

BAY CROSSINGS

"The Voice of the Waterfront"

December 2011 Vol.12, No.12

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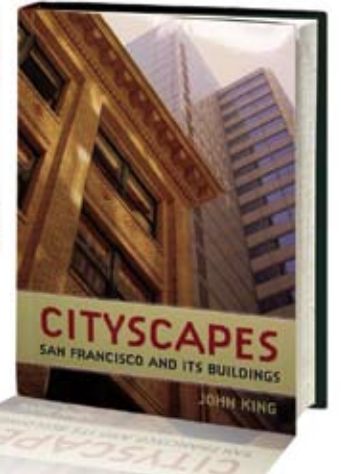
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To see, be, do, know



In their last event for the 2011 calendar year, the America's Cup World Series breezed into San Diego Bay last month for their first American stop in the series. Although ORACLE Racing's James Spithill took the event's first ever double win (match and fleet racing) they are second overall in the series to Emirates Team New Zealand (seen on right) after three events as the top of the leaderboard is separated by just one point, showcasing how tight the racing has been. Photo ©2011 ACEA/Gilles Martin-Raget

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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The giant Left Coast Lifter crane carefully positions the last East Span deck section.



Photo by Jason Weinstein

Members of the media and officials gather to witness the placement of the last deck piece, which is decorated with banners and the American flag.

Bay Area Celebrates Completion of Bay Bridge East Span Decks

BY BRENDA KAHN

Aided by the giant Left Coast Lifter crane, crews in October placed the last deck section on the new Bay Bridge East Span's signature element, the soaring self-anchored suspension span (SAS). The operation was a major milestone for the SAS, whose twin decks now meet up with the twin decks of the already completed Skyway portion of the new East Span. With the closing of the deck gap in the middle of the Bay, the two halves of the East Span have been fused into a continuous 1.7-mile pair of roadways stretching from the Oakland shore to Yerba Buena Island in a sweeping curve.

State and local officials and media gathered to witness the last stages of the operation to place the deck segment, which weighs 1,049 tons and is labeled as 14W — the W standing for the westbound deck, and the 14 indicating that it is the last of 14 pairs of SAS deck sections. The last segment sported banners saluting the ironworkers and operating engineers who have worked day and night to assemble the SAS tower and decks, which were fabricated in Shanghai.

The slowly descending piece formed a backdrop for the speakers, which included Acting Caltrans Director Malcolm Dougherty, Bay Area Toll Authority (BATA) Executive Director Steve Heminger and Brian Petersen, project manager for American Bridge/Fluor, which is the primary contractor on the job. Also on hand were officials from the bridge's two anchor cities, signifying the East Span's role in connecting the East

Bay and West Bay: Oakland Mayor Jean Quan and San Francisco Public Works Director Mohammed Nuru (filling in for S.F. Mayor Ed Lee).

Quan said that the construction project represents the push for economic recovery, infrastructure investment and jobs, while also pointing to its importance for the seismic safety of the Bay Bridge's 280,000 daily travelers. "We all felt the tremors last week. We know why we're here today," she said, referring to pair of unnerving October earthquakes centered in the Berkeley area.

Heminger likewise spoke to the seismic imperative to complete the East Span as quickly as possible. "Now that we have all the steel in place, I hope we can put the pedal to the metal," he said.

Speakers stressed the seismic imperative to complete the new Bay Bridge East Span as quickly as possible.

"Congratulations to all the workers who have gotten us this far, and let's get the last stretch done now." Once the speakers had concluded and the piece had set down, the relative quietude surrounding the delicate operation was broken as a small

army of ironworkers sprang into action to detach the overhead Left Coast Lifter from the deck segment's surface, the distinctive tools that dangle from their belts clanging like wind chimes. Afterward, the workers gathered on the SAS for their own informal celebratory huddle and photo session to mark the end of this phase of construction.

Although the SAS and Skyway decks are now essentially complete, an intentional gap will remain where they meet up mid-Bay. The space will be bridged by a seismic joint that will allow the two halves of the bridge to move independently of each other in the event of a major earthquake.

Meanwhile, work continues apace



After the operation, the ironworkers gather to mark the completion of the East Span decks.

© Barrie Rokeach

at either end of the completed SAS/Skyway decks. On the west end, crews are constructing a transition structure that will connect the side-by-side decks to the double-deck Yerba Buena Island Tunnel. On the east end, construction is proceeding on the Oakland touchdown. This latter project will require closure of the existing Bay Bridge's westbound (upper) deck over a weekend in early 2012 to connect a detour. The detour will clear the way for completion of the touchdown.

Toward the end of 2011, attention will shift skyward as crews begin to pull the strands for the SAS' nearly mile-long main cable. Crews recently completed the installation of the bright orange catwalks that outline the path of the main cable and that will serve as a platform for the cable operation. The catwalks are now illuminated during evening construction activities, giving a preview of how the stunning new East Span will transform the Bay's skyline.

The Toll Bridge Program Oversight Committee — which is made up of BATA, Caltrans and the California Commission and is overseeing the new East Span — is aiming for a 2013 completion date for the project.



Photo by Tom Paiva

New lights on the East Span's SAS catwalks illuminate the path of the soon-to-be installed main cable that will support the decks.



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Explosive November Rattles West Coast Ports

BY PATRICK BURNSON

If shippers thought Halloween was scary, they only had to wait a few days to realize what real horror was. The month of November got under way with a bang—literally—as a number of inbound refrigerated containers exploded at three different ports on the West Coast, killing three mechanics. While the Port of Oakland was spared, dockworkers refused to work on vessels carrying suspect boxes.

Maersk Line, which is part of the World Shipping Council's Safe Transport of Containers Working Group, first brought attention to the fact that four reefers coming from Southeast Asia had exploded for no apparent reason.

"North American-based shipping industry officials, in conjunction with

governmental agencies including the United States Coast Guard, have conducted a comprehensive review to determine the source of the problem and isolate and repair at-risk containers," said Jim McKenna, president of the Pacific Maritime Association (PMA).

McKenna added that all indications pointed to maintenance work conducted on refrigerated units processed at the Port of Kat Lai in Vietnam as the culprit. As a precaution, all refrigerated containers that were either transported through or originated in any port in Vietnam were being identified upon arrival at West Coast ports in the United States and those that have been worked on in Kat Lai isolated for special handling.

"The PMA is working with the International Longshore and Warehouse Union (ILWU) locals along the coast on agreements that protect workers while

keeping the ports operating. Already, an agreement at the nation's largest port complex in Southern California is in place, and the PMA continues to work with locals at other ports, including Oakland," said McKenna. "Employee safety and well-being are our top concern."

Occupy Oakland Disrupts Port Operations

Meanwhile, ongoing Occupy Oakland demonstrations in November shut down the port's TraPac terminal, warehouses and other major deconsolidation centers. For Devine Intermodal, a major San Francisco Bay Area drayage company, the problems had reached a critical stage.

"Every day for the past two weeks, at least one terminal has been shut down," reported a Devine statement. "The resulting congestion is reminiscent of the prelude to the 2002 lockout."

The "lockout," shippers may recall, was an ongoing labor/management dispute that caused a major ocean carrier diversion away from the West Coast. As a consequence, many major manufacturing and retail supply chains were permanently reconfigured to mitigate risk.

In a letter sent to its shippers, Devine declared, "our hands are tied; our productivity negatively impacted."

Across the bay at the Port of San Francisco, the same concerns were expressed. "While some threat did exist for us, none of our cargo operations were affected," said Jim Maloney, the port's

maritime marketing manager. "We were more worried about finding adequate numbers of longshore workers."

Slight Drop in Imports Reported at Oakland

Finally, news that the Port of Oakland saw imports drop for the second consecutive month is causing concern for local agricultural shippers. They are worried that trans-Pacific capacity, due to weak imports, will limit outbound space.

According to the Agriculture Transport Coalition, shippers are scrambling to secure contracts now to avoid a loss of transport options when the spring peak season for exports arrives. If there is any good news to report, it is this: most Coalition members said that rates will remain flat in 2012, and they don't expect a price hike until late next year.

Although analysts at San Rafael-based Beacon Economics expect continued gains in California's export trade through the remainder of the year, they warn that the rate of growth is apt to slow.

A possible harbinger of that trend could be seen in a slight 1.5 percent fall-off in the seasonally-adjusted value of California's exports from August to September, although Beacon Economics advises against reading too much into monthly variations in the data.

"Make no mistake: There will be growth in California exports, but just not at the pace we might prefer," economists said.

