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"The Voice of the Waterfront"

March 2014 Vol.15, No.3

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BAYCROSSINGS

"The Voice of the Waterfront"

columns

- 10 WHO'S ON DECK?**
Deckhand Will Kendrigan
by **Matt Larson**
- 14 BAYKEEPER**
Drought's Mixed Impact
by **Deb Self**
- 15 CULTURAL CURRENTS**
The Oscar Lewis Awards
by **Paul Duclos**

features

- 07 GREEN PAGES**
Event Planners Flock
to S.F. Carbon Fund
by **Bill Picture**
- 12 BAY JOURNEYS**
Circling the Bay in 30
Days on the Bay Trail
by **Natalie Orenstein**

news

- 06 WATERFRONT NEWS**
Positive First Quarter
at Port of Oakland
by **Patrick Burnson**
- 16 A.C. CORNER**
Spithill Preparing for
Another Cup Run
by **BC Staff**
- 17 IT CAME FROM
BENEATH THE SEA**
Sea Star-Gazing
by **Mallory Johnson**
- 18 Volunteer Dockwalkers**
Provide Boating Tips
by **BC Staff**

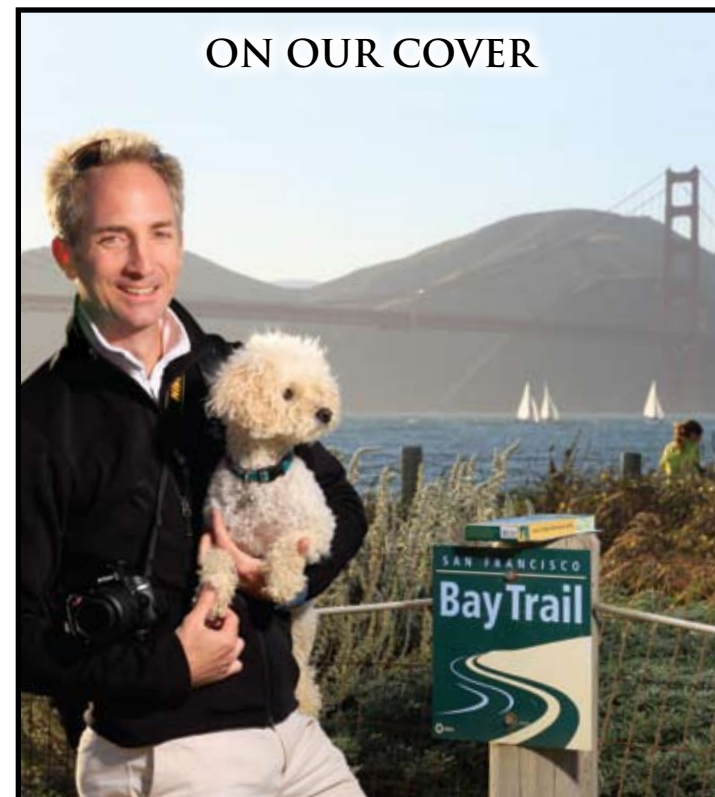
Corrections & Letters

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



guides

- 19 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



Each morning in June 2013, photographer/blogger Kurt Schwabe's left his San Francisco condo and took public transit to a trailhead. By the end of the month, the outdoorsman had covered all 330-plus miles of the Bay Trail, a network of pathways that will eventually loop 500 miles around the entire Bay shoreline and touch all nine Bay Area counties. An exhibit of the photographs from his journey, titled "Walking the Bay Trail: A Photo Journal," will be in place at the Bay Model in Sausalito through March 31. Photo by Kingmond Young

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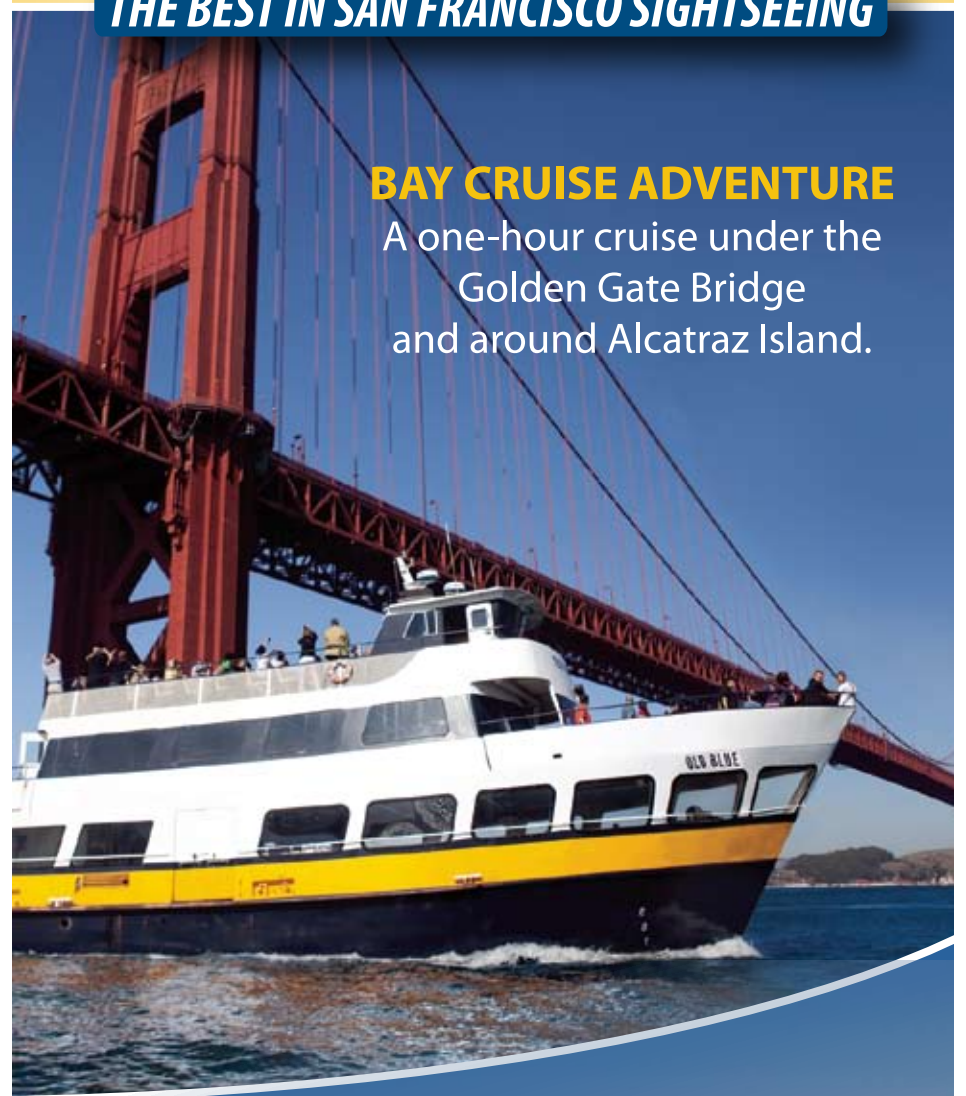


