameda to the Water Emergency Transportation Authority (WETA), public notice is given that the WETA will hold a hearing to receive public comment regarding modifying and adopting fare structures for Alameda/Oakland and Harbor Bay ferry services. Information on the public hearing and fare changes can be obtained at [www.watertransit.org](http://www.watertransit.org). Public comment can also be sent to [abrams@watertransit.org](mailto:abrams@watertransit.org).



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

[www.baycrossings.com](http://www.baycrossings.com)

# Transbay Terminal Building Meets First Wrecking Ball

The Transbay Joint Powers Authority's (TJPA) demolition contractor Evans Brothers, Inc. dropped the historic first wrecking ball on the front facade of the old Transbay Terminal building, marking the project's progress as it works towards removing the old bus terminal and ramps to make way for the new, multi-modal Transbay Transit Center.

"Today marks an exciting milestone in our demolition efforts and we are very pleased with our progress," said Nathaniel P. Ford, Sr., TJPA Board Chairman. "Not only are we on schedule but there has not been one reported accident in over 20,000 craft hours by Evans Brothers in the demolition work underway, which is a remarkable achievement."

The demolition of the Transbay Terminal is currently in the third of four phases of activity.

Work to remove the eastern bus ramps has already been completed along with the removal of the main building's roof, portions of the walls and bus levels along with the steel overpasses over both First and Fremont Streets. As part of the project's LEED efforts, more than 6,500 tons of concrete have been demolished and will be crushed and reused on site.

"Since the stimulus funding allowed us to break ground on this historic project in August, more than 600 people have been employed to date with construction jobs and more than 125,000 jobs will be created from the project as a whole," said Maria Ayerdi-Kaplan, TJPA Executive Director. "Projects like Transbay are critical to our local economy and our regional transportation infrastructure."

The wrecking ball is planned to remain in use for the next few months as the remainder of the old Terminal structure is removed. A temporary terminal located a few blocks away on Beale and Howard Streets will continue to serve bus operations until the new Transbay Transit Center opens its doors in 2017. The Transit Center will serve 11 transportation systems—including California High Speed Rail—and up to 45 million passengers per year. The LEED Gold building will also feature large public art works as part of the building design and a 5.4 acre public rooftop park.

For more information about the project, visit [www.transbaycenter.org](http://www.transbaycenter.org). Demolition activities and schedule are available at [www.transbaycenter.org/demolition](http://www.transbaycenter.org/demolition).



Photo by Noah Berger

The demolition of the Transbay Terminal is currently in the third of four phases of activity.