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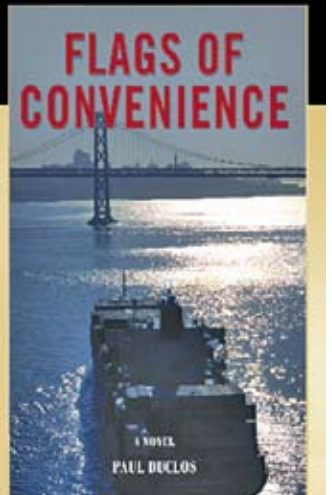
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USS Iowa Moved to Richmond Harbor

The battleship USS *Iowa* was towed to her temporary berth at Richmond Harbor's Pier 3 in late October with a volunteer crew from Suisun Bay and the Port of Benicia. U.S. Coast Guard Auxiliary facility vessel *The Yellow Boat* with coxswain Tommy Holtzman and crew from Flotilla 35 in Sacramento accompanied the vessel during her short voyage.

On hand assisting in docking the historic vessel, decommissioned in 1990, were about 10 line handlers and observers from Northern California U.S. Coast Guard Auxiliary Flotillas. The Coast Guard Auxiliary, created by Congress in 1939, is the uniformed volunteer component of the U.S. Coast Guard and supports the Coast Guard in nearly all its service missions. Members of other marine organizations and businesses, including California Sailing Club, California Maritime Academy and Strike Models, also joined in docking the WWII vessel.

After the ship was safely moored and the gangway lowered, Mike Getscher, with several other volunteers from the Pacific Battleship Center (PBC), gave dock volunteers and the interested public an informative deck tour. Getscher said, "This ship has a huge amount of steel incorporated in its hull, which helped it withstand a direct hit," pointing out a



Photo by Gail Giacomini

U.S. Coast Guard Auxiliary facility vessel *The Yellow Boat* with coxswain Tommy Holtzman and crew from Flotilla 35 in Sacramento accompanied the USS *Iowa* to its temporary berth at Richmond Harbor.

slight dent in the superstructure where a Japanese rocket had bounced off the thick steel plating. Abner "Joe" Knadler, a former *Iowa* First Class Electrician's Mate (1942-44) boarded the vessel with his daughter,

Alicia Knadler, for an interview and tour.

The USS *Iowa* is scheduled to be berthed in Los Angeles after work in Richmond is completed in 2012. It was unclear when we went to press whether there will be any

tours while docked in Richmond. For more information, visit PBC's website at www.pacificbattleship.com or visit the Pacific Battleship Center's Facebook page.





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Holiday Kitchen Tips for Preventing Bay Pollution

BY DEB SELF

Ah, the holidays. Gathering with friends and family—turkey, roasts, gravy, buttery homemade desserts, sewage

Sewage?

Yes, unfortunately. For San Francisco Bay, the holiday season comes with a surge of pollution from sewage. A major reason is the cooking and cleanup of rich holiday meals. Fortunately, there are ways we can all make sure our kitchens don't pollute the Bay by accident.

Cooking rich foods like turkey and gravy creates fats, oil and grease—cleverly referred to as FOG—that get washed down

the drain during cleanup of pots, pans and fryers. The fats and greasy scraps harden and clump together, especially in cold weather. Fats stick to the inside of sewer lines and build up over time, causing clogs and overflows.

Even the occasional tablespoon of bacon fat down the drain can lead to sewage backing up in your home or apartment sewer line, sending untreated sewage into your home or yard.

When small amounts of fat from your kitchen join small amounts from your neighbors, it can add up to a clogged street sewer line. Sewage can then back up in multiple driveways and yards. From there it can be washed into storm drains, where it flows directly into local creeks and the Bay. Sewage pollution causes problems that range from skin infections in swimmers

to disease in sea lions to algae blooms that choke off the oxygen supply of fish and aquatic plants.

We can all keep our kitchens from polluting the Bay—and avoid sewage backups in our homes and neighborhoods. Here are the foods not to wash down the drain: cooking oil, meat fat, lard, shortening, butter, dairy products, margarine, fatty food scraps, sauces, gravy, and salad dressing.

Here are tips for Bay-friendly fat cleanup:

- Pour cooled fats and oils into a can with a lid and dispose of in the garbage.
- Wipe down greasy pots, pans and dishes with a paper towel before washing them.
- Dispose of the paper towel in your kitchen scrap recycling or in the garbage.
- Don't use hot water or the garbage disposal to wash fats down the drain. Water cools through the pipes, causing fats to harden into clogs further along in the sewer system.
- Drop off large amounts of cooking oil—like used oil from a turkey fryer—at recycling locations in Marin, San Francisco and the East Bay (see sidebar on this page).

Cooking fats are just one cause of winter sewage pollution in San Francisco Bay. During the rainy season, large amounts of rainwater seep into the Bay Area's aging sewer systems through crumbling pipes. When local sewage treatment plants can't handle the increased water, hundreds of millions of gallons of undertreated and untreated sewage spill into the Bay and local creeks—as is often the case in the East Bay and Marin County.

Last year, a quarter billion gallons of undertreated sewage spilled into the Bay (not counting San Francisco, which has a different kind of system and doesn't report its overflows). Most of that sewage was spilled in Marin County or through East Bay Municipal Utility District's plants in Oakland and Richmond. To stem the flow, Baykeeper recently won agreements to compel 11 East Bay cities to upgrade their sewage collection systems. Over the next several years, we'll see

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Baykeeper Executive Director Deb Self is a member of the California Office of Spill Response Technical Advisory Committee, the San Francisco Harbor Safety Committee, the Coast Guard's Area Committee and an advisor on oil spill response technologies to the Gulf of the Farallons National Marine Sanctuary. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution.



Holiday Lights and Fireworks to Brighten Bay Area Waterfronts

Three different waterfront holiday events—in Sausalito, Oakland and San Francisco—will bring seasonal cheer to the Bay Area throughout December.

The Sausalito-on-the-Waterfront Foundation and the Sausalito Yacht Club will present the 24th Annual Sausalito Lighted Boat Parade and Fireworks on Saturday, December 10 at 6 p.m.

Spectators can get a great view from the walkway along the waterfront, Gabrielson Park, Yee Tok Chee Park and the ferry landing. Restaurants along the waterfront will also offer a fantastic vantage point—not to mention lots of fun and holiday cheer of their own—so make your reservations early at restaurants like Angelino, Horizons, Piccolo, Poggio, Scoma's or Spinnaker.

No boat? No problem. New this year, non-boat owners can board a charter boat to get a special view of the festivities. Participating charters include SF Bay Adventures, Five Stars Yacht, Call of the Sea and Empress or the grand marshal, Defiance. Go to www.eventbrite.com/org/1640183474 to make your reservations.

In addition to the parade, Santa Claus will make his arrival and then participate in a Santa-in-a-tent event for the kid in all of us. There will also be a Ferris Wheel ride and a Big Tent filled with artists, local businesses, maritime exhibits, non-profits booths plus beverages and food, ice carvers, face painters, and much more.

After the parade, the spectacular fireworks show will be visible from all of Sausalito. The event is free and open to the public and entering a boat in the parade is also free. For more information, visit www.sausalito-on-the-waterfront.org or call (415) 987-8823.

Each year on the first Saturday in December, the Oakland/Alameda

Estuary Lighted Yacht Parade kicks off the holiday season in the East Bay. Starting at 5:30 p.m. on December 3, hundreds of spectators will gather along the waterfront at specified viewing areas or at restaurants that afford them a view of the estuary.

Last year, 35 boats participated in the parade, and this year's organizers expect even more. In addition to being a magical evening of lights, last year's event also generated nearly \$2,000 in cash donations and \$2,500 in toy and food donations for Oakland Firefighters' Random Acts and the Alameda County Community Food Bank.

Jack London Square is a perfect viewing spot for the Oakland/Alameda Estuary Lighted Yacht Parade. Find a location along the boardwalk, or inside one of Jack London Square's waterfront restaurants and see dozens of Bay Area boats dressed up in their holiday finery. For more information, visit www.lightedyachtparade.com.

A San Francisco holiday tradition since 1994, more than 100 boats adorned with lights and holiday decorations will parade along the City's waterfront at 6 p.m. on Friday, December 16. The parade route will begin just east of PIER 39 proceeding west past Fisherman's Wharf, Fort Mason and the St. Francis Yacht Club, turning off of Crissy Field and returning along the waterfront.

Spectators can get a great view from the walkway along the Aquatic Park, PIER 39, Marina Green, and Crissy Field Beach. Restaurants along Fisherman's Wharf will also offer a fantastic vantage point as well as traditional holiday menus. After the parade, viewing of these spectacular lights can be seen most prominently on Jefferson Street (between Jones and Taylor) at the sportfishing boat harbor. For more information, call (415) 673-3530 or visit www.visitfishermanswharf.com.



