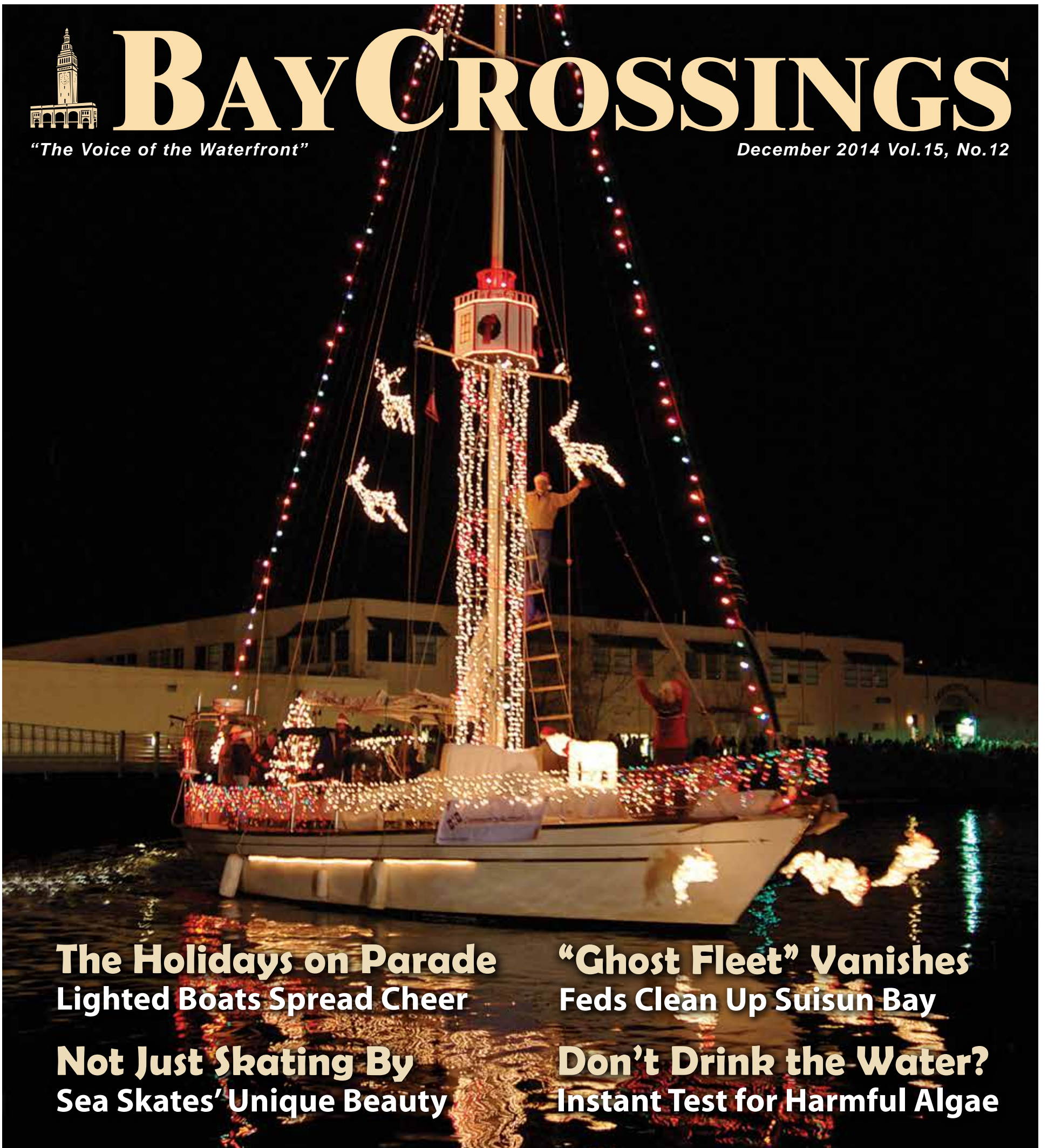




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*December 2014 Vol.15, No.12*



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# BAYCROSSINGS

*"The Voice of the Waterfront"*

## columns

**08 WHO'S AT THE HELM?**  
Captain Dave Noble  
by **Matt Larson**

**16 BAYKEEPER**  
Ghost Fleet Dismantled  
by **Deb Self**

**17 CULTURAL CURRENTS**  
Holiday Exhibits  
by **Paul Duclos**

## features

**12 COVER STORY**  
Lighted Boat Parades  
Bring Holiday Magic to  
S.F., East Bay and Marin  
by **Captain Ray**

**14 GREEN PAGES**  
Berkeley Firm Receives  
EPA Grant to Create Test  
for Harmful Algae  
by **Bill Picture**



**14**

## guides

**18 WATERFRONT ACTIVITIES**  
Our recreational resource guide

**20 BAY AREA FERRY SCHEDULES**  
Be on time for last call

**22 AROUND THE BAY**  
To see, be, do, know

## BAYCROSSINGS

December 2014 Volume 15, Number 12

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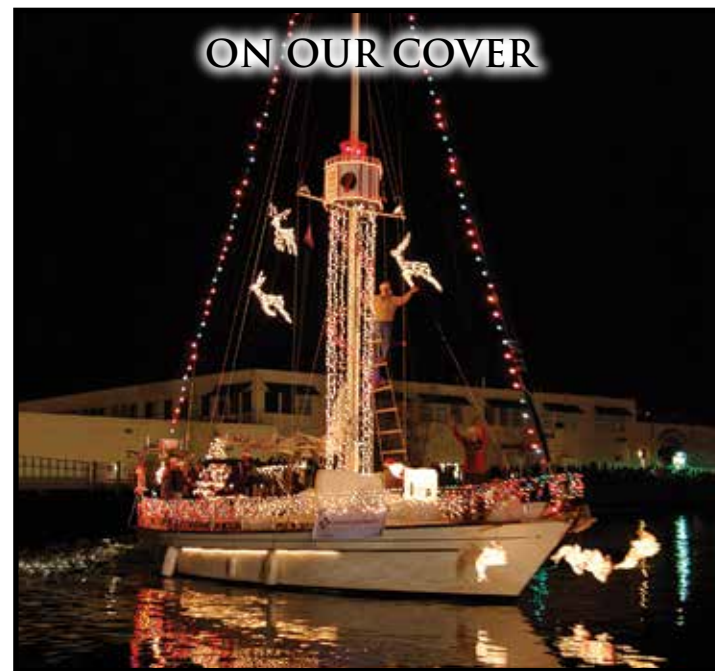
**06 WATERFRONT NEWS**  
Container Traffic Increase  
at Port of Oakland,  
Matson Makes Bold Move  
by **Patrick Burnson**

**10 IT CAME FROM  
BENEATH THE SEA**  
Aquarium's Skates Not  
Just Skating By  
by **Mallory Johnson**

**11 Alameda Ferry Terminal to  
Close for Two Days**  
by **BC Staff**

**19 Clipper Card Expands to  
Napa and Solano Counties**  
by **BC Staff**

## ON OUR COVER



The boating community has a unique and very colorful way of doing its part during this season of celebration. They adorn their boats with lights, decorations, costumed people and pets, and go on parade. This year, there are four lighted boat parades in the Bay Area: Oakland/Alameda on December 6; San Francisco's Fisherman's Wharf on December 12; and Sausalito and San Rafael, both on December 13. Lighted boat parades are free to the public.

