

# BAY CROSSINGS

*"The Voice of the Waterfront"*

January 2013 Vol.14, No.1

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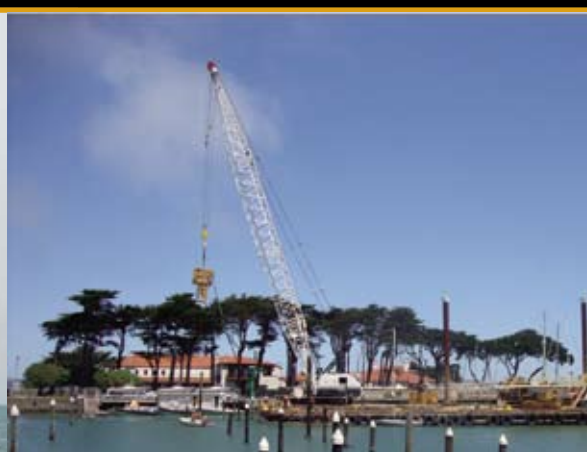
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4:51 am Route 24 bus	5:25 am (Financial District)	—	—
5:22 am Route 97 bus	5:58 am (Financial District)	—	—
7:10 am	7:40 am	7:45 am	8:15 am
8:20 am	8:50 am	9:10 am	9:45 am
9:40 am	10:30 am	—	—
10:40 am	11:10 am	11:20 am	11:50 am
11:40 am	12:30 pm	12:40 pm	1:30 pm
12:40 pm	1:10 pm	1:20 pm	1:50 pm
1:40 pm	2:30 pm	3:45 pm	4:35 pm
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# BAYCROSSINGS

*"The Voice of the Waterfront"*

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



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January 2013 Volume 14, Number 1

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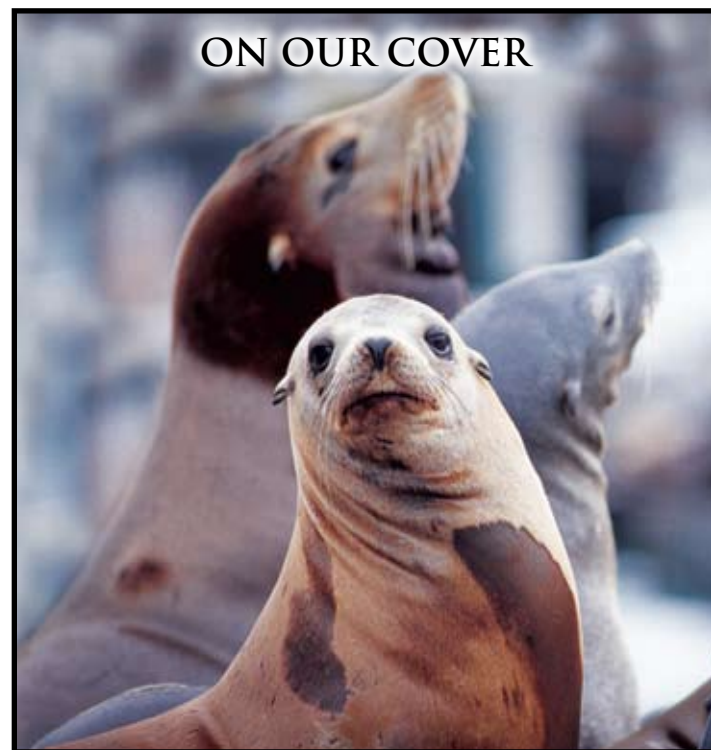
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A few months after the 1989 Loma Prieta earthquake, California sea lions began hauling out on Pier 39's K-Dock. At first there were only a few of them, but after just a few months, there were over 300 energetic sea lions barking, bathing and playing on the dock. No one is quite sure why the sea lions decided to haul out on Pier 39, but these lively pinnipeds quickly became a huge sensation. The number of sea lions on the Pier has constantly fluctuated since then with no apparent rhyme or reason. In November 2009, a record number of 1,701 sea lions visited K-Dock. Photo courtesy of Pier 39.



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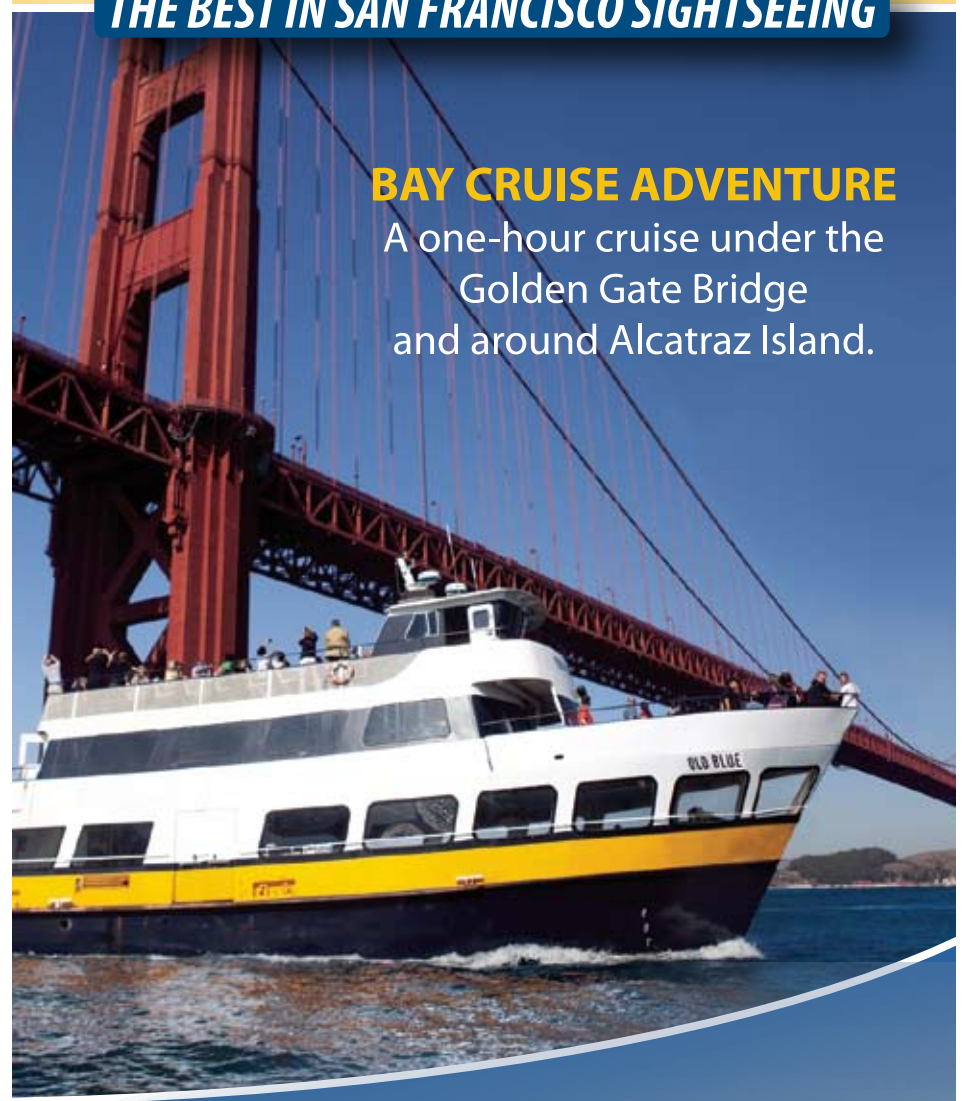
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# 511 Celebrates Ten Years of Getting You There Faster

For countless Bay Area residents, checking traffic conditions via 511 before they embark on their commute or other local trips has become second nature. They have come to rely on the friendly voice of the 511 phone service warning them of trouble along their route, and the online 511 map showing traffic hotspots to avoid — not to mention the Driving Times feature that calculates how long it will take to get from Point A to Point B given current conditions. And more than a million times a month, Bay Area travelers go to the 511 website (at 511.org) or the 511 transit app on their smart phone to request a personalized public transit itinerary.