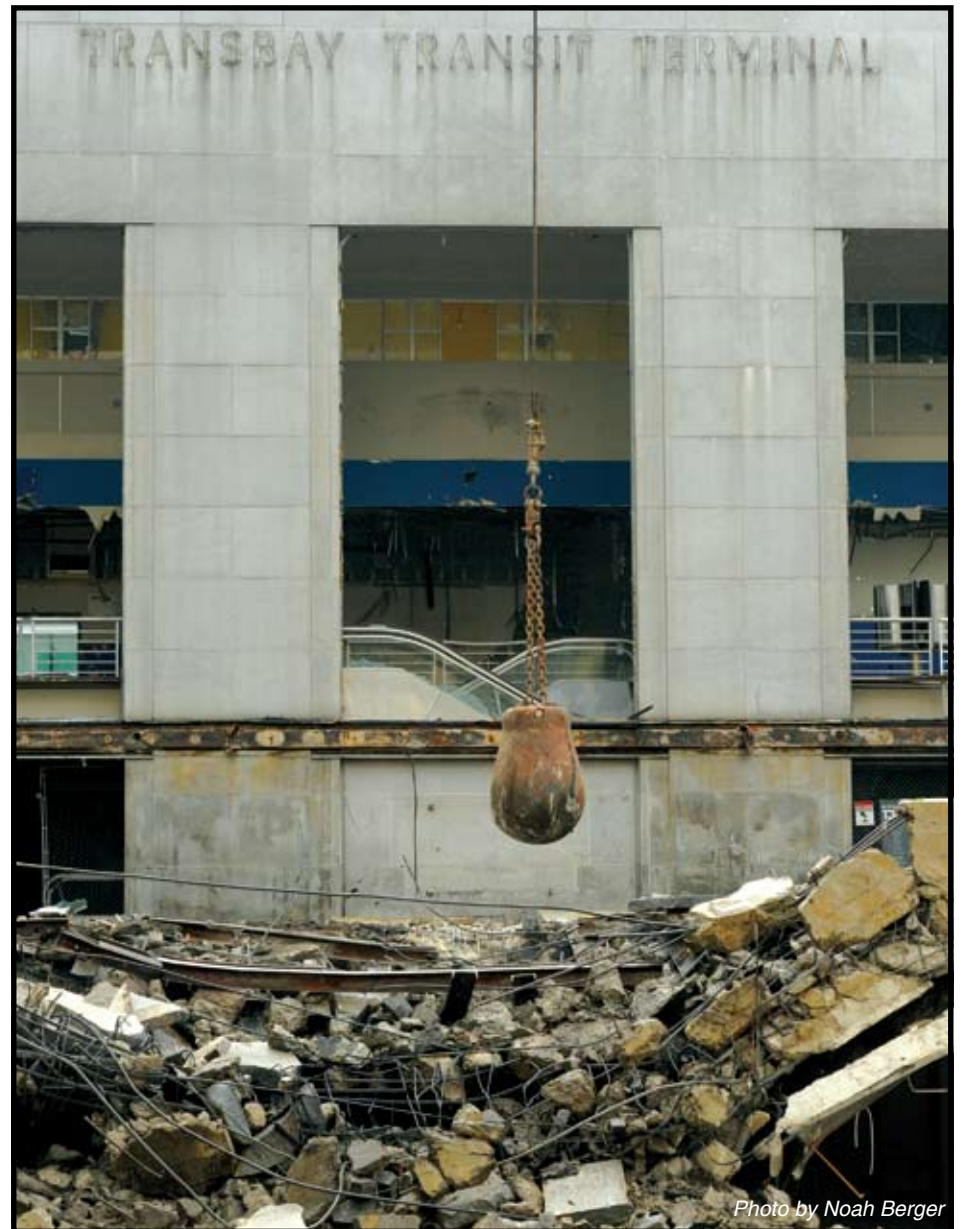


Photo by Noah Berger

The wrecking ball is planned to remain in use for the next few months as the remainder of the old Terminal structure is removed.



Photo by Noah Berger

A temporary terminal located a few blocks away on Beale and Howard Streets will continue to serve bus operations until the new Transbay Transit Center opens its doors in 2017.

# Three of Top Ten California Polluters Are in Bay Area

The good news is that toxics managed, treated or released into the environment from facilities operating in California decreased 14 percent in 2009 when compared to 2008, according to the latest data available from the U.S. Environmental Protection Agency. The bad news is that three of the top ten polluters in California are petrochemical refineries operating in the Bay Area waterfront communities of Benicia, Rodeo and Richmond.

The data comes from the EPA's Toxics Release Inventory, commonly referred to as TRI. It's one of the EPA's largest publicly available databases, providing communities valuable information on more than 650 toxic chemical that are managed or released by various industries. The chemical information in the inventory is calculated by industrial facilities and reported to the EPA, as required by law.

"These annual reports arm citizens and local governments with information about toxics that could pose potential hazards in their area," said Jared Blumenfeld, Regional Administrator for EPA's Pacific Southwest region. "Federal law ensures that all communities have a "Right-To-Know" so they can make informed

decisions to reduce chemical use and plan for emergency responses."

Total releases include toxic chemicals discharged by facilities to air, water, land, and underground, and the amount transferred off-site for disposal. Pollution controls apply to many of the reported releases. Reporting facilities must comply with environmental standards set by local, state and federal agencies.

Release data alone are not sufficient to determine exposure or to calculate potential risks to human health and the environment. TRI data, in conjunction with other information, such as the toxicity of the chemical, the release medium (e.g., air), and site-specific conditions, may be used in evaluating exposures that may result from releases of toxic chemicals.