Photo by Gary Ferber

Sausalito's 24th Annual Lighted Boat Parade will culminate with a spectacular waterfront fireworks display on December 10 this year.

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Sausalito
Why They Built The Bridge

Captain Jason Covell

BY MATT LARSON

The ferry to and from San Francisco is one of the most reliable methods of transportation in the Bay Area. You know when it arrives and when it departs. You know where it's going and how long it'll take to get there. But sometimes, it's easy to overlook the talented professionals who make the ferry system so reliable. Captain Jason Covell is the focus of our second installment of "Who's at the Helm?"

An El Sobrante native and current Benicia resident, Covell has been a working member of the Blue & Gold Fleet for the past 20 years. As a senior captain—ranking sixth of about 30—Covell currently mans the morning helm for the Vallejo Baylink Ferry. He also volunteers as the Vallejo representative, or shop steward, for the Masters, Mates and Pilots union.

"I used to work for an investment banking firm," said Covell, remembering his pre-helming days. "Growing up I wanted to be a lawyer like my dad and my uncle. I remember my uncle sitting me down with a phone book and showing me the number of lawyers in the yellow pages," he said. "I just wanted to do something different."

While at the banking firm, Covell also found part-time work as a bartender on the ferryboats. "I thought I was going to

go the investment banking route," he said. Until, of course, a full-time deckhand position opened up on the ferryboat. "It was a pretty easy decision to go from investment banking to working on a boat," he said, and it wasn't long before Covell started pursuing a captain's license. "Once I was here for a while I knew I wanted to be a captain."

Covell's first day at the helm was memorable. The scheduled captain had called in sick that day, and about 10 minutes prior to departure Covell was informed that he was the replacement. "We just didn't want you to be nervous," was how he heard the news. "I came in to be a deckhand that day," Covell said. "I had 10 minutes to be nervous. I didn't even have my uniform, I was wearing deckhand coveralls." By this time, however, Covell had already attained his captain's license, was in training and had been cleared to drive solo.

Rising through the ranks from deckhand to senior captain, Covell never graduated college. He's currently taking classes online at Solano Community College in pursuit of a business degree. "It's something to do," he said. "But I do have sort of a side business; I'm into photography." Covell can often be seen with his camera, and his photos have been published in the magazines *Fast Ferry International* and *Pacific Maritime*. He does a lot of nautical work, but specializes in landscapes and outdoor



Photo by Matt Larson

Captain Jason Covell in the wheelhouse of the M/V Scorpio on the Baylink Ferry run from Vallejo to San Francisco.

photography. "I'd love to put together a coffee table book."

On Covell's coffee table you'd probably find a bottle of wine. "I'm a hobby winemaker," he said. "I'm on my fourth vintage. We get our grapes from the Carneros region in Napa Valley." He makes a Pinot Noir with some close friends called Amicizia Invitta, or "Unconquerable Friendship," and a Zinfandel called Off Brioche, named after his dog. "She would chew on the air locks while the wine was in secondary fermentation and I was constantly saying 'off Brioche,'" he explained. "I was also cheesy and named my winery Spoiled Guinea after a quote in *The Godfather*."

A family man with a wife and 13-year-

old daughter, as well as a 4:15 a.m. setting on his alarm clock, Covell enjoys the early morning shift. "It gives me the ability to be home in the afternoon for my daughter when she gets home from school, and also to have dinner ready before my wife gets home."

He takes care of his family at home and transports hundreds of lives at work. As captain, not a minute goes by that he doesn't think of his passengers and crew. "I'm always concerned with safety," he said. "It's stressful at times but I do enjoy it, that's why I keep coming back every day."

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The USS *Potomac*

BY CAPTIAN RAY

In June of this year, I wrote about the USS *Jeremiah O'Brien*. She's a fully functional liberty ship—now berthed at Pier 45 in San Francisco—that was at Normandy on D-Day. But San Francisco Bay has several other historic ships accessible to the public. This month I'd like to tell you a bit about the USS *Potomac*, the vessel that served as the presidential yacht for Franklin Delano Roosevelt.

When FDR was inaugurated, there was already a presidential yacht, the USS *Sequoia*, used by all U.S. presidents from Herbert Hoover to Jimmy Carter. FDR, confined to a wheelchair by polio, had a great fear of being unable to escape from a fire. The all-steel construction of the USS *Potomac* made him much more comfortable than the all-wood USS *Sequoia*. FDR had the USS *Sequoia* decommissioned, thus stripping her of the "USS" status, although by common convention that designation is still often used. He replaced her with the USS *Potomac*.

Built in 1934 as the United States Coast Guard cutter *Electra* (AG-25), she is 165 feet long, displaces 416 tons, and cruises at 10 to 12 knots. In 1936, she was transferred to the United States Navy, commissioned as the USS *Potomac*, and served as the presidential yacht for Franklin Delano Roosevelt. He had the vessel outfitted with an elevator (disguised as a second smokestack) for his wheelchair. Operated by ropes and pulleys, the president would pull himself from one deck to another.

Cruising on the *Potomac* would help FDR avoid the sticky, hot summers of Washington, D.C. He would use the yacht for meetings with his advisors and Congressional leaders because it provided privacy, security and a sense of informality. Additionally, FDR used the USS *Potomac* to entertain visiting royalty, including King George VI of Great Britain, the Netherlands's Queen Wilhelmina, Crown Princess Martha of Norway and Crown

Prince Gustav of Sweden.

A few months before the Japanese attack on Pearl Harbor, President Roosevelt left Washington on the USS *Potomac* for what was billed as a fishing trip to Martha's Vineyard. While at anchor, he secretly transferred to the heavy cruiser USS *Augusta* (CA-31) for a meeting in Newfoundland with Winston Churchill. Roosevelt and Churchill discussed two very significant issues during the course of that top-secret meeting. The first, called the Atlantic Charter, laid out the principles of Allied cooperation during World War II. The second was a plan for the peace that followed; something that Roosevelt called the "United Nations."

After FDR's death in 1945, the *Potomac* was decommissioned and returned to the Coast Guard. She later served with the Maryland Tidewater Fisheries Commission, was used as a private ferry and was even owned by Elvis Presley for a time. In 1980, she was seized by U.S. Customs for her involvement in a drug smuggling scheme and sank while impounded at Treasure Island. Refloated several weeks later and sold to the Port of Oakland, she was restored by the combined efforts of the maritime industry, organized labor and the work of many volunteers.

The USS *Potomac* is now operated by the Potomac Association, a nonprofit

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.



Photo courtesy of the Potomac Association

The USS *Potomac* served as the presidential yacht for Franklin Delano Roosevelt from 1936 until his death in 1945. She is now open for dockside tours and private charters out of Jack London Square.

group "committed to preserving the legacy of President Franklin Delano Roosevelt through education for students and adults." The Association operates a Visitor Center at 540 Water Street in Oakland's Jack London Square, and the USS *Potomac* is docked just a few steps

away at the foot of Clay Street. She is open for dockside tours on Wednesdays, Fridays and Sundays from 11 a.m. to 3 p.m. and is available for a variety of cruises. For more information, contact the association at (510) 627-1215 or usspotomacnews@gmail.com.

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Earth-Friendly Redevelopment in Mission Bay

BY BILL PICTURE

In November, the team responsible for the rebirth of San Francisco's Mission Bay area unveiled two new pieces of the ongoing project—one finished and one nearly completed—that will further help connect a long-neglected part of San Francisco to both the waterfront and the rest of the City.

The San Francisco Redevelopment Agency, Mission Bay Development Group, the California Department of Toxic Substances Control, and the U.S. Environmental Protection Agency (EPA) led a tour of P16, one of several grassy stretches of Mission Bay Commons. The Commons is a several-blocks-long corridor that will eventually stretch from 7th Street to the San Francisco Bay.

Guests also got a first peek at Mission Bay Circle, a landscaped turnaround that will eventually serve as a gateway to the park corridor and provide a secondary entrance for vehicles and pedestrians into Mission Bay from the west. For years, 16th Street provided the only access to Mission Bay from the west because of the I-280 freeway and Caltrain tracks. However, a new road will open in early-to-mid 2012 connecting Mission Bay Circle to 7th Street, providing a better link between Mission Bay to its neighboring district, Potrero.

"It's pretty crazy how much is happening down there right now," said Catherine Reilly of the S.F. Redevelopment Agency. "And the next wave of development is coming, so it was important to us to connect Mission Bay with the adjacent neighborhoods."