Celebrating its 10th anniversary this past month (in December 2012), the 511 Traveler Information Service has become an indispensable companion to Bay Area residents and visitors alike as they make their way around the region's extensive and far-flung network of roadways and bus, rail and ferry lines.

"For the past 10 years, 511 has provided

a unique and valuable service for the Bay Area," said Adrienne Tissier, chair of the Metropolitan Transportation Commission (MTC). "It has helped millions of residents and visitors navigate our busy highways and bike lanes, utilize our various transit services, and find greener commutes to work."

511 is a one-stop phone and web source for up-to-the-minute Bay Area traffic, transit, rideshare, bicycling and parking information. The 511 phone service is free of charge and available 24 hours a day, seven days a week from anywhere in the nine-county Bay Area.

511's tools and features include a transit trip planner, real-time transit information available through various avenues, up-to-the-minute traffic information, carpool and vanpool formation services, an online BikeMapper tool, and real-time info on

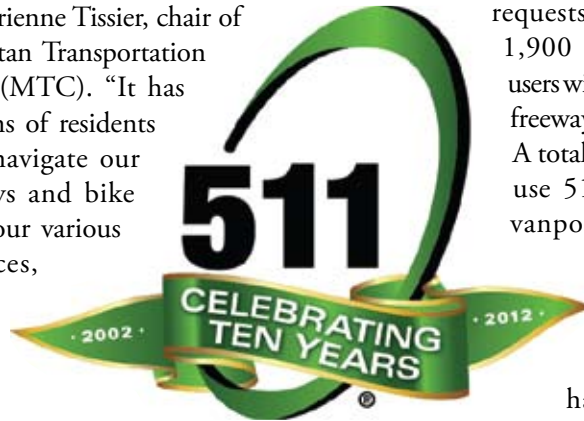
parking availability in San Francisco. Live operators who can offer assistance with ridesharing and most other aspects of 511's services, and who can link to a language-translation service, are available Monday through Friday, from 8 a.m. to 6 p.m.; you can access the live operators through the "Rideshare" prompt.

On average, each month 511 receives more than

4 million phone and web requests and more than 1,900 calls connecting users with non-emergency freeway towing services. A total of 45,000 people use 511's carpool and vanpool ridesharing database services, more than 50,000 people have downloaded the 511 SF Bay Transit app to their smartphones, and more than 11,000 people follow 511 SF Bay on Twitter.

Established and managed by MTC, 511 is a partnership with the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), the Bay Area Air Quality Management District, and the transit and transportation agencies of the Bay Area. These agencies have worked cooperatively to spearhead this consumer resource for transportation information, which has been recognized nationally as a leader among 40 such services throughout the U.S. 511 has been nationally recognized by and received awards from several organizations, including the American Public Transportation Association (APTA), the Institute of Transportation Engineers (ITE), the Intelligent Transportation Society of California (ITS CA) and Government Computer News.

511 continues to evolve to meet the ever-changing and varied ways people receive information by adapting to technology trends. In addition to providing services via the phone and web, 511 delivers information via text, a mobile web site, and most recently through the smartphone app. 511 also provides personalized traffic and transit information through MY 511. One of the



More than 50,000 people have downloaded the 511 SF Bay Transit app to their smart phones.



511's information and features are available 24/7 via multiple avenues, including the 511.org site, a smart phone app, text messages and the free 511 phone line.

newest features is an enhanced trip planner, now in beta testing, that allows users to compare the time and cost of driving vs. riding public transit vs. driving to transit.

511 also serves as the one-stop source for transportation information during emergencies, as well as planned events such as Fleet Week, and major freeway and bridge closures, providing information on traffic, alternate routes and public transit options.

For more information, call 511 or visit 511.org or m.511.org.

# Port of Oakland to Take Action on Expenditures in 2013

BY PATRICK BURNSON

In response to a messy scandal over misuse of port funds that has claimed the jobs of two top officials, the Port of Oakland has announced a number of steps designed to usher in a new era of transparency and accountability as the new year gets underway.

Specifically, the port is:

- releasing the port purchasing card audit completed in July 2012 as originally presented to the Board;
- releasing the investigative report conducted by independent outside counsel, Arnold & Porter, which looked at specific improper expenditures and the port's overall expense policies;
- revising its policy on redacting expenses, and will now respond to all requests for records with fully unredacted expenses unless there is a specific and compelling legal reason to redact information (i.e., social security numbers, personnel/human resources issues, sensitive competitive information, etc.); and
- moving forward on a comprehensive plan to prevent improper expenditures going forward, and strengthen the port's culture of compliance.

In addition, the port announced that James Kwon retired as maritime director effective December 28. The port has also received repayment of the public funds spent on the two identified improper expenditures.

"It's a new day at the port, and we

are pleased to be releasing comprehensive information on the problems we've faced and how we're addressing them," acknowledged Board President Gilda Gonzales. "While the vast majority of what was uncovered was an organization of people doing their jobs ethically and responsibly, we also found outdated policies, a few irresponsible actions, and a few isolated cases of improper expenditures."

"I am very pleased that the board has helped us turn a page toward transparency and accountability, which were goals when I was appointed," said Acting Executive Director Deborah Ale Flint. "The plan we released in December will continue moving us forward."

The port has issued new rules that will specify permissible levels of air travel depending on the length of the flight. New rules will also establish permissible spending levels for hotels and meals that conform with best industry practices. The number of persons holding Port P-Cards will be reduced. In addition, the port will step up enforcement of the existing P-Card policy, holding both card holders and approving officials fully accountable.

## Mixed Results for CA Exports

Weakening economic conditions in several key foreign markets and outright recessions in others led to mixed results for California exporters during November, according to an analysis by Beacon Economics of foreign trade data released by the U.S. Commerce Department.

The value of goods shipped abroad

by California businesses in November/December totaled \$13.87 billion, a nominal increase of just 0.4 percent over the \$13.81 billion recorded in the same month last year. Adjusting for inflation would translate that apparent gain into a real decline of 2.4 percent.

However, on a decidedly more positive note for California's economy, exports of manufactured and non-manufactured goods were up in real as well as nominal terms, while re-exports of previously imported goods were down substantially.

"Despite adverse economic circumstances in much of the world, November saw real growth in exports of goods produced here in California," said Beacon Economics International Trade Adviser Jock O'Connell.

Beacon Economics also said that although overall manufacturing employment was down 0.8 percent in the state in November, the figure

masks the manufacturing uptick being experienced across California. San Jose, Sacramento, Santa Rosa, Modesto, and Stockton all added more than 1,000 new manufacturing jobs over last October, showing that the industry is growing in key parts of the state.

California's exports of manufactured goods totaled \$8.93 billion, a nominal 4.2 percent gain over the \$8.57 billion recorded last October. Non-manufactured exports (chiefly agricultural products and raw materials) rose by a nominal 7 percent from \$1.85 billion to \$1.98 billion. Meanwhile, re-exports fell by a nominal 12.7 percent from \$3.39 billion to \$2.96 billion.