Data from 2009 in California shows:

- Total reported on-site and off-site disposals and releases decreased 21% due primarily to decreases across all media—air, water and land releases and off-site transfers, with the exception of an increase in underground injections
- Air releases decreased by 25% (3.2 million pounds) Water releases decreased by 24% (523,491 pounds)
- California reported an increase in

underground injection releases of 267% (279,802 pounds since 2008)

- The top five released chemicals are lead, zinc and zinc compounds, ammonia, and asbestos.
- In California, 7 million pounds of total releases of persistent bioaccumulative and toxic chemicals (PBTs) were reported, a 16% decrease or 1.3 million pounds. Lead and lead compounds top the list.

Annual Toxics Release Inventory reporting began in 1987 after the enactment of the Emergency Planning and Community Right-to-Know Act of 1986. The inventory provides information to the public on annual toxic chemical releases reported by certain industrial and federal facilities. The TRI does not include data on toxic emissions from cars and trucks, nor from the majority of non-industrial sources, such as agriculture. In 2000, TRI expanded to include persistent

bioaccumulative and toxic chemicals, or PBTs, at ranges from 0.1 grams to 100 pounds. PBT pollutants are toxic chemicals that remain in the environment and food chain, posing risks to human health and ecosystems.

TRI Explorer is a tool that you can use to see the Toxics Release Inventory (TRI) data. It allows you to look at data by state, county, or zip code; by chemical; or by industry. It provides maps that you can click on to find TRI facilities, chemicals and industries in a particular area. For more on the TRI program including additional city, county and facility information, please visit the EPA's Web sites: <http://www.epa.gov/tri>, <http://www.epa.gov/triexplorer> and <http://www.epa.gov/enviro>. State fact sheets are available at: <http://www.epa.gov/region09/toxic/tri/> and <http://www.epa.gov/triexplorer/statefactsheet.htm>.

## The top facilities in California for total on-site and off-site releases during 2009 of all chemicals (reported in pounds) are:

- |   |   |
|---|---|
| 1.- <b>Chemical Waste Management Inc.</b><br>— Kettleman City 14,693,132            | 6.- <b>ConocoPhillips San Francisco Refinery</b> — Rodeo 864,949              |
| 2.- <b>Western Mesquite Mines Inc.</b><br>— Brawley 2,732,125                       | 7.- <b>Chevron Products Co. Div. of Chevron USA Inc.</b> — El Segundo 716,290 |
| 3.- <b>Clean Harbors Buttonwillow LLC</b><br>— Button-Willow 1,919,745              | 8.- <b>BP West Coast Products LLC</b><br>— Carson 669,861                     |
| 4.- <b>Quemetco Inc.</b><br>— City of Industry 1,323,053                            | 9.- <b>Chevron Products Co. Richmond Refinery</b> — Richmond 604,483          |
| 5.- <b>Valero Refining Co. (California Benicia Refinery)</b><br>— Benicia 1,228,782 | 10.- <b>U.S. Marine Corps MCB Camp Pendleton</b> — Camp Pendleton 538,596     |



## We Need Your Voice Join Baykeeper Today!

Do you believe polluters like the Cosco Busan should be held accountable for fouling the San Francisco Bay? Do you think cities need to do more to keep sewage out of our streets, creeks and the Bay? If so, join Baykeeper and help us enforce clean water laws to protect the Bay. It's never been more important. Join us today!

[www.baykeeper.org](http://www.baykeeper.org)



# AROUND THE BAY IN JANUARY

## ***Dine About Town... Only in San Francisco Returns***

The 10th annual Dine About Town San Francisco returns from January 15 to 31. Diners may select from more than 100 Bay Area restaurants, each offering prix fixe lunches for \$17.95 and/or dinners for \$34.95, exclusive of tax and gratuity. A la carte menus will also be available. Dates and times of participation vary by restaurant. Reservations are encouraged and may be made online through a partnership with OpenTable.com. On January 12 at 6 p.m., celebrate the 10th year of Dine About Town at City View at Metreon. With a \$25 donation to Meals On Wheels, you can sample delicious food or beverage offerings from over 25 participating restaurants. The evening will also include wine tastings and a keepsake San Francisco wine glass. Tickets for the launch must be purchased in advance and space is limited. For more information or to view the extensive restaurant list, visit [www.onlyinsanfrancisco.com/taste/dineabouttown](http://www.onlyinsanfrancisco.com/taste/dineabouttown). Information is also available by calling (415) 391-2000.