Photo by Shirley Vaughan

### 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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# Port of Oakland and Matson Announce Bold Moves

BY PATRICK BURNSON

**A** sales tax extension and augmentation approved by voters in last month's election should be good news for international shippers. That's the word from the Port of Oakland, which today applauded passage of Measure BB on the ballot. The initiative extends the life of an existing half-cent sales tax in Alameda County. It also adds another half-cent to the levy.

"We congratulate voters for assuring a dedicated funding stream for critical transportation improvement projects in Alameda County," the port said in a statement. "With state and federal funds for transportation declining in the last decade, this will help reduce traffic congestion and improve goods movement."

## Port of Oakland Notes Increase in Cargo Volume

In related news breaking late last month, the Port of Oakland maintained that it is positioned to increase its cargo volume in California's turbulent container shipping market. But there's more to do to ensure that the nation's fifth-busiest seaport can handle the load.

That was the message from major U.S. importers and exporters at a two-day customer forum. Shippers from Safeway

to Tesla Motors urged the port to prepare by optimizing cargo movement and minimizing bottlenecks.

"The Port of Oakland is in a very strong position to handle additional cargo, but the port will need to increase hours of operation with additional gates," said Joel McClure, director of international logistics at Restoration Hardware.

Ten leading brands in retailing, manufacturing and freight forwarding took part in the forum designed to gauge customer attitudes and solicit feedback on ways to make the port more efficient. They applauded efforts to improve cargo throughput at Oakland marine terminals, but asked terminal operators for more help to ensure smoother movement of imports out of the port to warehouses or store loading docks.

The discourse is important as the Port of Oakland gears up for a likely increase in containerized cargo. The port said its September cargo handling volume was the highest in more than a year, and the numbers will stay high as shippers divert cargo north to avoid severely congested Southern California ports. Oakland terminal operators said they're handling hundreds of additional containers weekly originally intended for Los Angeles or Long Beach.

One port executive said an Asian-based container shipping line will divert one of its vessels this month, with



*The Port of Oakland said its September cargo handling volume was the highest in more than a year, and the numbers will stay high as shippers divert cargo north to avoid severely congested Southern California ports.*

Oakland as a first port of call replacing Los Angeles. That means the vessel will make Oakland its first West Coast stop for discharge of imports from Asia.

Shippers expressed their approval of first-call service in Oakland. It would assure faster delivery of cargo intended for Northern California as well as cargo moving to inland destinations.

But shippers also asked for help with bottlenecks that include:

- A need for quicker trucker turn-times in and out of the marine terminals; and
- A need to expand hours of operation at marine terminals.

The port said it is advancing on both fronts. Terminal operators indicated that trucker waiting time has improved in the last half of 2014. Some facilities have introduced nighttime truck gates and extended hours of operation. At least two have adopted express lanes that get imports out the door in as little as 15 minutes.

"We're making progress," said Port of Oakland Executive Director Chris Lytle. "We want to help you and encourage more cargo through the port."

Port officials said Oakland does not have the level of congestion currently delaying cargo in Southern California. They said there is available capacity bolstered by the addition of new cargo handling equipment. There's also a satisfactory supply of chassis, the trailers truckers use to haul containers.

## Matson Acquires New Alaska Business

In a move that may alter the balance of U.S.-flag shipping, Oakland-based Matson announced that it is acquiring its rival carrier Horizon's Alaska operations. Meanwhile, Pasha—a privately-held logistics provider based in San Rafael—will acquire Horizon's Hawaii operations.

"The acquisition of Horizon's Alaska operations is a rare opportunity to substantially grow our Jones Act business," said Matt Cox, Matson's president and CEO. "Horizon's Alaska business represents a natural geographic extension of our platform as a leader serving our customers in the Pacific."

Cox added that he was encouraged by the long-term prospects of the Alaska market—which mirrors Hawaii in many operational ways—despite having different underlying economic drivers.

Industry analysts note that both markets are "captive," with supply chains reliant upon timely container cargo service. At the same time, however, this move may represent fewer options for shippers, and a further weakening of Jones Act players.

*Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.*  
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# Captain Dave Noble

BY MATT LARSON

It's been a long time coming for Dave Noble to achieve the rank of captain with Golden Gate Ferry, and it's been well worth the wait. "I've been trying to get out here for 30 years but it never worked out," he said. "I'm finally here, and I'm staying until I retire or they kick me out."

Originally from Rhode Island, Noble moved to the Bay Area when he was five years old. "I'm not officially a native, but it sure feels like it," he said. Noble has now been with Golden Gate Ferry for four years, and you can currently find him on the later

afternoon commute from Larkspur to San Francisco and back.

Over the years, Noble has worked on charter boats, tug boats, yachts and more. Noble explained that the lifestyle of a ferry boat captain is quite a luxury compared to other maritime employment. "On tug boats you live on the boats; most of the boats you're on there a week on and a week off, so you're away from your family for six months out of the year," he said. "I spent 23 years doing that. Now, this is a much nicer schedule."

Aside from the schedule, Noble was quick to reply when asked about his favorite part of the job: "My office." The captain's wheelhouse affords some pretty amazing views that few passengers ever

get to see. "A lot of the guys on the tugs ask me: 'Don't you get bored going back and forth and back and forth?' Well, every single run is different," he said. "It's just beautiful out there. Especially the Christmas season. I love working at night and going into the City when it's all lit up with all the Christmas lights."

As much as he loves his current job, it's still a close second to the best job of his life: "My wife and I worked on a yacht for 10 years together," he said. "We hit Mexico, Hawaii, Alaska—always in the Pacific—for 10 years. I was the captain and she was the first mate on the yacht. That was the best job I've ever had. This is the second best." He and his wife met right by the water at Eagle Cafe on Pier 39; he was teaching sailing at the time, she was into sailing as well, and the rest is history.