"Even discounting for inflation, exporters of products of California-origin came out ahead in November," O'Connell said. "Losses came only in the category of those previously imported goods which California businesses profitably re-sell to foreigners."



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# TODD CARROLL PRICE

**T**odd Price passed away suddenly November 20 at age 60, doing what he loved at the helm of a sailboat at the Cal Sailing Club in Berkeley.

He was born in Philadelphia, raised in Jacksonville, and moved to Berkeley in 1972. Todd is survived by his loving partner and life friend of 13 years, Orah Goldman of El Cerrito. Todd is also survived by his father, Samuel (Faye) of Jacksonville; brothers, Ira (Carol) of Miami, Charles (Lauren), and Jonathon,



all of Jacksonville; and sister, Ellice (Scott) Berg of Lake Grove, NY. He was preceded in death by his mother, Symme, in September of this year. There are many aunts, uncles, nieces, nephews, and friends that are mourning his untimely passing; he will be missed by all.

Todd was a graduate of the Bolles School, class of 1970, in Jacksonville. After moving to the West Coast in 1972, he worked as a ferry boat deck hand for over 30 years for the Golden Gate Bridge and Highway Transportation District, mainly on the Larkspur to San

Francisco run, and was a member of the Inland Boatman's Union in San Francisco. He obtained his B.A. in psychology from San Francisco State at the age of 54, and dreamed of completing a master's degree. He had a thirst for knowledge, and was self-taught in many subjects. He loved to travel the world. Some of his favorite places included India, Prague, Vienna, Israel and England, as well as historical sites of this nation, including Washington D.C. He was especially fond of many local cultures and cuisines, which optimized his joy for life. A day was not complete without a movie, a large popcorn and butter pecan ice cream.

He was an avid member and participant in the Cal Sailing Club, the Berkeley Yacht Club, and the Bay

Area Association of Disabled Sailors (BAADS), where he helped those with disabilities participate in learning to sail and overcome their challenges. He obtained his captain's license in August of this year in hopes of employment during his golden years, anywhere in the world on the water. He had a tenacity and perseverance in his ongoing quest for greater sailing skills. Todd taught us that "it is better in life to struggle than to just follow the crowd."

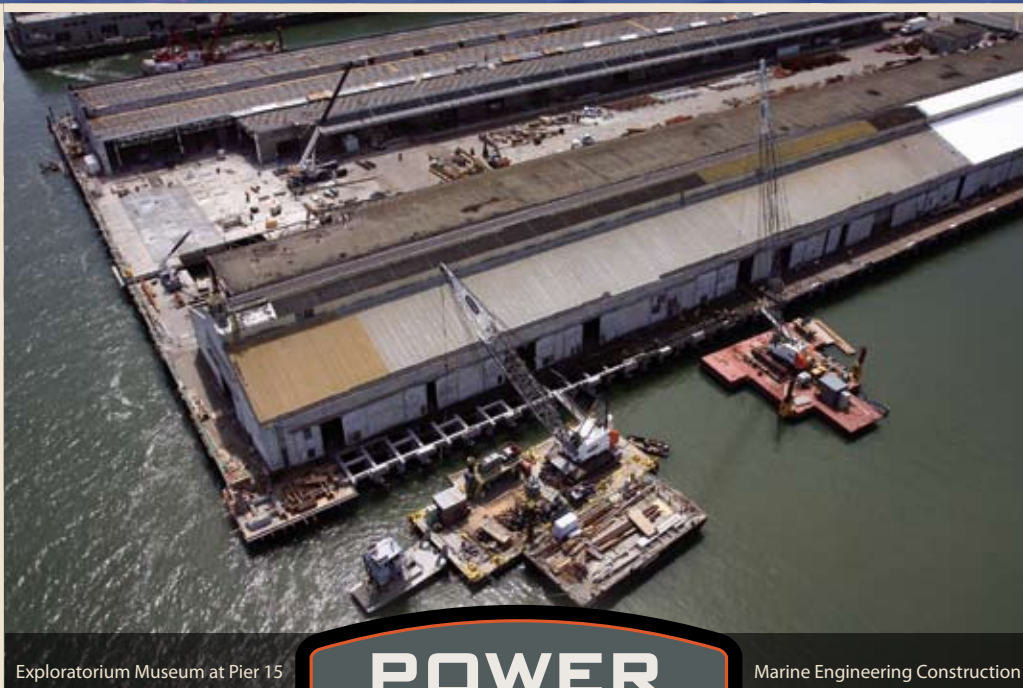
Private memorial services were held December 3 at Sunset View Mortuary, El Cerrito. Memorial donations, if desired, may be made to: Cal Sailing Club, 124 University Avenue, Berkeley CA, 94710, or BAADS, Pier 40, Embarcadero, San Francisco CA 94107.



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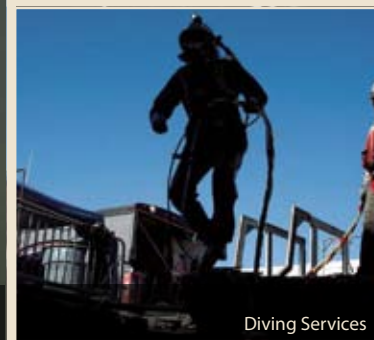
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# Captain Jari Hytonen

BY MATT LARSON

Jari “Howdy” Hytonen, a captain for Blue & Gold Fleet, isn’t much different from the other captains we’ve met so far. “I think we’re all pretty much the same,” he said of the fleet’s captaining styles. “I want to be as gentle as possible. And always—safety of the passengers and crew is number one.”

A jack of all maritime trades, Hytonen has worked as an engineer, deckhand, diesel mechanic and captain. Even still, you can sometimes find him operating as a crew member on board. “There’s many times that I’ve thought of being on crew as a nice treat,” said Hytonen. “It’s quite physical; I think I’ve stayed in quite good shape being a crew member. As captain it’s more mental. What we’re using these days is basically a joystick, not a heavy steering wheel.” Another great part of being on crew is that Hytonen gets more chances to interact with the passengers. “I see some of the same people a lot. It’s always nice meeting new passengers.”

Born in Finland, Hytonen began his maritime excursions at just six years old. “We had our own family boat,” he said.

“We sailed every day in the summer for months on the islands between Finland and Sweden.” Then, in 1976 at age 15, his parents’ divorce changed Hytonen’s life forever. “I had the option to go to school and stay with my mom, or go sailing with my dad.”

It didn’t take long for Hytonen to decide upon his fate. “A few minutes later I said, ‘I’ll go with my dad.’ For the next 25 days on a 35-foot sailboat, just father and son, we went to England, Spain, Portugal, Canary Islands, across to Brazil.” It wasn’t an easy trip. In the Bay of Biscay between England and Spain they encountered 45-foot waves amidst winds at 70-80 knots, and all they used for navigation was a plastic sextant (a celestial navigator) and a compass. “I still have the sextant,” Hytonen said.

“When I left with my dad from Finland we wanted to sail around the world, but my dad met my stepmom in Brazil, and then we didn’t go around the world. We ended up in the U.S. instead.” Fortunately, it all worked out for Hytonen. He met his wife at a coffee shop in Berkeley and they now reside in San Leandro with their two children.

Of all the Blue & Gold runs, Alameda/Oakland is Hytonen’s favorite commute. “I like it because of all the



Photo by Matt Larson

Captain Jari Hytonen at Pier 41 in the wheelhouse of his favorite boat, *Paralta*.

ships, the estuary, the bridge, the city view; I think it’s interesting,” he said. And his favorite boat is the *Peralta*. “You’re in close contact with the crew, and it’s pretty fast.”