## ***Oakland Joins More Than 20 Cities in California Restaurant Month***

This year more than two dozen Oakland restaurants will celebrate Oakland's first Restaurant Week from January 23 to 29. Oakland Restaurant Week will provide visitors and locals with an opportunity to taste some of Oakland's finest cuisines, with special meals and deals from many of the city's top restaurants. Special prix fixe dinner menus at \$20, \$30 and \$40 will be included. Many restaurants will also be hosting tasting events in partnership with wineries and food producers. Tickets and special passes are not required, but reservations are strongly recommended. Oakland's restaurants are known for focusing on sustainable practices, purchasing ingredients from local farmers markets and designing menus based on what is

currently in season. Oakland's culinary scene is found in diverse locations, from the waterfront at Jack London Square to the uptown entertainment district to Montclair Village in the Oakland Hills. Participants include acclaimed restaurants such as Bocanova, Plum, Pican, Camino and Oliveto that have been highlighted as culinary destinations by national media, as well as local favorites such as ChopBar, Farmers Market Bistro and Encuentro. Details and information on participating restaurants will be available at [www.visitoakland.org/restaurantmonth](http://www.visitoakland.org/restaurantmonth). Oakland Restaurant Week is part of California Restaurant Month. More than 20 destinations across California, from the desert and coast to wine country and High Sierra, are hosting restaurant weeks this January. More information on California Restaurant Month, including Marin and Napa Valley participants, is available at [www.visitcalifornia.com/restaurantmonth](http://www.visitcalifornia.com/restaurantmonth).

## ***Anniversary of the Sea Lions' Arrival***

Every January, PIER 39 commemorates the anniversary of the sea lions' arrival. Through the years, these playful pinnipeds have taken up residence at PIER 39's K-Dock to the delight of thousands of spectators. Each January, these marine mammals return in droves for herring season in San Francisco Bay. In celebration of the anniversary, from Friday through Sunday, January 21 to 23, visitors can take a "sea lion walk" and talk with knowledgeable naturalists in addition to enjoying sea lions in close proximity. The free, guided walks leave from the sea lion statue every hour on the hour between 11 a.m. and 4 p.m. daily. Don't forget to stop by The Marine Mammal Center and Aquarium of the Bay booths for a complete educational experience. PIER 39's K-Dock has been declared a "Watchable Wildlife" viewing area by the California Watchable Wildlife Project.

## ***V. Sattui Barrel Tasting & New Release Party***

Though Harvest and Crush are always exciting times, this event is one of the most anticipated of the year. The mustard in the vineyards will be in bloom and Napa Valley is just breathtaking. The 2010 vintage at V. Sattui is believed to be exceptional. You will be able to taste and evaluate 17 vineyard-specific wines straight from the barrel and have the opportunity to purchase these wines as futures at special pre-release prices. The event takes place on Saturday, January 29 from 5:30 to 8:30 p.m. Cost is \$79 for members and \$89 for non-members. For more information, visit [www.vsattui.com](http://www.vsattui.com) or call (707) 963-4324.

## ***SFMOMA Opens Windows to the Ocean and Environment***

The SFMOMA Artists Gallery's Windows venue will show the work of San Francisco-based artists Judith Selby-Lang and Richard Lang through June 1, 2011. As a collaborative team, Judith Selby-Lang and Richard Lang combine their love of the natural world with an interest in science to produce an ongoing series of artworks about oceans and the environment. Since 1999, they have collected and composed art with plastic debris from Kehoe Beach in Point Reyes National Seashore. "Ghost Net," being displayed at Minna Street, is a haunting reverie on the pernicious entanglements of fishing line, polypropylene rope, monofilament line, and plastic bits that float in the ocean, ensnaring everything (birds, fish, marine mammals) that enters its domain. To depict the magnitude of the problem, this skein of trouble is expressed in way that will snare the passerby with beauty, then tell the tale of this destructive force. "Block Party," at Natoma Street, consists of 4,600 plastic pieces hung in a display designed to simulate the colorful bits of plastic floating in the ocean. Scientists report that there are on average 46,000 pieces of plastic in every square mile of