There are a couple of unique sights that Noble always appreciates when he's captaining the ferry. "When we come into Larkspur I like to watch these night herons; they're white, really goofy looking birds, usually right in front of the boat when we tie up at berth 2," he said. "They're all just a couple feet apart and if one of them moves, it causes a great sight that's just so entertaining to watch." And then coming back to San Francisco: "When you're coming into the City at night it's just ... it's magic," he said.



Noble has also volunteered with the Farallon Patrol for Point Blue Conservation Science (formerly Point Reyes Bird Observatory) by running their personnel out to the Farallon Islands, which are 28 miles from San Francisco—not an easy commute. "You've got the bird nerds, spinach pickers and shark guys," he said. "People that study the birds, people who go out and look at all the indigenous plant life, and people that study the great whites out there."

Contributing to both science and community, Noble is proud to be working on the boats in the San Francisco Bay and invites everyone out to take a trip on the ferry. "I try to be as smooth as possible on every docking." He's had no complaints yet, but, he laughed, "There's still time!"

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IT CAME FROM  
BENEATH THE SEA

# Skate Through the Holidays

BY MALLORY JOHNSON

**W**ith the holidays officially upon us, it's time to embark in wintry festivities. Whether you plan to sip on hot cocoa or spiced cider, or check out the decorations in Union Square or at PIER 39, there are plenty of ways to get into the holiday spirit. A reliable favorite activity is ice skating at Justin Herman Plaza, but did you know that there are skates in the Bay year-round?

Worldwide, there are close to 100

different species of skates, the largest of which is aptly named the big skate. Big skates typically reach about six feet long and up to 200 pounds; the largest big skate on record is nearly eight feet long.

This not-quite-as-well-known cousin of the bat ray has certain similarities to its relative, but has many distinctive characteristics of its own. Like the bat ray, skates are flat fish with large pectoral fins that allow them to gracefully glide through the water. Unlike the bat ray—whose head is raised—the big skate's head is flattened and its body much more resembles a diamond. Its large pectoral fins, often called wings, are broadly expanded and attach to the head

and body. The top of its snout and pectoral fins are finely pointed, resulting in its distinct shape. Skates also boast a slender and whip-like tail that's almost as long as their bodies. In addition, big skates are equipped with a handy set of thorns that line the back of their bodies and tail as a clever way of thwarting predators.

As a flat fish, both of the big skates eyes are on the dorsal, or upper, side of its body. Skates will frequently hide motionless on the bottom of the ocean with only their eyes protruding from the sand. Meanwhile, a skate's mouth can be found on the underside of its body, along with five gill slits. Skates intake water through openings called spiracles on the top of their heads and then push it out through their gills, enabling them to breathe while buried in the sand. This respiration method also conveniently helps them stay buried in their preferred locations.

The underside of big skates is a classic white, while on top they don a brown and white speckled pattern, which helps them stay camouflaged along the sandy ocean floor. Big skates also feature two large spots on each of their wings. The big skate's scientific name is *Raja binoculata*, which is quite fitting. *Binoculata* means "two eyes," referring to the spots on their pectoral fins. These spots are believed to be another clever defense mechanism of the big skate meant to deceive predators into thinking they are actually eyes, tricking them into believing that the skate is a much larger fish than it really is.

Similar to bat rays, a skate's skeleton is made up of cartilage rather than bone, a



Photo courtesy of Aquarium of the Bay

A skate's mouth can be found on the underside of its body, along with five gill slits.

characteristic they also share with another distant relative—sharks.

While various species of skates can be found around the world, big skates are typically found along the western coast of North America in estuaries and bays. They tend to live along the sandy seafloor where they feed on a variety of prey that includes shrimps, worms, clams and even some fishes.

You can learn more about big skates, see, and even touch them for yourselves when you visit Aquarium of the Bay this holiday season. Do more than ice skate; join in the fishy festivities and visit [www.aquariumofthebay.org](http://www.aquariumofthebay.org).

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



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# Alameda Main Street Ferry Terminal to Close for Two Days in December



Photo by Chris Rochette

## BC STAFF REPORT

**O**n the weekend of December 13 and 14, San Francisco Bay Ferry will temporarily close the Alameda Main Street ferry terminal to permit work on the ferry dock. The weekend closure is needed to permit relocation of the dock and installation of new passenger gangways. Funds for the project in the amount of \$450,000 were obtained through the half-cent transportation sales tax from Alameda County Measure B, which was passed with the support of nearly 82 percent of Alameda County voters in 2000.

Work is scheduled on a weekend to minimize ferry service disruption. Weekend customers are encouraged to take the ferry from the Oakland Jack London Square terminal, a short 12-minute drive from the Alameda terminal. The Oakland ferry terminal is located at 10 Clay Street, Jack London

Square. Free validated parking is available at the Washington Street Garage located at 101 Washington Street, Jack London Square.

The terminal will reopen on Monday, December 15 at 5 a.m. for the morning commute.



Photo by Chris Rochette

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# Lighting Up the Night!



Photo by Shirley Vaughan

The boating community has a unique and very colorful way of doing its part during the holiday season of celebration. Boats are adorned with lights, decorations, costumed people and pets, and go on parade.

BY CAPTAIN RAY

With Halloween in the rearview mirror, I guess it's fair to say that the "holiday season" is upon us.

As I write this in early November, we are looking forward to (in chronological order) Thanksgiving on November 27, the start of Hanukkah on December 16, Christmas on December 25 and the first day of Kwanzaa on December 26.

For some, these are religious observances, for a lot of us it is all about friends and family, and for many it is

both. There are certainly plenty of ways to celebrate: family and office parties, decorating trees and homes, caroling, services at your place of worship and the giving and receiving of gifts—not to mention family feasts!

The boating community has a unique and very colorful way of doing its part during this season of celebration. We adorn our boats with lights, decorations, costumed people and pets, and go on parade. I'd like to tell you about four lighted boat parades that are happening here on San Francisco Bay so that you can add one (or more) of them to your schedule of holiday celebrations.

On Saturday, December 6, the first

of these parades, called the Oakland/Alameda Lighted Yacht Parade, will take place in the Oakland/Alameda Estuary. This event has been going on for almost 40 years, with 35 to 50 boats participating. It starts just after sunset, about 5:30 p.m., and Jack London Square and Wind River Park are excellent viewing sites. Another attractive alternative for viewing the parade is to reserve a window table at one of the estuary's waterfront restaurants—dinner and a show without having to move!