Hytonen finds it a wonderful lifestyle to work on the water every day. “I really appreciate the passengers and I’m happy that all these years they have been coming on the ferries and continuing this lifestyle,” he said. “If you go by BART, many times you have standing room only. Ferries usually have enough seating,” he explained. “You can also go outside and get a breath of fresh air—can’t do that on the train!”

Safety is also a big reason for Hytonen’s preference of maritime travel. “I feel safer on the water than the

airplanes because I can participate. At 36,000 feet, if something goes wrong, you can’t float around and fix things.” And he feels especially safe here in the Bay Area. “You’re always near land, and even when it’s windy in rough weather we’ve got a Vessel Mutual Assistance Plan, so each ferry can help each other if there is a problem, and it’s orchestrated by the Coast Guard.”

Having worked as a mariner all over the world, Hytonen is happy to have settled here in the Bay Area. “There are 18,000 islands to navigate through in Finland,” he said. “And, the whole sea can get frozen. It’s hard to think that the San Francisco Bay will get frozen, so, this is like paradise compared to that.”



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# Streetlights of San Francisco: 2013 Will Bring Energy-Efficient Upgrades

BY BILL PICTURE

**T**he San Francisco Public Utility Commission (SFPUC) recently announced plans to replace thousands of the inefficient, high-pressure sodium cobra-head style streetlights that dot the City—the ones that emit the orange glow—with new, state-of-the-art LED fixtures later in 2013.

At first glance, the aptly dubbed “LED Street Light Conversion Project” might appear one of the City’s more mundane green endeavors. But a closer examination reveals some exciting details: better, more-efficient lighting and the creation of hundreds of new job opportunities for Bay Area small businesses, not to mention some sleek pole-top doo-dads that any designer is sure to find sexy—for a streetlight, that is.

## Only a matter of time

Household light bulbs, flashlights, even Christmas lights: ultra-efficient LED



*The ultra-efficient LED light fixtures are the most expensive type of lighting on the market.*

versions of all of these items began appearing on store shelves a few years ago, so it was only a matter of time before LED technology began being used to illuminate much larger areas.

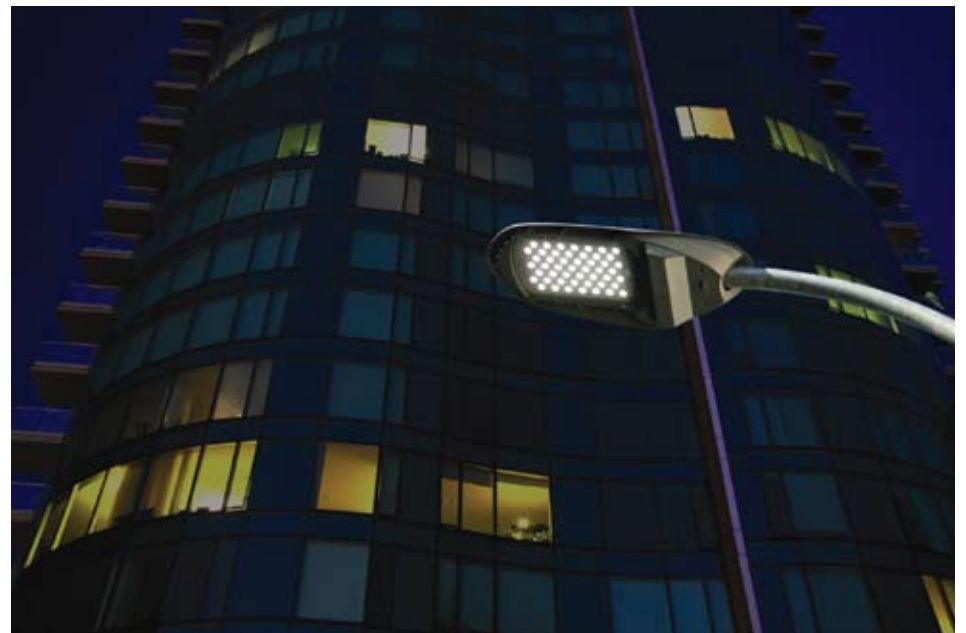
“LED technology has been around for a while, but it had to be adapted for this specific use, and that takes a while to get just right,” said SFPUC spokesperson Charles Sheehan. “Cost was also a factor. We had to wait for it to become affordable, otherwise it didn’t make sense.”

The ultra-efficient new streetlights will consume about 50 percent less electricity than their predecessors, saving San Francisco a lot of money in the long term by significantly reducing its electricity bill. But upfront costs are steep, to which any homeowner or business owner who has made the switch to LED can attest.

“LED light bulbs are one of the most expensive types of light bulbs on the market,” said Jay Leone of eHow.com. Leone said LED products are difficult to produce, and therefore very expensive. “And the production costs associated with LEDs is passed on to the consumer in the form of a high price tag.”

SFPUC maintains about 25,000 streetlights, which is 60 percent of all of the streetlights in the City. (PG&E owns and maintains the other 40 percent.) Of the 25,000, 18,500 will be getting the LED facelift, so you can see why cost is a factor. The balance of the SFPUC’s streetlights sport different style heads and will be upgraded at a later date, when the LED technology is adapted to suit those models.

In addition to the energy savings, helping further offset the cost of the new fixtures is the fact that the LED fixtures will only need to be replaced every 15 to



*The San Francisco Public Utilities Commission will be replacing 18,500 of the City’s outdated high-pressure sodium streetlights with state-of-the-art LED fixtures that consume 50% less electricity.*

Instead of the strange orange glow given off by traditional high-pressure sodium streetlight fixtures, the light from the LED fixtures will be more similar to the natural white light of the moon.

20 years. The current fixtures typically burn out after only four years. That means less money spent maintaining the streetlights.

## Like a full moon every night

When the 14-month-long project is completed, what drivers, bicyclist and pedestrians alike can expect to notice right away is that nighttime lighting conditions on city streets will be dramatically improved.

Instead of the strange orange glow given off by traditional high-pressure sodium streetlight fixtures (what you see from airplane windows at night), the light from the LED fixtures will be more similar to the natural white light of the moon.

“The quality of light will definitely be improved,” Sheehan said. Still, Sheehan was reluctant to say that the new LED streetlights will provide more light. “There are a lot of factors that can determine the actual amount of light in a given area, for

instance, how close together street lights are placed, and that varies in different parts of the city.”

The new fixtures will feature “smart controllers” that allow the City to receive real-time information from each street light, remotely monitor each light’s performance, adjust light intensity as needed, and know when a light is out or about to die.

The process of replacing an old fixture with a new one is a very simple one, taking only about 30 minutes and leaving the existing pole and street light arm untouched. But multiply those 30 minutes by 18,500 streetlights, and this is way more work than the SFPUC currently has the manpower to handle on its own. So, the replacement project will be farmed out to small businesses in the area, helping support the local economy.

It’s important to note that the project’s

\$16 million price tag will not be passed on to SFPUC customers, nor will the conversion have any impact on private property.

Sheehan expects the SFPUC to begin accepting bids from local businesses sometime in the spring or early summer. “Right now, we’re working on what the criteria and requirements will be that the bidders have to meet, such as the electrical standards,” he explained.

As far as remaining ahead of the aforementioned green curve, San Franciscans will be happy to know that their beloved city remains close to the front. “A lot of cities are starting to move in this direction,” Sheehan said, “but we’re still ahead of most of them.”