An industrial past

Much of Mission Bay—several hundred acres sandwiched between San Francisco's South of Market and Dogpatch

neighborhoods on the north and south, and the San Francisco Bay and the Potrero neighborhood on the east and west—served as a railyard during the City's days as a major working port. But since the advent of containerization in the sixties and the shipping industry's subsequent move across the Bay to the Port of Oakland, Mission Bay has sat largely idle.

Over the years, several new uses have been proposed for the area, which sits atop landfill. At one point, the City even considered building a large marina. But it was UCSF's desire to expand within city limits and the booming biotech industry's search for available real estate—along with the ever-present need for more affordable housing—that finally prompted action.

"It may look like this whole project came out of nowhere, but this is really the result of 20-plus years of planning," said Reilly.

Like many former industrial areas, Mission Bay had contamination that needed to be remediated before new development could begin. Much of the landfill material underneath Mission Bay is rubble from the 1906 earthquake that contained some lead and asbestos, and topsoil contained additional harmful chemicals left behind by the area's former industrial occupants.

Thankfully, the contamination was of such a low level that containment with a clean layer of topsoil was deemed the best course of action, thus qualifying the project for a Brownfield grant through the California Department of Toxic Substances Control and the EPA, with assistance from the Regional Water Quality Control Board. Brownfield grants are awarded for remediation of low-level contamination at former industrial sites proposed for reuse. The new layer of topsoil effectively serves as a cap on the contaminated soil underneath, which could otherwise be stirred up by winds or construction.

"Dealing with the contamination on-site was the best and safest remedy in



Last month, the team behind the redevelopment of Mission Bay unveiled P16, the newest section of a several-blocks-long chain of parks connecting 7th Street with 3rd Street and the waterfront. Developers report that people from other parts of The City have already begun traveling to Mission Bay to use its 41 acres of parks and open spaces.

this case," said Tom Cota of the California Department of Toxic Substances Control. "Hauling away the contaminated material would be very expensive. Plus, where do you take it, to another landfill? And there are additional environmental impacts associated with trying to move it."

More affordable housing, more open space, more jobs, little-to-no impact on the environment

When the project is completed in 2020, Mission Bay will include 6,000 market-rate and affordable housing units, 41 acres of new parks, and 30,000 new jobs, in addition to its four million square feet of commercial space. The development team says these were set as goals during the earliest stages of the planning process. So too, they say, were goals for minimizing Mission Bay's environmental impact.

Mission Bay South features its own split sewer system to avoid further pressure on the City's existing combined system. The network of sewer lines running under the rest of the City collect both wastewater and storm water, and send the combined flow to treatment facilities

before it's released into the Bay. To avoid backing up during heavy rains, the system is designed to release untreated overflow directly into the Bay. Mission Bay South will treat its wastewater and storm water on-site using traditional methods as well as bio-soils that filter out pollutants.

"They're utilizing some really innovative methods," said EPA Region 9 Brownfield Coordinator Noemi Emeric-Ford.

Permeable surfaces, including landscaped areas and a dozen-plus parks, help ease the strain on Mission Bay North's combined system (part of the City's existing network) by giving storm water somewhere to go other than the sewer.

All new construction in Mission Bay is subject to the City's existing green building codes, which are some of the most stringent in the country. Still, those involved in the design and construction of Mission Bay's various pieces are taking it upon themselves to go above and beyond the City-mandated green call of duty.

For instance, UCSF is shooting for LEED (Leadership in Energy and Environmental Design) Gold status for the 289-bed hospital complex it's building

in Mission Bay. That would make it the greenest hospital in the country. The hospital complex, which is scheduled to open in 2014, will include facilities specializing in the treatment of women, children and cancer patients.

Measuring success

“I think there are a few ways that we can define success here,” said Seth Hamalian of Mission Bay Development Group. “A big one is the sheer density of population in an area so well served by transit.”

But Hamalian says he’s even more proud of the fact that Mission Bay feels like a neighborhood. “For an area to be livable, you need several things: a grocery store, access to food—good food—and transit, retail, parks and plenty of open space,” he said. “I feel like we’ve succeeded on all of those fronts. In the case of the parks,



Mission Bay used to be cut off from its neighbor, the Potrero district, by the I-280 Freeway and a set of Caltrain tracks, with 16th Street providing the only access to the area from the west. But a new road opening in early-to-mid 2012 will provide another way to get to Mission Bay from 7th Street, via the landscaped Mission Bay Circle turnaround.



Permeable landscaped surfaces like the Mission Bay Circle will ease the strain on The City’s combined sewer system during heavy rains by absorbing water that would otherwise flow into the sewers.

we’re actually finding that people come to Mission Bay from other parts of the City.”

“There was a very deliberate effort made to balance housing and commercial

so that Mission Bay feels just like the rest of the City,” added Phil Owen, President of Mission Bay Development Group. “There was an effort very early on to get in a grocery

store. Now UCSF has a weekly farmer’s market. People feel like they have a reason to come to this part of town now, which they didn’t before. And that’s very exciting.”



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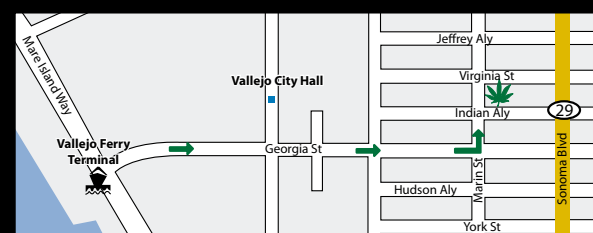
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U.S. Team Gets Double Win in San Diego

The third stop of America's Cup World Series landed in San Diego Bay November 12-20, the first American stop in the series. The racing promised to be close and it delivered, with ORACLE Racing Spithill securing the event's first-ever double win.

The opening day of the San Diego match racing championship featured three seeding fleet races, along with the AC500 speed trials. The fleet race results were used to seed the teams into match racing pairs for qualifying and semi-final matches on Thursday and Friday, ahead of Saturday's finals.

ORACLE Racing's James Spithill, the skipper of the American team, said, "As a sailor, you want challenges and to push yourself and this Bay has it all. And with the racing right off the Piers, any of the teams here can win. The level has risen. This is one-design racing, the boats are the same, and it really comes down to the best team."

The ORACLE Racing Spithill crew swept across the finish line ahead of France's Energy Team to a 2-0 win on Saturday afternoon, earning appreciative applause from the large crowd gathered just a few yards away on Broadway and Navy Piers. The



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The America's Cup World Series made its first stop in the United States in San Diego Bay November 12-20.

victory gave ORACLE Racing Spithill the match racing championship.

"We're really happy," Spithill said. "We've worked very hard after the last regatta on our match racing; the sail design team, the shore team, our preparation was second to none, so it's great to reward the team with victory. Energy Team have had great speed and been sailing very well. We did a good job of hanging tough, keeping composed and really keeping close. When we found the opportunity we took it and

didn't look back. I'm very happy."

San Diego saved the best for last, testing the international America's Cup World Series fleet on Sunday afternoon with the strongest winds of the week—gusts approaching 20 knots, making for great racing conditions. The teams didn't disappoint the fans gathered at the America's Cup Village; the race was full of intrigue, with plenty of lead

changes on the race course, and lots of near misses and thrills and spills from start to finish.

ORACLE Racing Spithill came from behind to win the fleet racing championship, becoming the first team to secure a double win at the AC World Series.

"We really wanted to win the double," said Spithill following the race. "We

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Broadway and Navy Piers provided excellent viewing areas for the tight course mapped out in San Diego Bay.

started okay, but got mixed up in the pack. But [tactician] John Kostecki got us back into it and then the boys did a fantastic job. We were able to stretch away and use our speed.”

It was Emirates Team New Zealand who exploded off the starting line to lead the fleet of nine AC45s into a tense, action-packed turn at the first mark just a few hundred yards away. While the Kiwi team led early, the long leg upwind allowed several teams to shine, none more so than Artemis Racing who worked their way up to the front of a very tight pack by the top gate.

But ORACLE Racing Spithill chose the favored mark at the top and was soon leading the fleet downwind at speeds near 25 knots, slowly extending away from the pack of boats giving chase.

While Spithill moved away from the fleet, Team Korea, Emirates Team New Zealand, Energy Team, and Aleph were locked in a dogfight for second place. The advantage was first with Korea and then the Kiwis, but the two were just yards apart for most of the race, until a poor gybe on Korea allowed the Kiwis and both French boat to go past. At the finish, it was Emirates Team New Zealand in second, with Energy Team just one second ahead of Aleph for third, and Team Korea in fifth.