The following Friday, December 12, is your next opportunity, this time at San Francisco's Fisherman's Wharf. This year marks the parade's 20<sup>th</sup> anniversary, and

there will be about 60 boats from the Fisherman's Wharf fishing fleet and the Sea Scouts as well as the St. Francis and Golden Gate Yacht Clubs. Again starting at 5:30 p.m., boats will parade from Pier 39 west to the St Francis Yacht Club and back, ending about 8 p.m. Great viewing locations can be found at Pier 39, Aquatic Park, Fort Mason, the Marina Green and Crissy Field.

The very next night, Saturday, December 13, Sausalito will be hosting its own lighted boat parade. This will be the 27<sup>th</sup> year for the Sausalito parade and you can expect to see about 40 decorated vessels. The parade will start at 6 p.m. just north of the Bay Model

and proceed south to the boardwalk at Old Town. The best outdoor views are from the Bridgeway Promenade and the ferry pier in the downtown area. Several restaurants, including Spinnaker, Trident, Barrel House, and Scoma's Sausalito, offer great indoor viewing. As an extra added attraction, this boat parade will also include a fireworks display at 7:30 p.m.

At almost the exact same time, another parade is happening on San Rafael Canal. This one starts at 5:30 p.m. on December 13 and is sponsored by the San Rafael, Loch Lomond and Marin Yacht Clubs and the Classic Yacht Association. Along with the support from local business partners, the group plans to give San Rafael residents one of the largest lighted boat parades ever witnessed in Northern California, with the tradition entering its 10<sup>th</sup> year. The number of lighted boats participating each year has grown from a few in the early days to approximately 90 lighted boats in 2013. The number of spectators viewing the parade has also grown—from a few hundred to several thousand.

Local residents living in the canal area even decorate their homes and host gatherings in celebration of the festive event. Montecito Plaza, the Beach Park



Photo by Shirley Vaughan

Approximately 90 boats participated in last year's Lighted Boat Parade on San Rafael Canal with thousands of spectators lining the route.

at the end of Yacht Club Drive and Pickleweed Park at the mouth of the creek make great outdoor viewing areas.

So, pack a picnic or make dinner reservations and go enjoy a unique way to celebrate the season!

On a personal note, I'm going to take the next three months off for some R&R and travel. My column, "Sailing Adventures," will be back in *Bay Crossings* in the April 2015 edition, just in time for Opening Day on the Bay.

**Ray Wichmann,** is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.

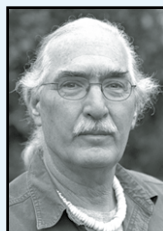


Photo by Shirley Vaughan

There are several Bay Area lighted boat parades scheduled for December.

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# Berkeley Firm Gets EPA Grant for Water-Test Technology

BY BILL PICTURE

The United States Environmental Protection Agency (EPA) has awarded a \$300,000 Small Business Innovation Research grant to Berkeley-based HJ Science & Technology to develop an instrument that allows fast on-site testing of water to determine the presence of dangerous levels of cyanotoxins, the poisonous toxins produced when blue-green algae reproduces in high concentrations.

“You can’t tell just by looking whether water is safe or not,” said HJ Science & Technology President and founder Dr. Hong Jiao. “Water can be totally green from algae and not be harmful. In fact, it’s probably safe 90 percent of the time. But you can’t be sure without doing a thorough analysis.”

Until now, testing water for cyanotoxins has meant collecting

samples at the source and then sending those samples to a laboratory facility—sometimes a few cities or even counties away—for analysis, a process that typically takes several days from start to finish. Because the process itself is clunky and the testing expensive, municipal utility companies drawing water from vulnerable sources typically test their water only once a week. This periodic testing creates gaps in the monitoring such that cyanotoxin contamination can occur between the times that samples are collected.

The ineffectiveness of this traditional means of testing drinking water became evident last summer when residents of Toledo, Ohio, were ordered not to drink or use water from the tap. Toledo draws its drinking water from Lake Erie, which had experienced a massive algal bloom. The water looked more like a green smoothie, and city officials feared that cyanotoxin levels could be high enough to pose a public health risk.

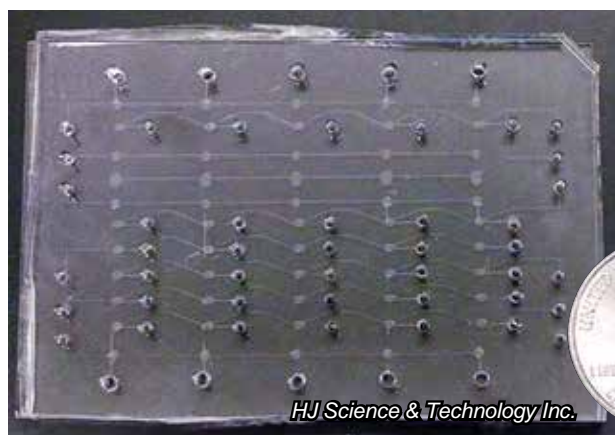
## There must be a better way

Cyanotoxins are so potent that they’ve been studied by the U.S. military as a potential biological weapon. Ingested by humans, cyanotoxins typically cause mild diarrhea and nausea, but deaths have occurred among elderly persons and those with compromised immune



Photo courtesy of epa.gov

Pinto Lake near Watsonville is popular with boaters and fisherman, and frequently experiences toxic algal blooms during warmer months. Closer to home, the San Francisco Bay Delta and Lake Temescal in Oakland are susceptible to cyanotoxin contamination.



HJ Science & Technology, Inc.

HJ Science & Technology’s portable lab is about the size of a shoebox and contains a small chip that does in 45 minutes what takes lab technicians working in a full-size facility several days to accomplish.

systems. There are also theories that cyanotoxins could be a cause of neurodegenerative diseases such as ALS and Alzheimer’s.

The “perfect storm” that creates the algal blooms responsible for cyanotoxin contamination is a combination of warm temperatures and high nutrient concentrations. In the case of Toledo, the culprit was runoff of chemical fertilizers into Lake Erie.

After a weeklong ban on tap water, it was determined that standard water treatment methods were doing the job removing the contaminants from Toledo’s drinking water. Still, some wondered if more frequent testing wasn’t necessary,

because contamination levels can vary greatly from one weekly test to the next.

“They don’t have the capability to do this every day,” said Jiao. “With our technology, they could this daily, or even multiple times a day.”