All Photos courtesy of [SFWATER.ORG](http://SFWATER.ORG)



Once the 14-month-long, \$16 million LED streetlight conversion project is completed, San Franciscans will notice dramatically improved nighttime lighting. LED output has been compared to the natural light of the moon.

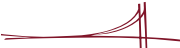


Each fixture takes about 30 minutes to install, and the SFPUC will be farming the work out to local small businesses. Bids will begin being accepted in a few months.


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Photo courtesy of Pier 39

No one is quite sure why the sea lions decided to haul out on Pier 39's K-Dock 23 years ago. The number of sea lions on the pier has fluctuated with no apparent rhyme or reason over the years from just a handful to several hundred at a time.

## Celebrating Pier 39's Sea Lions

BY MALLORY JOHNSON

**I**n 1989, the Loma Prieta earthquake shook up San Francisco, taking down a portion of the Bay Bridge, disrupting game three of the historic “Battle of the Bay” World Series and causing \$6 billion worth of damage throughout the Bay Area.

A few months after the earthquake, locals started noticing another change near San Francisco's waterfront—California sea lions began hauling out on Pier 39's K-Dock. At first there were only a few of them, but after just a few months, there were over 300 energetic sea lions barking, bathing and playing on the dock. No one is quite sure why the sea lions decided to haul out on Pier 39, but

these lively pinnipeds quickly became a huge sensation, bringing locals and tourists alike out to Pier 39 to observe them. While California sea lions have always been found in the Bay, their typical hangout before 1990 was on Seal Rock near Ocean Beach.

If you've ever walked along or near Pier 39, chances are you've heard them. The number of sea lions on the pier has constantly fluctuated with no apparent rhyme or reason. In November 2009, a record number of 1,701 sea lions visited K-Dock. One month later, their numbers dropped dramatically and only

A few months after the earthquake, sea lions began hauling out on Pier 39's K-Dock. At first there were only a few, but after just a few months, there were over 300.

a handful were left.

You may have noticed the Pier 39 sea lions laying around in close bundles, almost on top of one another. This isn't a problem of too many sea lions or a lack of space. Sea lions have an innate need, called thigmotaxis, to be in close contact with others. Sea lions are incredibly social animals and generally feel more secure when

they are surrounded by others.

The overwhelming majority of the sea lions found on K-Dock are males. How can you tell? Males are much larger than females, boasting a thicker neck and

protruding crest atop their heads. Males also have a darker hide, while females and juveniles come in a light brown or gray color.

So where are the ladies? Female sea lions typically stay around southern California, near the Channel Islands or off Mexico. During mating season, the males will migrate to them and win them over by establishing and defending a territory. The females will choose their mate by wandering throughout the territories, usually avoiding the males who are overly assertive or energetic. After the breeding season, the males will migrate back to northern California, and many of them will end up back at their home on Pier 39.

We may not know why the sea lions are here, but that doesn't stop us from admiring and celebrating

them. On January 18-21, Pier 39, Aquarium of the Bay and the Marine Mammal Center will join forces to celebrate the 23<sup>rd</sup> anniversary of the sea lions' arrival to K-Dock. The public is invited to visit Pier 39 and take part in "Sea Lion Encounter," which consists of free 20-minute educational walking tours hosted by knowledgeable naturalists from Aquarium of the Bay and the Marine Mammal Center. Learn



Photo courtesy of Pier 39

Sea lions have an innate need to be in close contact with other sea lions, making them incredibly social animals that generally feel more secure when they are surrounded by others.

## Fun Facts About Sea Lions!

- California sea lions are known for their intelligence, playfulness, and noisy barking!
- Males reach 850 pounds (390 kg) and 7 feet (2.1 m) in length. Females grow to 220 pounds (110 kg) and up to 6 feet (1.8 m) in length.
- You can tell males from females. Look for the bump or "crest" males develop on their heads starting when they're four or five years old. PIER 39's sea lions are mostly males.
- Sea lions range along the Pacific coast from Vancouver to the southern tip of Baja, and most pups are born on the Channel Islands located off Southern California in June.
- Since they're animals of habit, it's a good bet the sea lions will continue to return to PIER 39.
- California sea lions are protected by the Marine Mammal Protection Act. It is unlawful for unauthorized persons to feed, handle or harass them.
- Sea lions will bite if provoked.
- Sea lions in the wild may live up to 20 – 25 years.

## Sea Lions vs. Seals

- Sea lions have large fore flippers that they use to propel themselves in the water and that enable them to walk on all fours on land.
- Seals have very small fore flippers. They use their hind flippers to move through the water and crawl on land, relying on stomach muscles.
- Sea lions have external ear flaps.
- Seals have small bullet-like holes on the sides of their heads.
- The pelage of sea lions is a solid color.
- The pelage of a seal is often spotted.
- Sea lions have smooth whiskers.
- Seals have beaded or crimped whiskers.

everything you ever wanted to know about California sea lions, marine life and Bay conservation while watching these delightful animals playing, barking and swimming along the docks.

For more information, visit [www.pier39.com](http://www.pier39.com) or [www.aquariumofthebay.org](http://www.aquariumofthebay.org).

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# OUT OF THE FOG

BY CAPTAIN RAY

**M**y dad was a sailor. Sheepshead Bay in Brooklyn, New York was his home port. He gave it all up when he married my mom, but until then, he was on the water a lot. He sailed many types of boats, ranging from small dinghies and sailing canoes to sailboats in the 30- to 40-foot range. (He even paddled a canoe from Brooklyn to Albany, a distance of over 100 miles, just because someone said he could never do it. Coming back was much easier—it was downstream!)

He and his boat partner, Al (as a kid I called him Uncle Al) also built three 34-foot sailboats. The first they sold just before they completed her, because they realized the next one would be so much better. The following events happened aboard their second boat, the *Gray Viking*.

They were anchored off the Seawanhaka Yacht Club in Oyster Bay, on the north shore of Long Island. On board were my dad, Al and his wife Flo, and their six-month-old son. The fog was thick—very thick. It was so thick that not only was the shoreline invisible, they could not even see the other boats they knew were anchored around them. There was no thought of getting underway. They would just wait for the fog to clear. The boat was securely anchored in a safe location, there was a small cabin heater

to keep out the damp, and they had plenty of food aboard, except milk for the baby, which was running low.

They were quite sure that even in this thick fog one of them could take the dinghy and find the shore to get more milk. The problem would be rowing back and finding the *Gray Viking*. Al and my dad sat in the cockpit discussing this problem for several minutes. As they talked, they began to hear the approaching sounds of someone rowing; the creak of the oars in the locks, the soft splash of the oars dipping into the water, its regular pattern evidence of a skillful rower. They stopped talking and stared into the fog, wondering who was out there.

What appeared out of the fog was quite a surprise: A beautifully varnished mahogany dinghy, the man rowing it dressed in a butler's uniform. He came alongside the *Gray Viking* and said, "Please pardon the intrusion, we didn't mean to eavesdrop, but you do know how sounds will carry in the fog. Here is some milk for the child."

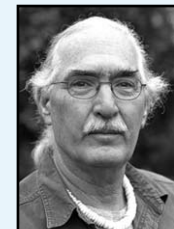
An astounded Al took the offered milk and thanked the man. The butler began to cast off to return to wherever it was he had come from, when my dad said, "Please wait just a moment before you leave. Let me get you something for the milk." He turned and headed below for his wallet.

The butler raised his hand, smiled, and said, "Thank you but no. Mr. Vanderbilt wouldn't hear of it!" He lowered his hand, grasped both oars and rowed off into the fog.



The 34-foot sailboat *Gray Viking* circa 1940, somewhere off the East Coast.