San Diego was the last event of the calendar year for the America's Cup World Series. The teams will now have four months of winter training before the next AC World Series stop in Naples, Italy from April 7 to 15, 2012. Venice then follows from May 12 to 20. The inaugural series



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San Diego was the last event of the calendar year for the America's Cup World Series. The teams will now have four months of winter training before the next AC World Series stop.



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America's Cup racing teams are spurred on by the appreciative cheers from the large crowds gathering on shore just yards away from the racing.

will then finish stateside in Newport, Rhode Island from June 23 to July 1.

“We're going to go to some fantastic venues,” said regatta director Iain Murray. “The AC World Series has grown legs of its own; it has proven itself as a concept. I see the AC World Series going from strength to strength. The AC72s are starting to be built, teams are getting stronger and more confident. We're heading towards some great events.”

After three events hopscoching from Portugal to England to the United States, the top of the leaderboard is separated by just one point, showcasing how tight the racing has been.

AC World Series Leaders After Three Events

1. Emirates Team New Zealand
2. ORACLE Racing Spithill (USA)
3. Artemis Racing (SWE)
4. ORACLE Racing Coutts (USA)
5. Team Korea
6. Energy Team (FRA)
7. Aleph (FRA)
8. Green Comm Racing (ESP)
9. China Team

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State, Federal Governments Launch Unique Effort to Eliminate “Nurdles” from Bay

The San Francisco Bay Regional Water Quality Control Board (Regional Water Board), State Water Resources Control Board (State Water Board) and U.S. Environmental Protection Agency have launched a first-in-the-nation enforcement effort to eliminate the discharge of pre-production plastic into the waters of California. The collaborative enforcement effort is being done under the authority of the State Water Board’s Statewide Industrial Stormwater Permit. The first environmental cleanup ordered as a result of this joint effort is underway in San Leandro.

“This collaborative effort is part of a new front in the battle against plastic debris and trash,” said Bruce Wolfe,

Executive Officer of the SF Bay Regional Water Board. “Stormwater runoff is becoming a large part of our enforcement focus, because it affects water quality in every part of our region and the state.”

“Nurdles may sound harmless, but these small plastic pellets can do great damage to waterbodies like San Francisco Bay,” said Jared Blumenfeld, EPA’s Regional Administrator for the Pacific Southwest. “To protect our water resources, EPA is partnering with the State to require manufacturers to take steps to prevent pellet spills.”

Pre-production plastic pellets are often called “nurdles.” They are very small and contribute to the growing problem of plastic debris in inland and coastal waters of California and the United States. Nurdles are often discharged into the

environment while being unloaded from railcars at plastic manufacturing facilities, or being handled at those operations. They then wash into storm drains and out to open water with storm runoff. Spilled nurdles and other small pieces of plastic are eaten by fish, birds and other marine life. The plastic does not break down quickly, displaces food in the animals’ stomach and can lead to starvation.

Oyster Bay Regional Shoreline in San Leandro is the site of the first cleanup ordered because of the collaborative effort between state and federal environmental agencies. Surprise inspections at four plastic manufacturers resulted in the discovery of nurdles discharges from those facilities. Some of those discharges ended up in endangered species habitat at Oyster Bay.

The cleanup area includes habitat for both the endangered California clapper rail and salt marsh harvest mouse. The contracted cleanup crew will therefore do its work during the lunar high tide, when the animals will have moved to higher ground and the plastic debris will float to the surface. The nurdles and other debris will be swept up in large, floating pool skimmers, collected and hauled away. The work will be carried out under the guidance of a qualified biological monitor.

The Oyster Bay cleanup has been ordered under a cleanup and abatement order issued by the Regional Water Board. It is being paid for by the four companies responsible for the plastic discharges. Similar inspections of plastic manufacturing facilities are being carried out around the Bay Area and in southern California.



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Untreated Raw Sewage Continues to Plague Bay Area Marinas

BY JOEL WILLIAMS

In May, *Bay Crossings* reported on the disturbing issue of boat owners dumping untreated sewage directly into the Bay instead of using the pump-out stations provided by most marinas or contracting a mobile service to provide dockside pump-outs. The most egregious offenders are those who live on their boats (liveaboards) and use the convenience of their onboard latrines instead of making the trip to the onshore facilities provided by the marinas.

Baykeeper estimated that between 10 and 20 percent of the roughly 100,000 recreational boats on the Bay are used as primary residences. Marinas are required to limit the number of berths used for residence, according to permits issued by the Bay Conservation and Development Commissions (BCDC) under the San Francisco Bay Plan. Generally, each marina is limited to 10 percent liveaboards, but specific permits vary slightly.

Marinas and their harbormasters, however, have a financial incentive to bend the rules and have been known to look the other way regarding the prevalence of liveaboards as well as their sometimes flagrant disregard for the health of the Bay and their neighbors. And some marinas, like Richmond's Brickyard Cove, don't even offer pump-out stations, making it even more difficult for boaters to follow the law.

Baykeeper executive director Deb Self says her nonprofit is filling in the gaps by building a legal argument to compel government agencies to act. "Over the last 20 years, Baykeeper has played the role of identifying gaps in enforcement of clean water laws. Either the responsible agencies are going to step up or Baykeeper will step in."

However, until there is visible,

proactive enforcement, the only thing stopping boaters from dumping raw sewage in their marinas is their conscience—and perhaps peer pressure. And to make matters even worse, according to Dan Augustine, owner of BayGreen, a local mobile pump-out firm, a surprising number of the pump-out stations located in Bay Area marinas either don't work or require serious maintenance.

The raw sewage being discharged carries disease-causing pathogens, infectious bacteria and viruses that cause exposed swimmers to suffer from sore throats, diarrhea as well as sinus and skin infections. Because the shallow waters of marinas receive little tidal flushing, the problem can be intensified and all of this is occurring right along our beautiful shoreline that is frequently visited by tourists and locals alike. These same marinas will also be in the spotlight during the upcoming America's Cup events over the next two years.

While there is still much to be done to first address and eventually solve this problem, there are some bright spots on the horizon. The San Francisco Estuary Partnership, a coalition of government agencies and nonprofits established to improve Bay health, in partnership with BayGreen, has recently established a program to educate boaters regarding the environmental impact of illegal dumping while offering them free dockside pump outs.

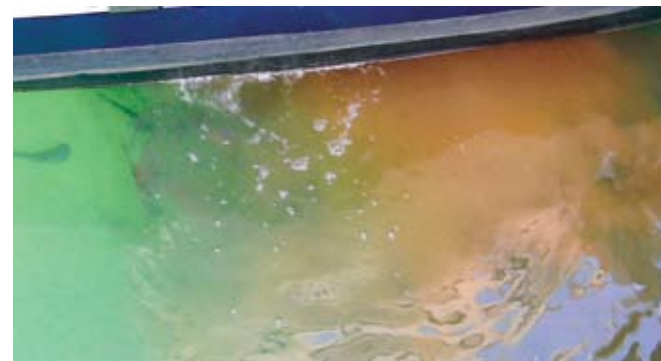
Also, earlier this year the Berkeley Marina became the first Bay Area marina to institute a comprehensive pump-out program that offers each tenant a free monthly dockside pump-out. And best of all, Emery Cove in Emeryville is providing a positive example for all marinas to follow by actively monitoring and enforcing all local, state and federal laws and promoting mobile pump-out services.

However, these good examples represent only a fraction of the Bay

Area's roughly 40 marinas and there is plenty of work that remains to be done. Most harbormasters still choose to look the other way when it comes to the amount of liveaboards in their marinas and the laws regarding illegal dumping of raw sewage tanks.

Bay Crossings, along with the help of our friends at Baykeeper, is dedicated to continue reporting on this issue until this unmentionable plight in our Bay is eradicated. We also realize that the problem is not limited to just the liveaboards, and

many liveaboards actually do follow the laws regarding raw sewage disposal. But as long as the local harbormasters refuse to enforce the laws and allow any of their tenants to continue to pollute the waters of our Bay, we will continue to shine a light on this ongoing problem.



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Unique Waterfront Painting Exhibition Opens in Sausalito

Being surrounded by water is one of the great pleasures of living in the San Francisco Area, and Bay Area boosters are in for a big treat this winter with a colorful painting show featuring 100 views of San Francisco Bay and its watery environs.

On the Waterfront—Shipyards, Docks, Coves, and Beaches, 100 oil paintings by Bolinas artist Judy Molyneux, opened in mid-November and will run through January 7 at the Gallery of the Bay Model Visitors Center in Sausalito.