HJ Science & Technology’s portable lab is about the size of a shoebox and contains a chip that does in 45 minutes what takes lab technicians working in a full-size facility several days to accomplish. The company has been developing the technology since 2012, and used money from a previous EPA grant to get this far. The money from this Phase II grant will be used to conduct field testing and to develop the chip so that it can be mass-

produced, keeping the end price within the reach of users.

“EPA’s investment won’t be enough to get this all the way to market, but it helps,” said April Richards, manager of the Small Business Innovation Research program at EPA. “That is the goal, to get this out there into the market and have it be used. The fact is, this [water contamination] problem is only going to get worse with climate change and the other contributing factors.”

### What about California’s tap water?

Jiao said that, while California reservoirs could be vulnerable to contamination, Californians are more at risk of recreational exposure to cyanotoxins. HJ Science & Technology intends to conduct its first round of field tests at Pinto Lake near Watsonville. The lake is popular with boaters and fisherman, and frequently experiences toxic algal blooms during warmer months.

Closer to home, the San Francisco Bay Delta and Lake Temescal in Oakland are susceptible to cyanotoxin contamination. Recreational exposure to cyanotoxins can, in addition to the problems described above, cause allergic-like reactions like skin rashes.

“Of course, once you know that cyanotoxins are present, there isn’t anything that can be done to remedy it,” Jiao said. “Nature just has to take its course, and eventually the levels will come down on their own. But we need to be able to warn people so that they’re not unknowingly being exposed to something that can make them very sick.”

EPA’s Small Business Innovation Research program began in 1982. Richards said that HJ Science & Technology was one of 23 proposals to receive Phase I funding last year, out of 260 total proposals received. Only nine, including HJ Science & Technology, received Phase II funding. Out of all the recipients, Richards

estimated that 25 percent go on to grow successful businesses.

“It’s tough to get any idea off the ground, but even tougher for a green business, I think,” said Richards. “The private sector looks at ideas like this one as high risk, and they’re not willing to take that risk. They want a known return on their investment, which companies like this can’t provide.”

“This is a huge deal for us,” said Jiao. “We’re on track and if all goes well, we could be hitting the market in three years. Without this grant, that wouldn’t be possible, we couldn’t get to the next level.”



Photo courtesy of epa.gov

Cyanotoxins are so potent that they’ve been studied by the U.S. military as a potential biological weapon.

For more information on HJ Science & Technology, visit [www.hjscientech.com](http://www.hjscientech.com).

For more information on the EPA’s Small Business Innovation Research program, visit [www.epa.gov/ncer/sbir](http://www.epa.gov/ncer/sbir).



Photo courtesy of epa.gov

Until now, testing water for cyanotoxins has meant collecting samples at the source and then sending those samples to a laboratory facility for analysis, a process that typically takes several days from start to finish.



From the Sausalito Ferry, take a left, two blocks south.

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# The Ghost Fleet Is Almost a Spooky Memory

BY DEB SELF

For 40 years, the 57 decaying ships of the Ghost Fleet haunted the San Francisco Bay ecosystem. But before 2015 ends, all the ships will be gone.

The Ghost Fleet was a collection of long-defunct military ships from World War II and the Korean War. They were originally stored in Suisun Bay, a large northern inlet of San Francisco Bay, with the idea that they could be

reactivated for wartime use. But as time passed, the fleet became a floating toxic waste dump. More than 20 tons of lead, zinc, copper, cadmium and other toxic substances fell, blew or washed off the ships into the water.

The ships are no longer poisoning San Francisco Bay, thanks to a successful lawsuit by Baykeeper and two other environmental groups, Arc Ecology and Natural Resources Defense Council. In 2010, Baykeeper and our partner organizations successfully reached a settlement agreement requiring the federal government to clean up and



Photo credit: Baykeeper

The 57 decaying military ships of the Ghost Fleet poisoned the San Francisco Bay ecosystem for 40 years. Now, only five are left, and all will be gone next year.

remove all the ships by 2017.

The cleanup is now two years ahead of schedule. Only five ships are left, and the worst ships are gone.

When the cleanup began, most of the ships were no longer seaworthy, and water had to be pumped from them regularly to keep them afloat. They leaked fuel and most were severely rusted, with peeling toxic paint. On our first inspection, walking on the decks, we could hear the crunch of hazardous paint chips and rust under our feet.

Pollutants in the mud directly below the Ghost Fleet were found to be in concentrations that exceeded California's hazardous waste toxicity criteria. The levels were high enough for bottom-dwelling creatures to consume the toxins and introduce them into the Bay's food chain.

Many species of wildlife were exposed to the toxics. Suisun Bay provides critical habitat for several species of endangered fish, including Chinook salmon and Delta smelt. The wetlands of Suisun Bay are home to hundreds of native bird species and an important feeding stop for thousands of migrating water birds.

Baykeeper's cleanup agreement required the federal government to first remove loose and peeling paint from all the ships. Within a year, paint and rust chips were collected in barrels and taken to a hazardous waste disposal facility.

The government was also required to

remove the worst ships first, to address the worst pollution threats as quickly as possible. Next, the agreement required controls to be put in place to prevent contamination from the remaining ships. As a result, the ongoing pollution has already been significantly reduced.

Baykeeper has inspected the ships each year and the cleanup has largely gone smoothly. When we have found problems with some ships, our recommendations for improvements were followed.

Most of the ships have been dismantled and recycled. Some have been dismantled locally at a former naval shipyard on Mare Island. One Ghost Fleet ship, the *Iowa*, was towed to Richmond and cleaned, and it is now open as a museum in Long Beach.

Although the Ghost Fleet will soon be just a memory, the danger of pollution remains. Since the cleanup began, more surplus military ships have been stored in Suisun Bay. Baykeeper will advocate for effective pollution controls on these additional ships, and if they start shedding toxics into the Bay, we will take legal action.

The Ghost Fleet cleanup is a San Francisco Bay success story. Experts estimate that the cleanup and removal of the Ghost Fleet has prevented an additional 50 tons of heavy metals from being blown and washed into the Bay. It's a major victory for a healthier Bay ecosystem.



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





# Holiday Exhibits Pull the Heartstrings

BY PAUL DUCLOS

Nostalgia, it would seem, is the very foundation of our holiday season and its many traditions. Two wholly different exhibitions in San Francisco illustrate how “aspirational art” was displayed in two distinct eras.

Loved *Downton Abbey*? Then be sure not to miss the curated Edwardian blockbuster at the Legion of Honor, *Houghton Hall*.