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



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# America's Cup Zero-Waste Commitment Delivers Results

The second America's Cup World Series regatta in San Francisco last October, held in front of hundreds of thousands of spectators simultaneously with Fleet Week, is being hailed as a flagship example for a sustainable event in San Francisco.

San Francisco is one of the most sustainable cities in North America, and Mayor Ed Lee recently announced that the City has reached 80 percent landfill diversion rates. According to Recology, San Francisco's employee-owned recycling company, the October America's Cup World Series event achieved a remarkable 98 percent landfill diversion rate. The 2013 America's Cup has the goal of delivering a zero-waste event next summer.

"With the City of San Francisco's current diversion rate at 80 percent, we have raised the bar for any event that comes to San Francisco," said Melanie Nutter, director of the San Francisco Department of the Environment. "The America's Cup has worked to align their event with our city's zero-waste values and their latest diversion rate of 98 percent represents an unprecedented success for an event in this city. We look forward to continue working with America's Cup organizers to reduce waste generated and increase waste diversion for next year's big America's Cup events in San Francisco."

The first America's Cup World Series regatta in San Francisco in August allowed organizers to test strategies and learn lessons in managing discarded material generated at the event. Improvements were

implemented for the second America's Cup World Series event in San Francisco in October, which led to better results.

"The America's Cup did a fantastic job working with vendors to reduce waste, and set up some of the most convenient and functional recycling stations ever seen in San Francisco," said Rich Borghello of Recology, which provided bins and advised on efficient methods to collect discarded material around the regatta village. "Everyone associated with the event embraced San Francisco's ethic of recycling and composting more and sending as little as possible to landfill."

The goal was to reduce the amount of waste generated from around the regatta village and then divert materials away from landfill through reuse, recycling and composting. Event organizers implemented best management practices, such as use of customized recycle stations with blue (recycle), black (landfill) and green (compost) signage and bins readily visible around the regatta village.

From the first day of setup at the Little Marina Green/Yacht Road venue (September 24) through two days after the event concluded (October 10), a total of almost 13.5 tons of waste was generated. Of that, almost 10 tons went to recycling and over 3 tons to composting, with only 0.27 tons sent to landfill.

The America's Cup also has partnered with Sailors for the Sea as the Official Clean Regattas Partner of the 34th America's Cup, and has committed to implementing their

Clean Regatta program. Clean Regattas certification provides independent, third-party verification that a yacht club, sailing program, or regatta is environmentally responsible, and

is doing its utmost to protect the waters upon which people sail. The Clean Regatta program includes best practices such as recycling, composting and litter-free events.

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# Braving Stormy Weather to Find the Bay's Industrial Polluters

BY DEB SELF

For most people, a rainy forecast means carrying an umbrella. But Baykeeper is San Francisco Bay's pollution watchdog, and for us, rain is a call to action. This year, Baykeeper staff members and our new team of volunteer pollution investigators are braving winter storms to find the Bay's industrial polluters.

During the rainy season, pollution in San Francisco Bay is at its highest. That's because most of the pollution that goes into the Bay simply washes off of the land into the water. One of the single biggest sources

of this pollution is Bay Area industry. Our region has more than 1,300 industrial sites, including small manufacturers, metal scrap yards, refineries, shipping terminals and many others.

As big rainstorms hit, we head out to collect samples of storm water runoff from industrial facilities around the Bay Area, gathering scientific evidence to track down the most worrisome sources of pollution.

While the federal Clean Water Act has effectively restricted the direct toxic discharges industry used to pump directly into the Bay, now there's a threat from a more chronic kind of pollution. Most industrial sites have large outdoor areas where work can take place and toxic dust



Baykeeper Associate Attorney Andrea Kopecky collects a sample of storm water running off a Bay Area industrial site. The water will be chemically tested to discover whether it contains toxic substances that are polluting San Francisco Bay.

or liquids may build up. Then forklifts and trucks that drive through the outdoor areas may leak fluids or pick up toxic substances on their tires and spread them around.

In a storm, all this pollution gets carried by rainwater off the site into the nearest street, and down a storm drain. From there, with no filtering or treatment, the contaminated water gushes into creeks and sloughs that flow into the Bay, or directly into the Bay itself. The exception is San Francisco, where the storm drains lead to the sewage treatment plant; everywhere else, what goes into the gutter goes into the Bay.

Leading up to the big November rains, Baykeeper volunteer pollution investigators surveyed 45 industrial sites we had previously identified as likely polluters. Based on the investigators' reports, we selected sites where pollution seemed most probable, and where there was also an access point to collect runoff samples.

When rain started falling, Baykeeper staff members and volunteers went to the perimeter of the selected industrial facilities with laboratory-grade plastic bottles to fill with rainwater running off the site. If we succeeded in collecting a sample of the polluted runoff water, we took the bottles to a certified lab for testing.

Industrial runoff pollutants include heavy metals like copper, mercury, zinc, and lead, as well as petrochemicals. These toxic substances place a heavy burden on Bay wildlife. For example, salmon exposed to copper pollution lose their ability to evade predators and find their spawning streams. High concentrations

of nickel are lethal to shorebirds.

This pollution is illegal under the Clean Water Act. But underfunded state agencies with responsibility to enforce the law rarely require industrial facilities to control their polluted runoff. So Baykeeper steps in and files Clean Water Act citizen lawsuits. Our victories lead to legally-binding agreements that require industrial facilities to install pollution controls to keep toxic contamination out of San Francisco Bay. The pollution controls can range from the company doing a better job of sweeping up outdoor areas to installing on-site wastewater treatment.

Within the past 15 months, Baykeeper has won pollution cleanup at seven polluting industrial facilities, including the West Coast's largest drydock, BAE Systems Ship Repair in San Francisco.

The evidence we gather on rainy days—and rainy nights—will lead to a cleaner and healthier San Francisco Bay in the future.



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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 or e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org).*



# Works on Paper Continue to Endure

BY PAUL DUCLOS

Cali Gilbert of Sausalito, CA has announced the release of her fourth book titled, *It's Simply ... SAILING: Our Voyage to the 2013 America's Cup*. The 80-page full-color book highlights youth sailing on San Francisco Bay and offers a preview to the 2013 Red Bull Youth America's Cup and words of wisdom from the members of Oracle Racing Team USA. Cali Gilbert is an award-winning photographer and transformational author who created the *It's Simply* series of books in 2011.

The first three books contain Gilbert's original photography and inspirational phrases featuring the Bay Area. Gilbert first had her work exhibited in 2010 as part of the Art of Peace Exhibit in conjunction with the Sausalito Art Festival. Since then, her work has exhibited throughout the United States, appearing in galleries in Dallas, Los Angeles and New York City. For more information, see [www.caligilbert.com](http://www.caligilbert.com).

Drawn largely from the collection of works on paper in the Fine Arts Museums of San Francisco's Achenbach Foundation for Graphic Arts, *Rembrandt's Century* examines a wide range of artworks from the 17<sup>th</sup> century. Complementing the upcoming *Girl with a Pearl Earring: Dutch Paintings from the Mauritshuis*, this exhibition sheds further light on the Dutch Golden Age and the remarkable artistic achievements of Rembrandt and his peers. At its core is a selection of etchings by Rembrandt van Rijn—arguably his generation's most influential artist. Both *Girl with a Pearl Earring: Dutch Paintings from the Mauritshuis* and *Rembrandt's Century* will be on view in the Herbst Exhibition Galleries at the de Young Museum in San Francisco from January 26 to June 2.