Molyneux, who has been painting Bay Area landscapes for 40 years, has been shown at the SFMOMA Artists Gallery, the Alan Stone Gallery in New York City, and many other prestigious venues.

Her painting, representational but sometimes verging on abstract, is characterized by bold use of strong color and thickly textured impasto paint. Marian Parmenter, former director of the SFMOMA Artists Gallery, has described her as “an artist of enormous strength and individuality. Her passionate love of color and texture dominate her paintings so profoundly.” The current exhibition, though focusing on the waterfront, is very diverse in subject—ranging from the dinosaur-like cranes looming over shipyards and the nearby buzz of freeways to the rocky wildness of the West Marin coast and the colorful beach life of surfers, sun-bathers and romping dogs.

Molyneux frequently shows solo, but she is also part of



Judy Molyneux, who has been painting Bay Area landscapes for 40 years, has a style characterized by bold use of strong color and thickly textured impasto paint. 100 of her oil paintings are now on display in Sausalito.

a highly regarded group of plein air painters, the Outsiders, who boast direct lineage from the historic Society of Six. The Six were a group of Bay Area painters who drew upon the French fauve school, introducing adventurous use of color into California landscape painting. Two of the Outsiders studied with the Six, roaming the coast with the likes of Seldon Gile and Louie Siegrist.

Painting five days a week, Molyneux also religiously hikes every day—often with her composer husband—on the trails and beaches of West Marin. In one of her published books of her paintings, Molyneux gave the following advice to

young painters: “Paint as if there are no tomorrows. Give it your all with no concern for cost or waste. Somehow the universe provides for lovers, lunatics and painters. If not, use your credit card. Paint, not to separate yourself from others, but to remind them that we are here to dance the dance electric. Paint for the same reason that cats purr and coyotes howl at the moon.”

Bay Model Visitors Center location and hours: 2100 Bridgeway, Sausalito. Open Tuesday through Saturday, 9 a.m. to 4 p.m. For more information, contact Dale Polissar or Judy Molyneux, (415) 868-0782.



S.F. Opera Nears End of Triumphant Season

BY PAUL DUCLOS

The San Francisco Opera season nears its end this month with just a handful of remaining performances. *Bay Crossings* readers will recall with fondness the many triumphs recorded by this remarkable company.

Conductor Nicola Luisotti, who has achieved renown as a masterful interpreter of works by Puccini and Verdi, proved every bit as good this year when leading the orchestra through Bizet's *Carmen*. His baton magic with Mozart's *Don Giovanni* was also noteworthy.

Most memorable for our readers, though, was the brilliant (and free) performance of *Turandot* at AT&T Park. There is something quite sublime about sitting in the open air on the water's edge while one of opera's greatest hits is being staged. While the Giants may have been a disappointment to many baseball fans, SFO swung for the fences with this one.

Time may permit some to still take in one last SFO classic: *Carmen for Families* on December 4. This is a two-hour version of this season's exciting production, telling the timeless story of love, jealousy, betrayal and death. Opera newcomers will thrill to the captivating music of this beloved work, featuring the alluring Gypsy girl Carmen, the Spanish soldier who loves her, and her brave bullfighter who wins her heart. This opera is recommended for ages 10 and up due to the mature nature of the characters and story.

Time is not so much of the essence, however, when it comes to viewing another major cultural event during the holidays. *Artistic San Francisco*, at the Legion of Honor, is an installation of prints, drawings, photographs and paintings from the permanent collection of the Fine Arts Museums that pays tribute to the unique sites, scenery and topography of the Bay Area.

This display of 30 works in the Wattis Gallery is presented in conjunction with the release of *Artistic San Francisco*, a museum publication featuring works

of art from the mid-1800s to the present.

San Francisco is known for its picturesque neighborhoods and attractions, but even before these iconic symbols of the city took shape, San Francisco's rugged topography and fog-shrouded coast served as a beacon for artists, who began arriving at the same time others were seeking their fortunes in the Sierra Nevada goldfields.

Landscape artists were drawn to the idyllic natural beauty of the Bay Area in the early nineteenth century, and as San Francisco grew into a metropolis and now-famous landmark buildings appeared, more artists came to record the vibrant city and its unique setting. In the 1930s, hundreds of local artists were able to work under the federal arts programs of the New Deal, and many took part in the city's public mural projects.

Throughout the twentieth century, artists have continued their love affair with the City by the Bay, creating an enduring portrait of the ever-changing city and its surrounds via paintings, drawings, photographs and prints.

James A. Ganz, curator of the Achenbach Foundation for Graphic Arts at the Fine Arts Museums of San Francisco, offered the following thoughts in an interview with Paul Duclos:

What inspired this book idea?

Ganz: *Artistic San Francisco* began life as a book rather than an exhibition. I was invited by our publications department to make a selection of views of the Bay Area from the vast holdings of the Legion of Honor and the de Young Museum for a small volume to be co-published with Pomegranate in the fall of 2011. Over the



Angelo A. Sottosanti (American, 1917–2004), *San Francisco Outdoor Art Exhibit, 1941*. Transparent and opaque watercolor, image 45.6 x 66 cm (1715/16 x 26 in.), sheet 56.8 x 78.3 cm (223/8 x 3013/16 in.). Allocated by the Federal Art Project L43.2.926

summer, I realized that a gallery would be available at the Legion to put on view a selection of the illustrated works. And so *Artistic San Francisco* the book became *Artistic San Francisco* the exhibition.

This seems like an ambitious project. When did you begin working on it?

Ganz: The project began in the late spring of 2010.

What were the greatest challenges in putting this together?

Ganz: The initial challenge for me as a relative newcomer to the Bay Area—I arrived here in 2008 from Massachusetts—was to quickly immerse myself in the incredibly rich history of the San Francisco art world as represented in the Museums' holdings. I spent many long hours scouring our collection database, flagging potential candidates for the book, and following up by digging them out of storage. The page count of the book and the square footage of the gallery meant that many difficult decisions had to be made in narrowing down the final selections. But I am thrilled that our visitors are able to see so many of these special treasures, including our spectacular Sutro Baths poster that has been unrolled for the first time in many years.

Vallejo ~ San Francisco
Baylink Ferry



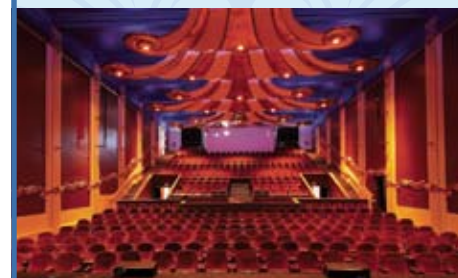
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WATERFRONT ACTIVITIES

- Every Saturday** **2:30PM – 4:30PM - Introduction to Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- December 3** **9:30AM – 12PM - Stand Up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board. We will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. (\$60 per person 2.5 hrs class)
- December 3 & 4** **10AM – 1PM - Holiday Season Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Looking for something fun to do with family or friends this holiday season? Come aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city skyline as you sail by famous San Francisco sites such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the ship with the help of our professional captain and crew. Light refreshments and beverages will be 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".
- December 4** **3:30PM – 6PM - 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.
- December 4** **9AM – 2PM - Tomales Bay tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch.
- December 7** **6PM – 8PM - Moonlight Sail plus Women's Only Boat – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is \$40.

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



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WATERFRONT ACTIVITIES

December 10 5PM – 8PM - Sausalito Lighted Boat Parade and Fireworks - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org

Looking for something fun to do with family or friends this holiday season? Sail on the lovely classic schooner, *Seaward*, for the 24th Annual Sausalito Lighted Boat Parade and Fireworks! This festive event will feature beautifully lit boats, fireworks, and merriment on the historic waterfront. Beer, wine, and snacks will be served on the ship. Cost is \$65 for adults. To register, visit www.callofthesea.org and click on "Public Sails".

December 11 10AM – 1PM - Holiday Season Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org

Looking for something fun to do with family or friends this holiday season? Come aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city skyline as you sail by famous San Francisco sites such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the ship with the help of our professional captain and crew. Light refreshments and beverages will be 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".

December 17 & 18 10AM – 1PM – Holiday Season Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org

Looking for something fun to do with family or friends this holiday season? Come aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city skyline as you sail by famous San Francisco sites such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the ship with the help of our professional captain and crew. Light refreshments and beverages will be 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".

December 19 10AM – 2PM - Bay Cruising Destination Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net

Learn about all the great places to go on the Bay from people who have "been there done that." Restaurants, golf courses and anchorages, we've got you covered. Cost: Members Free/Non Members \$75. Please call to reserve space.