This portrait of an English country house is drawn from the collections of an entire community. Built in Norfolk in the 1720s for England’s first prime minister, Sir Robert Walpole, Houghton Hall features suites of grand rooms conceived by architect William Kent as settings for Walpole’s old master paintings, furniture, tapestries and Roman antiquities.

“Houghton Hall brings to San Francisco a wonderful array of objects from one of Britain’s great country houses and reflects the history of this magnificent estate across nearly 300 years, from the 18th century to the present day. It is particularly fitting that this exhibition is being displayed at the Legion of Honor, complementing our recently reinstalled collection of British paintings and decorative arts,” said Colin B. Bailey, director of the Fine Arts Museums of San Francisco.

The exhibition tells the story of the structure and its inhabitants through displays that convey key architectural spaces, such as the impressive double-height stone hall of marble, stucco and silver limestone; the grand state saloon, upholstered in red velvet; and the more restrained wood-paneled library, which served as Walpole’s office away from London. Kent’s architectural drawings, also on view, will reveal the geneses of these interiors, which were inspired by both Renaissance architect Andrea Palladio and the style of Baroque-era Rome.

For more information, see [legionofhonor.famsf.org](http://legionofhonor.famsf.org).

Meanwhile, for those who prefer more contemporary sentimentalism, Pier 24 Photography presents *Secondhand*, an exhibition featuring artists who build repositories of found images, from which they appropriate, construct, edit and sequence in order to create something entirely new. Through this process, their distinctly personal approaches become as wide-ranging as their source material. These works are paired alongside selected vernacular photographs from the Pilara Foundation collection, illustrating another instance in which found pictures can offer new meaning through a simple change of context.

The digital age has ushered in a culture of curating. Blogs, along with websites like Instagram, Facebook, Pinterest and Flickr, enable users not only to produce and disseminate unique content, but also to communicate through the editing, sequencing and selection of existing material. These online platforms have become a way of digesting and understanding the overabundance of visual information circulating daily.

As a result, the definition of the term “curator” has expanded beyond the realm of highly educated art historians to include anyone engaged with organizing content. It is no surprise that this curatorial impulse appears in the practices of many contemporary artists, where the distinction between curator and creator has become less defined.

The pioneering artists John Baldessari (Room 03), Richard Prince (Room 01), Larry Sultan and Mike Mandel (Room 15) began sourcing images from popular culture and government archives in the 1970s and 1980s. Removed from their original contexts, these pictures offer new insight, encouraging viewers to reexamine their relationship to commonplace imagery, while also considering the notion of authorship. The precedent set by these artists empowered the next generation to sample, dissect and reimagine without



Photo by Nick McCann

The Houghton Hall exhibition at the Legion of Honor features a wonderful array of objects from one of Britain’s great country estates.

hesitation, using any available image to create new works of art.

Erik Kessels, whose work is featured here in several large galleries, epitomizes the fluidity of the roles of curator and creator. Kessels has amassed an immense archive of vernacular snapshots and photo albums that he incorporates into his artistic practice. In *Album Beauty* (Room 09) and in almost every picture (Room 04), he curates from his holdings to suggest universal connections between found images, which, as a result, transcend their personal subject matter. Viewed through his lens, Kessels’ selections

speak to the human experience and nod to the power, beauty and materiality of these amateur pictures at a time when images are largely consumed online. In *24 Hrs in Photos* (Room 17), he comments directly on the photograph’s role in the digital world by printing every picture that had been uploaded over the course of one day to the photo-sharing website Flickr. Through this installation, the viewer can both visually and physically experience the overwhelming number of photographs shared online.

For more information, see [www.pier24.org](http://www.pier24.org).

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# WATERFRONT ACTIVITIES

- December 1 - 3** **Radar Observer / Refresher - 3 day Renewal Course – Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This three (3) day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- December 1 - 5** **Radar Observer Unlimited Course - Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- December 10** **6PM - 8PM – Women’s Moonlight Sail - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Join the women’s Wednesday night crew for a two hour sail around the Bay. Afterwards enjoy food and drinks in our clubroom.  
Cost: Members \$45, Non-Members \$60
- December 10** **6PM - 8PM – Moonlight Sail- OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Get out on the Bay for a mid-week cruise! This is a two hour long sunset sail followed by food and drinks in our clubroom.  
Cost: Members \$45, Non-Members \$60
- December 13** **6PM - 10PM – Night Sailing - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Learn to enjoy San Francisco Bay under moonlight!  
This course is designed to teach you the navigational skills necessary to safely sail our local waters at night. If you’re a non-experienced sailor, this is also a great opportunity to see what night sailing is all about.  
Cost: OCSC Members \$101.25, Non-Members \$135
- December 17** **Radar Recertification 1 Day – Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).



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<b>January 4-10 (6 Days)</b> <b>Cabo San Lucas to La Paz</b>	<b>\$11,000</b> Private Charter* (Up to 12 Passengers)
<b>February 6-12 (7 Days)</b> <b>Cabo San Lucas to Puerto Vallarta</b>	<b>\$11,000</b> Private Charter* (Up to 12 Passengers)
<b>March 8-14 (7 DAYS)</b> <b>Puerto Vallarta /Banderas Bay</b>	<b>\$11,000</b> Private Charter* (Up to 12 Passengers)
<b>March 18-April 1 (14 Days)</b> <b>Puerto Vallarta to San Francisco</b>	<b>\$1,000</b> Per Passenger*

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# Clipper Expands to Napa and Solano Counties

Clipper is now accepted on the San Francisco Bay Ferry Vallejo/San Francisco route. The service already accepts Clipper on its Oakland/Alameda/San Francisco, Harbor Bay/San Francisco and Oakland/Alameda/South San Francisco routes.

## BC STAFF REPORT

Clipper, the all-in-one transit fare payment card already accepted on nine Bay Area transit systems, has expanded its network of participating transit operators to Napa and Solano counties with the addition of Fairfield-Suisun Transit (FAST), SolTrans, the VINE, Vacaville City Coach and San Francisco Bay Ferry's Vallejo-to-San Francisco route.

The four bus agencies will accept cash value on a Clipper card as well as a range of 31-day passes good for local or express travel. The Vallejo/San Francisco ferry service will accept only cash value on Clipper; customers who pay with Clipper instead of cash will receive a

significant discount.