ocean. This shocking fact, along with our inability to visualize that quantity, compelled the artists to count and exhibit a representative sample. The work therefore contains plastic pieces numbering 4,600, the amount contained in one city block or one-tenth of a square mile of ocean. The SFMOMA Artists Gallery located at Fort Mason Center organizes the Windows Program. It uses the SFMOMA Garage's street-level windows located at 150 Natoma and 147 Minna Street (Between Third and New Montgomery Sts.) to showcase artwork. The SFMOMA Artist Gallery's Windows venue can be viewed 24 hours a day, 7 days a week. The SFMOMA Artists Gallery is located in Building A at Fort Mason Center. Gallery hours are 11:30 a.m. to 5:30 p.m. Tuesdays through Saturdays. Admission to gallery exhibitions is free. For more information, visit [www.sfmoma.org](http://www.sfmoma.org) or call (514) 441-4777.

## ***Bay Area Youth Orchestra Festival***

Join six of the Bay Area's youth orchestras as they come together for a celebration of music in our vibrant community with a special concert at Davies Symphony Hall. Proceeds from the concert will benefit six organizations, one within each orchestra's local community, that provide resources to underserved and homeless youth. The participating youth orchestras include: the California Youth Symphony, the Oakland Youth Orchestra, the Peninsula Youth Orchestra, the San Francisco Symphony Youth Orchestra, the Santa Rosa Symphony Youth Orchestra, and the Young People's Symphony Orchestra. The program will include works by Dvorak, Rimsky-Korsakov, Marquez, Ginastera, Sibelius, Richard Strauss, and Respighi. The event is at Davies Symphony Hall in San Francisco on Sunday January 16 at 3 p.m. Admission is \$30-\$60 general and \$15 for students. Tickets are available at [www.sfsymphony.org](http://www.sfsymphony.org) or by calling (415) 864-6000.

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](mailto:joel@baycrossings.com).



**415.773.1188**

[www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)



The enchanting nautical experience begins when passengers board Blue & Gold Fleet boats that sail on San Francisco Bay. Blue & Gold Fleet is the largest excursion and commuter ferry service provider in the Bay Area.



**San Francisco Bay Cruise Adventure** An hour long cruise along the City's historic waterfront, right past the PIER 39 sea lions, under the Golden Gate Bridge, by Sausalito, past Angel Island and around Alcatraz.

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

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

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

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

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

**Great food to celebrate life in the City !**  
Enjoy a ten minute walk from the Ferry Building or short hop on the F-Line



### Crab House at Pier 39

**X Voted 'Best Crab in San Francisco'**

- Sizzling Skillet-roasted Mussels, Shrimp & Crab
- Romantic Cozy Fireplace
- Stunning Golden Gate Bridge View

Open Daily 11:30 am – 11 pm  
2nd Floor, West Side of Pier 39  
Validated Parking

[crabhouse39.com](http://crabhouse39.com) 415.434.2722

### FRANCISCAN CRAB RESTAURANT

- Whole Dungeness Crab
- Breathtaking Bay Views
- Bay side of Historic Fisherman's Wharf

Open Daily 11:30 am – 11 pm  
Pier 43 1/2  
Validated Parking

415.362.7733  
[franciscanrestaurant.com](http://franciscanrestaurant.com)



**Lunch & Dinner Daily**  
**Prix-Fixe Lunch Menu**  
**Complimentary Valet Parking**



### Scoma's Restaurant

Fisherman's Wharf  
Pier 47 on Al Scoma Way  
415-771-4383

[www.scomas.com](http://www.scomas.com)

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

## Tell us what we're doing wrong.

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

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

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

And we do all this while setting the standard

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

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

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



== *We are the 21st Century Shipyard* ==



2900 Main Street, #2100 • Alameda, CA 94501 • [www.bay-ship.com](http://www.bay-ship.com)