*Rembrandt's Century* examines a time when printmaking was becoming of particular cultural importance. Exhibition Curator James Ganz noted, "More than

any other fine objects, prints circulated extensively throughout the 17th-century art world, broadcasting artistic, political, and scientific development far and wide." The exhibition illustrates the wide-ranging contributions Rembrandt, his predecessors and followers made in the form of printed images that were produced in Holland and internationally. It explores the rich print culture of the era, through portraiture, still life, natural history, scenes of daily life, landscape, and subjects drawn from mythology and religion.

Works by painter-printmakers such as Adriaen van Ostade, Giovanni Benedetto Castiglione, and Jusepe de Ribera are balanced by the contributions of specialized graphic artists such as Jacques Callot, Wenceslaus Hollar, and Lambert Doomer. Virtuoso engravings, ambient etchings, ink drawings, watercolors, and more illustrate the enormous range and appeal of printmaking and drawing techniques during the time of Rembrandt. For more information, see [deyoung.famsf.org](http://deyoung.famsf.org).

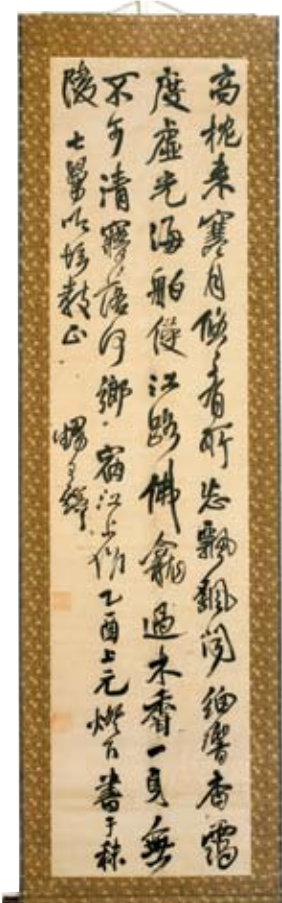
Chinese calligraphy—long considered the most sublime art form in China—is like a carefully choreographed dance, its steps guided by tradition. By manipulating a brush with varied movements and pressures, calligraphers create sensuous strokes: their ink dances across surfaces of silk, satin, or paper, presenting balance within a character, harmony among words, and rhythm across lines of text. With mind and hand in accord, calligraphers express the strength of their character through their characters.

Through January 13, the Asian Art Museum presents *Out of Character: Decoding Chinese Calligraphy*. This is a compelling new exhibition examining the complexities of this time-honored art form through 40 calligraphies—including 15 noted masterworks, many on public view for the first time—all borrowed from the significant collection of Bay Area entrepreneur Jerry Yang. The calligraphies are supplemented with three major abstract expressionist paintings by Brice Marden, Franz Kline, and Mark Tobey, plus a newly commissioned video installation

by acclaimed contemporary artist Xu Bing. Together, these artworks offer a stimulating exploration of creativity expressed within the constraints of artistic discipline.

The exhibition is accompanied by an extensive catalogue featuring essays by leading calligraphy experts, as well as a multimedia tour—including the perspective of Jerry Yang—and other public programs.

Viewers will encounter the bold, streamlined presentation of *Out of Character* in three key sections: first, an introduction provides an overview of



tools, materials, and techniques critical to understanding and appreciating Chinese calligraphy. This section features 25 calligraphies illustrating key elements including format, script, styles, content and context. In the second section, 15 featured calligraphies illustrate in depth the elements presented in the introduction. Third, a contemporary response by artist Xu Bing offers a cultural perspective on the nature of calligraphy.

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

## SUPPORT THE BAY.



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- January 3** **7PM – 9PM - Seminar Series - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, [www.clubnautique.net](http://www.clubnautique.net)**  
Heavy Weather Preparation Devices and Skills Presented by Club Nautique Offshore Passage Making instructor and professional delivery captain, Arnstein Mustad of Mustad Marine. Learn about several different tools that you can deploy for handling heavy weather. Cost: Members \$10/NonMembers\$15 - Complimentary beverages and hors d'oeuvres served. Please call to reserve space.
- January 5** **6PM – 10PM - Night Sailing Course! - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Learn to safely and confidently sail after the sun goes down. Our 4 hour night sailing course covers all of the skills needed to sail during the "other" half of the day. Expand your sailing opportunities into the night! Cost is \$71.25 member, \$95 retail
- January 12** **9AM – 1PM - Corte Madera Marsh Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We will paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. If conditions permit, we may take an optional side trip past the infamous San Quentin Prison, then stop for lunch on a nice sandy beach with incredible views. (\$70 per person)
- January 14-25** **Captain OUPV (6-Pack/100GT) Maritime Institute, San Rafael and Monterey, 888-262-8020 [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
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- January 17** **7PM – 9PM - Seminar Series - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, [www.clubnautique.net](http://www.clubnautique.net)**  
South Pacific isn't just a play - it's a magical cruising ground. Join world traveler, Rod Witel. to learn about sailing in Tahiti. Cost: Members \$10/NonMembers\$15 - Complimentary beverages and hors d'oeuvres served. Please call to reserve space.



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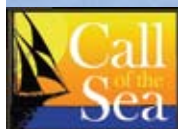
- January 18 7PM – 9PM - Bob Johnson Presents - Cruising the South Pacific - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Bob is a current OCSC Instructor cruising the west coast of the Americas and the central Pacific on his Tayana 37! Come hear stories of close encounters with a sleeping whale and more!! Cost: FREE
- January 19 3:15PM – 5:45PM - Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Navigating your kayak by starlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the sun setting behind Mt Tam. We will paddle leisurely while admiring the sunset reflecting off the water's surface. (\$55 per person)
- January 19 6PM – 8PM - Harley Earl Presents - Cruising the South Pacific, Tonga and Fiji! – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Harley Earl is another OCSC Instructor that just returned from cruising the South Pacific on his Deerfoot 63 with is family and kids. He'll talk about short handed passage making, cruising with small children and more! Cost: FREE
- January 26 9AM – 2PM - Tomales Bay Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come experience on 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. (\$85 per person)
- January 26 7PM – 9PM - Bay Area Weather Seminar with Capt. Ray Wichmann - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
You probably know about San Francisco's famous sea breeze, but do you know what causes it? How about tule fog? Learn all about the complex weather of SF Bay in this informative talk. Free for OCSC members, \$20 retail.
- January 31 7PM - 9PM - Seminar Series - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, [www.clubnautique.net](http://www.clubnautique.net)**  
Join Kame Richards, owner of Pineapple Sails and avid bay racer as he shares his thoughts and feelings about sail trim. Kame is a wealth of knowledge on the topic and very entertaining to boot. This is a don't miss. Cost: Members \$10/NonMembers\$15 - Complimentary beverages and hors d'oeuvres served. Please call to reserve space.

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

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[www.CalloftheSea.org](http://www.CalloftheSea.org)**



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# GET THERE BY FERRY



## VALLEJO

### VALLEJO – SAN FRANCISCO

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

#### Weekdays

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

#### Weekends & Holidays

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

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

#### FARES: One-way

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

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

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

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

## Take the Ferry to GIANTS BASEBALL AT AT&T PARK

### From Alameda & Oakland...

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

### From Vallejo...

Direct service to weekday day, weekend & holiday games.

For weekday night games, return service only.