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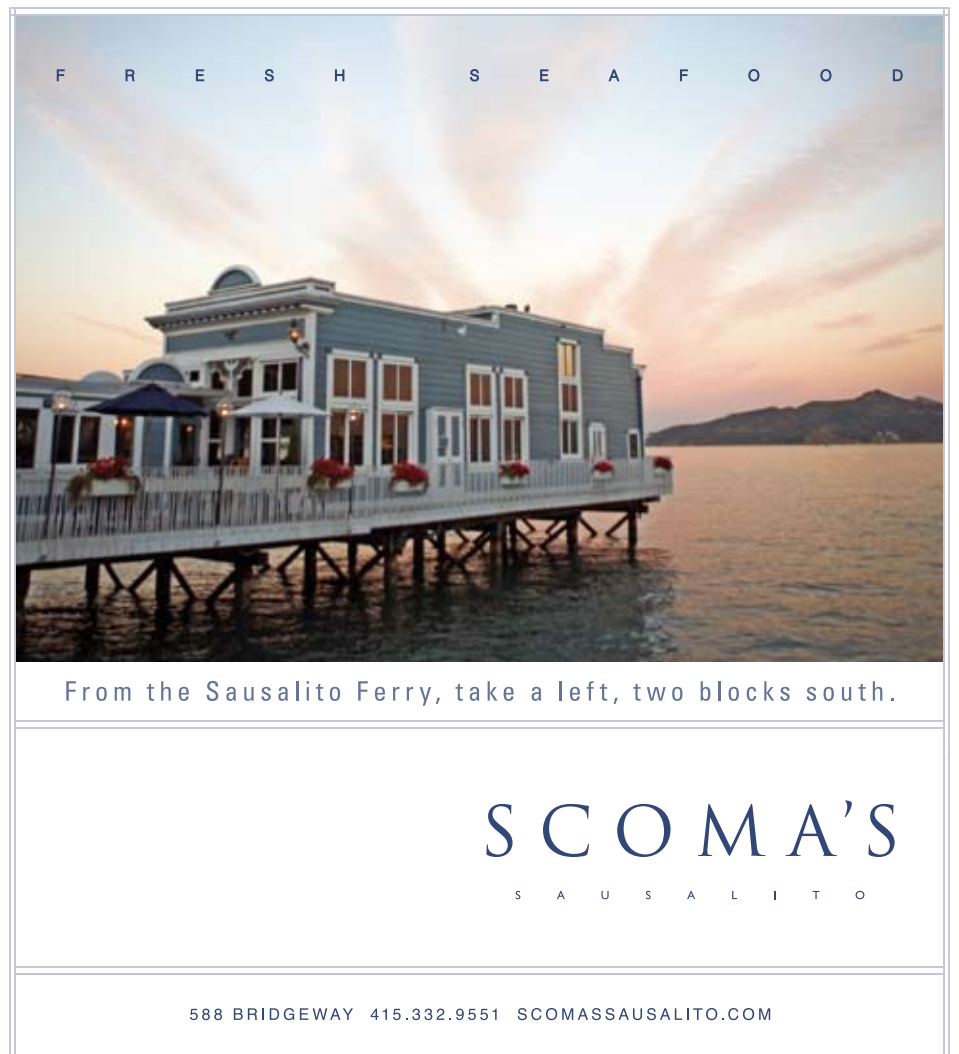
outbackadventures.com – 415.461.2222



San Francisco Bay Holiday Sails!

Weekends in
December from
10:00am - 1:00pm

Call of the Sea
A 501 (c)(3) educational nonprofit 415-331-3214 www.CalloftheSea.org



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San Francisco Bicycle Coalition Lights up the Night

San Francisco is well on its way to becoming a world-class bicycling city. In the last four years alone, the number of people riding bikes in the City has increased by 58%. With that dramatic increase in ridership comes the need to ensure that all riders are safe and visible on our city streets.

Last month, the San Francisco Bicycle Coalition, the largest city-based bicycle advocacy group in the nation, in partnership with the San Francisco Municipal Transportation Agency (SFMTA), announced the launch of this year's "Light up the Night" campaign, a bicycle safety event that will provide free bike lights for those who need them.

The program started on November 14 and will continue through December 15. SFMTA and SF Bicycle Coalition staff and volunteers will be distributing 2,000 bike lights and bicycle safety materials at "Light up the Night" stations throughout the City. The event



Photo courtesy of San Francisco Bicycle Coalition

"Light up the Night" volunteers install front and rear bike lights at stations during evening rush hour.



Photo courtesy of San Francisco Bicycle Coalition

The event's locations are kept secret to ensure that lights go to those who need them most.

coincided with the end of Daylight Saving Time, when many people on bikes unexpectedly found themselves commuting home in the dark.

Stations are set up along bike routes during evening rush hour, between 5 and 7 p.m., when bicycle commuter traffic is heaviest. In an effort to reach as many

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BICYCLE SAFETY

people as possible, all safety materials will be published in English, Mandarin and Spanish. The locations are kept secret, to guarantee that the lights go to those who need them most.

Having bike lights isn't just a good idea; it's also the law. California law requires that riders use a white front light and rear red light or reflector at night, and that the lights are visible at a distance of 300 feet. This year's "Light up the Night" lights are better and brighter than ever, with 5 LED lights on the front and multiple blinking settings on the back. Trained SF Bicycle Coalition and SFMTA volunteers will install the front and rear lights, and distribute information about other bicycle safety rights and regulations.

The SF Bicycle Coalition conducts many other educational activities. Last year, through their bicycle classes, they taught more than 2,000 San Franciscans bicycle safety. October, the SF Bicycle Coalition partnered with the SFMTA for the first-ever Bicycle Safety and Education Week. For more information on their safety programs, visit sfbike.org/edu.

Leah Shahum, executive director of the SF Bicycle Coalition, said, "We are thrilled to be partnering with the SFMTA once again on this important bicycle safety event. More and more people are riding bikes in San Francisco, and we want to make sure that everyone is safe and visible, especially during these dark winter months."

"Distributing the lights directly



Photo courtesy of San Francisco Bicycle Coalition

All ages receive help at the Coalition's stations.

to riders allows us to not only ensure that bicyclists get the word that being properly visible is the law, but also to inform more bicyclists about what they can do to be safer on the streets," said Edward D. Reiskin, SFMTA director of transportation."

One current SF Bicycle Coalition volunteer, Rachel Cassandra, 29, had been riding without a front light. Until she participated in a "Light up the Night" training session, she didn't know that riding without a front light was illegal. She is the first of hundreds of San Franciscans to now be riding safely, legally, and visibly thanks to "Light up the Night."



Photo courtesy of San Francisco Bicycle Coalition

"Light up the Night" hopes to educate riders about bike-light safety laws.

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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.

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San Francisco**

All Bay Area Ferry Schedules in One Place!

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
05:50 a.m.	06:20 a.m.	06:25 a.m.	06:55 a.m.	9:40 a.m.	10:30 a.m.	-----	-----
06:35	07:05	07:10	07:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
07:10	07:40	07:45	08:15	1:40 p.m.	2:30	2:40	3:30
07:50	08:20	08:30	09:05	3:40	4:30	4:40	5:25
08:20	08:50	09:10	09:45	5:30#	7:00	7:15	8:00
09:15	09:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.	Larkspur		Sausalito	
12:40 p.m.	1:15	1:25	2:00	Daily			
2:15	2:50	3:00	3:30	Daily			
2:50	3:25	3:35	4:05	Adult Cash Fare \$8.75 \$9.25			
3:40	4:15	4:25	4:55	Clipper \$5.70 \$4.85			
4:15	4:45	4:55	5:25	Youth/Senior/Disabled \$4.25 \$4.50			
-----	-----	5:20	6:05	Children 5 and under FREE FREE			
5:10	5:45	5:55	6:25	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
5:35	6:10	6:20	6:50	Golden Gate Ferry Fares, Effective July 1, 2011			
6:35	7:10	7:20	7:50	Fares shown are for one-way travel			
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

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

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 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

Blue & Gold Ferry

TIBURON COMMUTE

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

* Fridays only - Friday North Bay Getaway

TIBURON – Pier 41

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

* Fridays only - Friday North Bay Getaway

TIBURON Weekends and Holidays

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

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

ALAMEDA/OAKLAND - WEEKENDS ONLY

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

VALLEJO/ANGEL ISLAND - Weekends Only

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

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

BAY CRUISE

Depart Pier 39		
Weekdays		
Weekdays	Weekends and Holidays	
11:45 a.m.	10:45 am	2:30
1:00 p.m.	12:00 p.m.	3:15
2:45	1:15	4:30
4:00	2:00	---

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

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

FARES: All prices include audio tour.