"Using express bus service to the El Cerrito del Norte, Pleasant Hill or Walnut Creek BART stations just got more convenient since riders will only need one card to ride both bus and BART," said Jim Spring, longtime Metropolitan Transportation Commission (MTC) Commissioner and Solano County Supervisor. "Local riders will see the benefits of Clipper as well, since it works with many transit benefit programs and can be registered to protect your balance."

FAST, SolTrans and The VINE all offer express routes to the El Cerrito del Norte BART station, and FAST and SolTrans also offer express routes to the Pleasant Hill and Walnut Creek BART stations. Ferry riders will be able to use a single Clipper card to pay for the ferry as well as local bus service in Solano and

Napa counties and San Francisco. Please note that Clipper is not yet accepted on VINE Route 29F from Napa to the Vallejo Ferry Terminal, SolanoExpress Short Hop routes 30 and 40, the St. Helena Shuttle, American Canyon Transit, the Calistoga Shuttle or the Yountville Trolley.

"I'm proud MTC continues to fulfill its commitment to provide a single regional transit fare payment system," said MTC Commissioner and Napa County Supervisor Bill Dodd. "The ability to set up Autoload, manage your account online and other great features certainly makes Clipper a more attractive option than cash."

Clipper is not completely new to San Francisco Bay Ferry—the service already accepts Clipper on its Oakland/Alameda/San Francisco, Harbor Bay/San Francisco and Oakland/Alameda/South San Francisco routes. Clipper is also accepted on BART, Muni, AC Transit, Golden Gate Transit and Ferry, Caltrain, SamTrans, VTA and Marin Transit.

Launched in 2010, the Clipper card is popular with transit riders: A December 2013 survey of 810 registered cardholders found that 90 percent are satisfied or very satisfied, and almost all (97 percent) would recommend Clipper to others.

Clipper is used for fare payment on nearly half of all transit trips in the Bay

Area, and was used for an average of 780,000 trips each weekday in September. More than one-third of all registered Clipper cards are signed up for Autoload, which automatically reloads value on the card when it runs low.

MTC will expand Clipper again next year to the Livermore-Amador Valley Transit Authority (WHEELS) in Alameda County; and County Connection, WestCAT and Tri-Delta Transit in Contra

Costa County. The Clipper network will expand again by the spring of 2016 to include Santa Rosa City Bus, Sonoma County Transit, and Petaluma Transit in Sonoma County. Clipper also will be the fare payment method used by Sonoma-Marin Area Rail Transit (SMART) when it begins operation in 2016.

Clipper is a service provided by Bay Area transit operators and the Metropolitan Transportation Commission, the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.



SolTrans is one of the four bus agencies in Solano and Napa counties that will now accept Clipper.

For more information about Clipper, go to [clippercard.com](http://clippercard.com) or call Clipper Customer Service at 877.878.8883.

# All Bay Area Ferry Schedules in One Place!

## Golden Gate Ferry

### LARKSPUR\*

Weekdays (excluding Holidays)				Weekends and Holidays																								
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur																					
5:45	6:15	6:20	6:50	9:30am	10:30 a.m.	-----	-----																					
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.																					
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35																					
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15																					
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10																					
8:20	8:50	9:10	9:45	<b>One-way Ferry Fares</b> <table border="1"> <thead> <tr> <th></th> <th>Larkspur</th> <th>Sausalito</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare (19 – 64)</td> <td>\$9.50</td> <td>\$10.25</td> </tr> <tr> <td>Clipper</td> <td>\$6.25</td> <td>\$5.25</td> </tr> <tr> <td>Youth/Senior/Disabled</td> <td>\$4.75</td> <td>\$5.00</td> </tr> <tr> <td>Children 5 and under (limit 2 per fare-paying adult)</td> <td>FREE</td> <td>FREE</td> </tr> <tr> <td>Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).</td> <td></td> <td></td> </tr> <tr> <td>Giants Ferry</td> <td>\$11.00</td> <td></td> </tr> </tbody> </table>					Larkspur	Sausalito	Adult Cash Fare (19 – 64)	\$9.50	\$10.25	Clipper	\$6.25	\$5.25	Youth/Senior/Disabled	\$4.75	\$5.00	Children 5 and under (limit 2 per fare-paying adult)	FREE	FREE	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			Giants Ferry	\$11.00	
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Giants Ferry	\$11.00																											
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12:40 p.m.	1:15	1:25	2:00																									
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2:50	3:25	3:30	4:00																									
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7:25	8:00	8:10	8:40																									
8:50	9:25	9:35	10:05																									

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

### SAUSALITO

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

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

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day. The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

## Blue & Gold Ferry

### TIBURON COMMUTE

### SAUSALITO

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

### TIBURON – Pier 41

Weekdays				Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 am	10:25am	10:30am	10:55am	9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:00	11:45pm	11:50pm	12:15pm	11:35 a.m.	12:00 p.m.	12:10 p.m.	1:05 p.m.
12:20	1:05	1:10	1:45	2:05	2:50	3:00	3:25
1:50	2:30	2:35	3:15	3:35	4:45	4:55	5:20
4:10	4:50	---	---				
---	7:55	8:00 pm	8:20 pm				

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

FARES:	One-way	Round-trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50

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

### TIBURON – Pier 41

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

FARES:	One-way	Round trip
Adult	\$11.50	\$26.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

## BAY CRUISE

Weekdays		Weekends & Holidays	
10:15 a.m.	10:15 a.m.	3:15	
1:15 p.m.	11:00	3:45	
3:15		12:15 p.m.	4:30
4:30		1:15	5:00
		2:15	

For the most current schedule, visit [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)  
Bay Cruise does not operate during inclement weather.

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

Discount fares available at [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

## Angel Island Ferry

### TIBURON – ANGEL ISLAND

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

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

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

FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 - 64)	\$15.00	
Seniors (ages 65+)	\$14.00	
Children (ages 6 - 12)	\$13.00	
Small Children (ages 3 - 5)	\$5.00	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit [www.angelislandferry.com](http://www.angelislandferry.com) / Schedule Subject to change w/o notice

## Bay Area Ferry Terminal Locations

**Alameda Ferry Terminal**  
2990 Main Street

**Harbor Bay Ferry Terminal**  
215 Adelpian Way, Alameda

**Larkspur Landing Ferry Terminal**  
101 E. Sir Francis Drake Boulevard

**Oakland Ferry Terminal**  
10 Clay Street @ Jack London Square

**Sausalito Ferry Terminal**  
Humbolt Street & Anchor Avenue

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

**South San Francisco**  
911 Marina Boulevard

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

**Vallejo Ferry Terminal**  
289 Mare Island Way in Vallejo

## Red & White

### BAY CRUISE Pier 43½

Monday through Sunday		FARES: Bay Cruise Adult (18+) \$28.00 Youth (5-17) \$18.00 Child (under 5) Free
10:00 a.m.	2:30	
10:45 Thurs-Mon	3:00 p.m.	# Bridge to Bridge Adult (18+) \$36.00 Youth (5-17) \$24.00
11:15	3:45	
12:00 # p.m.	4:15# Thurs-Mon	^ Sunset Cruise Adult (18+) \$58.00 Youth (5-17) \$40.00
1:10	5:30^ Thurs-Mon	
1:40		

All Ferry schedules subject to change.