For Complete Giants Ferry Service Schedule, Tickets & Info

[San Francisco Bay Ferry.com](http://San Francisco Bay Ferry.com)

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# San Francisco Bay Ferry

A SERVICE OF WETA

## ALAMEDA/OAKLAND

### Weekdays to San Francisco

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

### 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
<b>12:45 p.m.</b>	<b>1:00 p.m.</b>	<b>1:15 p.m.</b>	<b>1:30 p.m.</b>
<b>1:45</b>	<b>2:00</b>	<b>2:20</b>	<b>2:35</b>
<b>3:45</b>	<b>4:10</b>	<b>4:30</b>	<b>4:45</b>
<b>5:00</b>	<b>5:20</b>	<b>5:40</b>	<b>5:50</b>
<b>5:20</b>	<b>5:40</b>	<b>6:00</b>	<b>6:15</b>
---	<b>6:25</b>	<b>6:45</b>	<b>6:55</b>
---	<b>7:25</b>	<b>7:45</b>	<b>7:55</b>
<b>8:05</b>	<b>8:25</b>	<b>8:45</b>	<b>8:55</b>

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

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

### Weekday Commute

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

### No weekend or holiday service

ONE WAY FARES:	Regular	Clipper
Adult	\$6.50	\$5.00
Youth (5-12)	\$3.25	\$3.25
Children (under 5)	Free	Free
Disabled / Seniors (62 & over)	\$3.75	\$3.75
Active Military	\$5.25	N/A
Commuter (book of 10)	\$55.00	N/A
Commuter (book of 20)	\$100.00	N/A
Monthly Pass (book of 40)	\$185.00	N/A
Free MUNI and AC Transit Transfers Provided		

## ALAMEDA/OAKLAND

### Weekends and Holidays to San Francisco

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

### Weekends and Holidays from San Francisco

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

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

### ONE WAY FARES:

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

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

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

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

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

Fares subject to change.

## SOUTH SAN FRANCISCO

### Weekday to SSF/Oyster Point

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

### Weekday to Alameda & Oakland

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

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

### One-way FARES:

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

## ALAMEDA/OAKLAND - ANGEL ISLAND

### Weekends Only

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

## VALLEJO - ANGEL ISLAND

### Weekends Only

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

# AROUND THE BAY IN JANUARY

## Living on Truffle Time

The third annual Napa Truffle Festival, January 18-21, will showcase the venerated black winter Périgord truffle this year. This unique event will bring together a gathering of leading truffle cultivation experts and scientists, special guests from the food and wine world, and internationally renowned Michelin Star chefs to discuss, examine, probe, prepare, demonstrate and pair truffles with wines to feast upon for breakfast, lunch and dinner. Don't miss the fun and science of truffle cultivation, preparation and



degustation, including popular winery lunches—this year hosted by Beringer and Silver Oak—and cooking demos, the lively festival marketplace featuring local wines and artisanal foods, and the grand Truffles & Wine Dinner at La Toque prepared by Michelin Star chefs. Also, new this year is a wild mushroom forage excursion. The host venue, Westin Verasa Napa, will be offering special rates to festival goers. For more information, visit [www.napatrufflefestival.com](http://www.napatrufflefestival.com).

## Exploratorium in the Streets

On January 2, the iconic Exploratorium will close its doors at the Palace of Fine Arts in preparation for a move to a new home at Pier 15 on San Francisco's Embarcadero. Yet, intrepid explorers need not fear—those itching for an Exploratorium-style experience prior to the museum's opening on April 17 will have multiple opportunities to play, explore and learn with ongoing activities on the streets throughout San Francisco in the coming months.

Exploratorium Explainers will be popping up with cool experiments in neighborhoods, parks and key locations from January through March, bringing the Exploratorium's signature blend of fun, science and participation to passers-by. Beginning the week of January 7, Exploratorium Explainers will be showing up in unexpected places in San Francisco. These pop-up, site-specific activities will be designed to make people notice and engage with the world around them, and to shake them out of their normal, everyday routines. Donning bright orange vests just as they do at the museum, Exploratorium Explainers will help people trace shadows, observe clouds, and other fun science activities that make people see the everyday world in a whole new way. Explainers will also visit neighborhoods, challenging San Franciscans to navigate the streets

using goofy goggles (glasses that change your view of the world), or offering up a quick lesson on perception by performing magic tricks. In January, locations will vary throughout San Francisco. In February and March, they will be spending most of their time along the Embarcadero and in front of Pier 15, the Exploratorium's future home. For more information, visit [www.exploratorium.edu](http://www.exploratorium.edu).

## Practicing Proper Pruning Protocol

On Saturday, January 19, the Occidental Art and Ecology Center (OAEC), a nonprofit organizing an education center and organic farm in Sonoma County, will offer a three-hour workshop on fruit-tree and vine pruning. OAEC's orchard manager will cover the basics and benefits of winter and summer pruning for small, diversified fruit tree orchards. The workshop will discuss tools and tool safety, reasons to prune your trees and basic pruning cuts. The workshop will also explore the art of pruning. We will walk around the orchards at OAEC and discuss the different types of fruit trees and how to properly prune each type of tree. Some examples include apples, European and Asian pears, plums, peaches, nectarines, cherries, grapes, quince, and kiwi. The event is from 9 a.m. to noon with a \$35 fee. For information, visit [www.oaec.org](http://www.oaec.org) or call (707) 874-1557 x101. There is a rain date of January 27.

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

The 12th annual Dine About Town San Francisco returns January 15-31. Diners may select from more than 100 Bay Area restaurants, each offering two or three-course lunch menus for \$18.95 and/or three-course dinner menus for \$36.95. This pricing can represent up to a 25 percent savings off regularly priced a la carte items. Dates and times of participation vary by restaurant. Reservations are encouraged and may be made online through a partnership with OpenTable.com. On January 12 at 6 p.m., celebrate the 11th year of Dine About Town at City View at Metreon on 101 4th Street. With a \$50 donation

to Meals on Wheels, you can sample delicious food or beverage offerings. Participating restaurants will provide tastes from their Dine About Town menus and guests will have the opportunity to sample wines, beers and spirits from the Bay Area and beyond. Tickets for the launch must be purchased in advance and space is limited. For more information or to view the extensive restaurant list, visit [www.dineabouttown.com](http://www.dineabouttown.com).

## Oakland Restaurant Week

Come experience the Oakland culinary renaissance with Oakland Restaurant Week, January 18-27. During 10 days in January, over 40 restaurants all over Oakland will offer special prix fixe menus at \$20, \$30 and \$40 and many restaurants will also include drink specials to supplement the meal. Participants in Jack London Square include Bocanova, Kinkaid's Bayhouse Restaurant, Scott's Seafood Restaurant and Yoshi's Jazz Club and Japanese Restaurant. Reservations are strongly recommended. See the current list of all participating restaurants and make reservations at [www.oaklandrestaurantweek.org](http://www.oaklandrestaurantweek.org).

## Art & Industry Intersect

The Crucible—a nonprofit arts education facility in Oakland with a dedicated mission to Arts, Industry, and Community—is bringing back *Hot Couture: A Fusion of Fashion and Fire* to celebrate their 14th year anniversary. *Hot Couture's* fashion show will display creations from fashion designers collaborating and producing industrial fashions in partnership with artists integrating bold design, visionary fashion and accessories. *Hot Couture* will consist of wearable art that will be unveiled during the two-night event, January 11 and 12. Thirteen artist and designer teams will create as many as 48 haute couture concepts, illustrating the intersection between fashion, traditional industrial materials and fabrication. Prices range from \$30 to \$75. For more information, visit [www.thecrucible.org](http://www.thecrucible.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](mailto:joel@baycrossings.com).

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# To All America's Cup Enthusiasts,



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

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

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

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