Adult	\$25.00	Junior (12-18)	\$21.00
Senior (62+)	\$21.00	Child (5-11)	\$17.00

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

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:45 a.m.	11:05 a.m.	11:15 a.m.	11:50 a.m.
11:55	12:25 p.m.	12:30 p.m.	12:50 p.m.
12:55 p.m.	1:10	1:20	2:05
2:10	2:40	2:45	3:20
-----	-----	8:20 *	8:45 *

*Fridays only - Friday North Bay Getaway

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:40 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	2:50	3:00	3:25
3:35	4:45	4:55	5:20

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

FARES: One-way Round-trip
Adult \$10.50 \$21.00
Child (5-11) \$6.25 \$12.50

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

ANGEL ISLAND - S.F.

Weekdays – Daily Departures Pier 41			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:05 am	10:20 am	3:00 pm	3:20 pm

Weekends & Holidays Pier 41			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:40 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 (November – December)			
Returning	10:20 a.m.,	11:20	1:20 p.m. 3:30
FARES:	Adult (13 and over)	\$13.50	(*Limit one free child, ages 2 and under, per paying adult.)
	Child (6 - 12)	\$11.50	
	Children (3 - 5)	\$3.50	
	Toddlers (ages 2 and under)	Free*	
	Bicycles	\$1.00	

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

For the most current schedule and other information, visit <http://www.angelislandferry.com/>

Schedule Subject to change w/o notice

Red & White

BAY CRUISE Pier 43½

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

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San Francisco Bay Ferry A SERVICE OF WETA

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

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

Weekends and Holidays from San Francisco

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

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

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

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.

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

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

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

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

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

FARES:

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

No weekend service

Baylink Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

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

Weekends & Holidays (May - Oct)

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

FARES: One-way

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

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

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

No Service on: Thanksgiving Day (Nov 24), Christmas Day (Dec 25), or New Year's Day (Jan 1)

Holiday Schedule in effect for: President's Day (Feb 20)

AROUND THE BAY IN DECEMBER

Jack London Square Lights Up for the Holidays!

Get into the holiday spirit with live music and festive songs at Jack London Square in Oakland on Friday, December 2 from 5-7 p.m. Join radio station KBLX with a children's holiday singing competition, see live reindeer, get caught in a snow flurry, see colorful dancing Christmas trees, shop for holiday gifts at a pop-up gift market, and preview parade floats and costume characters from the Oakland Children's Holiday Parade taking place on Saturday, December 3. Remember to bring donations for the Alameda County Food Bank and join city officials as they light up the skies with the Jack London Square holiday tree at 7 p.m. For more information, visit www.jacklondonsquare.com.

Holiday Lights Illuminate Nature Trail at Mare Island

On the Mare Island Aglow Holiday Lighted Trail Walk, open Friday to Sunday through New Year's Day, including the Christmas and New Year's weekends from 10 a.m. to sunset, visitors will enjoy walking in the outdoors with four lighted stops along the one-mile paved trail route to the top of Mare Island Hill with panoramic nightscape views of the Carquinez Strait and its lighted Al Zampa Memorial Bridge, the historic marquee lights of C&H Sugar, the California Maritime Academy, Sandy Beach Cove and the towns of Crockett, Rodeo, Hercules, Benicia, Martinez, Vallejo and American Canyon with more distant views of the night lights of seven Bay Area counties. The Mare Island Shoreline Heritage Preserve is at the southern end of Mare Island situated at the confluence of the Napa River/Mare Island Strait, the Carquinez Strait and San Pablo Bay. Although the preserve is open to the public for free, there is a suggested donation of \$5 per person with no cost for children 14 and younger. Funds raised keep the preserve open weekends year-round and provide visitor amenities like benches and bathrooms. The self-guided tour is accessible rain or shine. For more information, visit www.mareislandpreserve.org or contact manager Myrna Hayes at (707) 249-9633.



The holiday tree at Jack London Square will light up the night at 7 p.m. on Friday, December 2.

Walk in an Artist's Shoes

The public is invited to "Walk in an Artist's Shoes" at the 43rd annual Winter Open Studios December 3 and 4 from 11 a.m. to 6 p.m. The non-profit Industrial Center Building (ICB) Artists Association in Sausalito is home to one of the largest art colonies in the country, gathered together under one large roof in the ICB at 480 Gate Five Road in Sausalito's Marinship district, a cultural hub in San Francisco's North Bay area. Experience firsthand the varied and inspirational workspace of the ICB, see works in progress and ask the artists questions about their process. Painting, fiber arts, sculpture, digital arts, photography, printmaking, fashion, jewelry and more will be featured. Artists of all media share their art, stories, and inspiration, and offer works for sale in their studio workspaces giving an opportunity to galleries, collectors and you to witness

Holiday Open Studios in San Rafael

Holiday Open Studios at Art Works Downtown will take place the weekend of December 10-11th from 11a.m. to 5p.m. at 1325-1337 Fourth Street in San Rafael. The kick-off party for the Open Studios weekend is on Friday December 9 from 5-8 p.m. during the monthly 2nd Fridays Art Walk. Over 40 artists will open their studios to the public, giving everyone an opportunity to explore, interact and purchase original art in all media. See paintings, mixed media, collage, sculpture, photography, jewelry, ceramics, glass, digital and fiber art. The event is free and all ages are welcome.

Holiday Arts Festival in Richmond

An East Bay tradition for over 60 years, the Annual Holiday Arts Festival at the Richmond Art Center will take place

the creative process and acquire artworks of many styles and varieties. A special art installation titled *In Her Shoes* will also be on view throughout December in the ICB Gallery 111. Many of the artists in the building are creating a work of art out of a pair of their shoes in honor of Frances Galli, who maintained her studio at the ICB for almost 25 years. Mrs. Galli passed away in September at the age of 92. She actively painted until only a few days before she died. One of her iconic paintings, "Shoes #3," painted in 2006, will be on display. The public is invited to discover exceptional and unique works of art and get inspired by their creators. For more information, visit www.icbartists.com or call (415) 331-2222.

Friday, December 2 from 3-7 p.m. and Saturday, December 3 from 11 a.m. - 5 p.m. This festive two-day event is a spirited way to celebrate this holiday season. Purchase unique handcrafted gifts from artisan vendors working in ceramics, jewelry, textiles, encaustics, paint and more. Also enjoy live music, a silent auction, the Richmond Art Center's famous ceramics sale, wine bar, café and kids' activities (Saturday only). The Richmond Art Center, located at 2540 Barrett Avenue, has been a leader in art education programs and exhibitions for 75 years. For more information, visit www.therac.org.

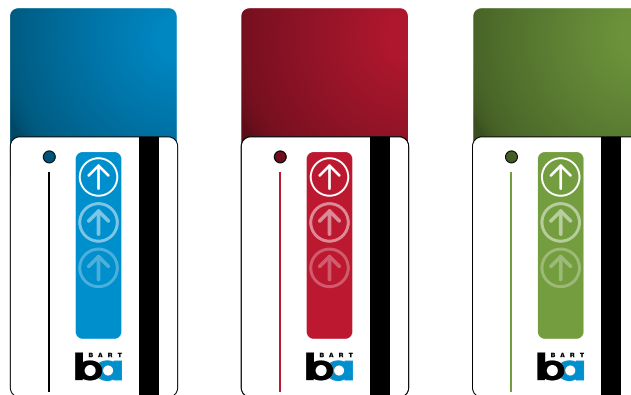
Readers' Theatre Does Shakespeare

The Sitdown Readers' Theatre will host a unique literary event at the North Beach Library where participants will read aloud Shakespeare's *All's Well That Ends Well* on Saturday, December 10 from 2-5 p.m. Participants are provided with a script and may elect to read aloud a part. Parts are changed after each act. There is no formal audience and it is all quite comfortable and informal—although this is a participatory event, it is fine to come just to listen too. The event is free and is being held in conjunction with the North Beach branch of the San Francisco Public Library and sponsored by Friends of the Library. The North Beach Library is located at 2000 Mason Street at Columbus in San Francisco; the #30 bus stops right in front.

Macy's Holiday Windows Featuring SPCA Adoptable Pets

Press your nose up against Macy's Holiday Windows on Union Square at Stockton and O'Farrell streets as the San Francisco SPCA continue their famous holiday tradition with decorated windows featuring animals hoping to spend the holiday season in a new home. Go and see the furry little kitties and puppies in the Macy's windows until January 1. San Francisco SPCA's experts will help you meet your match and adopt right from the adoption outpost in Macy's. For more information, visit www.sfspca.org.

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



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

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