For the most up to date information.

Visit:

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

## ROCKETBOAT

Service resumes in May 2015



# AROUND THE BAY IN DECEMBER

## *JLS Tree Lighting*

Jack London Square is set to light up the Oakland waterfront with its annual tree lighting extravaganza on Friday, December 5 from 5 to 7 p.m. On this special evening, a 55-foot Mount Shasta Fir Tree will sparkle with 5,000 white lights and 600 colorful ornaments surrounded by Santa's reindeer, tap-dancing Christmas trees, a jingle bell dance contest, the Oakland Ballet's Sugar Plum Fairies, cookie decorating, ornament making, a holiday pop-up with 90 local artisans, merry entertainment and more. Locals and visitors are encouraged to arrive early for magical surprises while enjoying festive music and merry entertainment with holiday characters roaming the Oakland waterfront greeting children and posing for photos.

## *Tidepool Adventure*

Join Farallones Sanctuary naturalists for a tidepool adventure in Half Moon Bay on Saturday, December 6 from 2:30 to 5:30 p.m. Very low tides reveal life forms that have developed unique adaptations for living both on land and in the sea. Explore the amazing intertidal habitat at the ocean's edge while learning how these animals and algae survive under ever-changing conditions. Search for scuttling crabs, colorful urchins, chitons and flower-like anemones that call this biodiversity hotspot "home"—while learning important tidepool "etiquette" tips. The adventure concludes with hot chocolate and cookies. The cost is \$10 per person and space is limited. Recommended for ages six and over, and minors must be accompanied by an adult. For more information, contact Sara Heintzeman at [sara.heintzeman@noaa.gov](mailto:sara.heintzeman@noaa.gov) or (415) 561-6622 x 237.

## *Holiday Candlelight Concerts in Marin*

One of Marin's favorite holiday traditions returns with the Marin Symphony's holiday candlelight concerts in San Rafael. The highlight of the concerts will be the performance of three newly composed winter pieces by composer Ola Gjeilo for chorus, string quartet and piano. The concert will close with an opportunity for the audience to



sing carols by candlelight with brass players from the Marin Symphony. The holiday candlelight concerts take place on Saturday, December 6 at 7:30 p.m. and Sunday, December 7 at 4 p.m. at the Church of Saint Raphael, 1104 Fifth Avenue in downtown San Rafael. Prices are \$25 in advance and \$30 at the door with a 20 percent discount for groups of 10 or more. For tickets, contact the symphony office at (415) 479-8100.

## *Berkeley Art Sale*

Sip on cider, hot chocolate and sample other holiday treats as you preview works from top Bay Area artists at HERE, a Berkeley Art Center exhibition. Bring home one (or more) of the 250 pieces in the show for special holiday gifts, available for very affordable prices at their holiday art sale and open house on Saturday, December 6 from 11 a.m. to 5 p.m. A hands-on workshop will also be offered from 1 to 3 p.m. for the Mobile Mill, a pop-up traveling paper studio offering an alternative art-making space where new learners and practicing artists can collaborate. The Mobile Mill is essentially an automobile with incorporated machinery to make it possible for users to experiment in papermaking, while also learning how to repurpose paper waste. This is a free event that is open to the public. For more information, visit [www.berkeleyartcenter.org](http://www.berkeleyartcenter.org).



## *Behind the Mask*

The ICB Artists Association, a large, vibrant and diverse community of over 100 talented artists in Sausalito, invites you to cross over the ICB threshold into the world of the mask during its 46<sup>th</sup> annual winter open studios December 5-7. Located in a historic World War II-era industrial building, the lofts are home to artists working in all media, including painting, sculpture, photography, digital media, jewelry,

printmaking, fiber arts, stained glass and much more. The group will present a mask exhibit during the three-day event with winter open studios on Saturday and Sunday from 11 a.m. to 6 p.m. and a preview on Friday, December 6 from 6 to 9 p.m. The event takes place at Gallery 111 in the ICB Art Center, located at 480 Gate 5 Road in Sausalito. For more information, visit [www.icbartists.com](http://www.icbartists.com).

## *Sebastopol Holiday Home Tour*

Spend a delightful winter day touring

five decorated homes and the historic Pleasant Hill Christian School in and around scenic Sebastopol, in the heart of Sonoma County wine country. Each location displays holiday spirit in its own unique way, showcasing collections and family traditions. A free artisan boutique will be open all weekend offering the work of dozens of local Sonoma County artists and crafters. Tour ticket prices are \$10-\$40. There is a nighttime VIP tour on Friday, December 12 from 6 to 9 p.m. and a daytime tour on Saturday, December 13 from 10 a.m. to 5 p.m. Proceeds benefit the scholarship fund at Pleasant Hill Christian School. For more information, visit [www.sebastopolholidayhometour.com](http://www.sebastopolholidayhometour.com).

## *Harvest Time, Dude*

The Emerald Cup will make its highly anticipated return to the Sonoma County Fairgrounds in Santa Rosa on December 13-14. For more than a decade, the Emerald Cup has become synonymous with setting the highest standards for sustainable, sun-grown, outdoor cannabis and is the largest, most respected, organic, outdoor, medicinal cannabis competition in the world, making it the definitive contest for the fall harvest. This year's entries will once again represent the best from Northern California and beyond with more than 300 expected entrants in four categories: flowers, edibles, solvent-less concentrates and topicals. The Emerald Cup event is about bringing medical marijuana providers, dispensaries and patients together and for patients to view all of the entries in this year's competition. The event includes workshops, guest speakers, panel discussions and an awards ceremony along with live music performances. The promoters are committed to strengthening the medical cannabis industry and hope that this year's competition shows how promising the future has become. Single-day tickets are \$45 and weekend tickets are \$80. For more information, visit [www.theemeraldcup.com](http://www.theemeraldcup.com).

*To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: [joel@baycrossings.com](mailto:joel@baycrossings.com).*



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