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First Quarter Looks Bright for Port of Oakland

BY PATRICK BURNSON

Bay Area shippers are praising the new leadership at the Port of Oakland this year as the first quarter has gotten off to a promising start.

As noted in this column last summer when Chris Lytle assumed his duties as the port's executive director, the shipping community was eager to learn what leadership moves he would make. Chief among them was his impending choice of a maritime chief capable of attracting new business.

In early January, Lytle announced the hiring of John Driscoll, a distinguished industry veteran, as the port's director of maritime. Driscoll has more than 30 years of commercial experience in international maritime transportation, having worked for Sea-Land Service, Maersk Line and CMA CGM.

During Driscoll's eight years with CMA CGM, the average annual increase in business volume was 14.1 percent. This time span, many will recall, included the economic downturn of 2008 and the ongoing

ocean carrier capacity crisis.

The port obviously hopes Driscoll can work the same kind of magic for Oakland. While Oakland has long led the West Coast as a gateway for export cargo, it lags significantly behind several others in attracting "first call" inbound vessels. Lytle has told shippers that this will be part of his ongoing mission in the years ahead, as Oakland positions itself as a logistical hub for new enterprises moving into the Bay Area.



Port of Oakland Maritime Director John Driscoll

Given Driscoll's noteworthy achievements for CMA CGM in the Caribbean, Central America and Latin America in the recent past, one may assume that developing more hemispheric business could also be in the offing. In any case, Oakland's competitive position on the Pacific Rim as been greatly enhanced by this appointment.



Photo by Joel Williams

Transpacific cargo demand posted steady growth coming off a healthy holiday season last year.

Carriers Look to Regain Profitability in 2014

Will this be the year ocean cargo carriers finally return to profitability? Many industry analysts think so, and logistics managers are scrambling to readjust forecasts and budgets accordingly. Shippers may have to brace for higher rates as part of the turnaround.

Transpacific cargo demand posted steady growth coming off a healthy holiday season last year, and container lines serving the Asia-U.S. trade lane say the gains are so far reflected in freight rates.

A January 15 general rate increase (GRI) taken by member lines in the San Francisco-based Transpacific Stabilization Agreement (TSA) has added an average \$300 per 40-foot container (FEU) to rate levels. Strong forward bookings proved that the increase would hold through the important Lunar New Year period, with carriers building on that momentum with another \$300 per FEU increase effective March 15. Furthermore, shippers may expect yet another rate boost on May 1, separate from "adjustments" planned for 2014-15 contracts.

"Carriers have left a lot of money on the table in this market as partially successful increases have been eroded over time," said Brian Conrad, TSA executive administrator. "There is now a growing sense that pent-up demand, depleted retail and business inventories, and a greater overall sense of economic security are converging in 2014. Lines are determined not to miss that opportunity."

At the same time, TSA also announced its 12-month revenue and cost recovery program for 2014-15 contracts, which recommends increases to contract rates of \$300 per FEU from 2013-14 levels for U.S. West Coast cargo and \$400 per FEU for all other cargo. A key consideration, obviously, is the revenue baseline set as contract negotiations move forward.

"Simply rolling over last year's contract rates—let alone reducing the rates, as some shippers have requested—is just not workable," Conrad said, reiterating that no major transpacific carrier operated profitably in the trade in 2012 or 2013. "The goal is a meaningful net increase, with full cost recovery for fuel, chassis, free time and other costs, irrespective of supply/demand or other considerations."

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Event Planners Flock to S.F. Carbon Fund

BY BILL PICTURE

The San Francisco Department of the Environment (SF Environment) has begun actively reaching out to the organizers of large conferences and conventions, offering them a unique opportunity to help mitigate event-related greenhouse gas emissions by investing in local green endeavors. Contributions to the San Francisco Carbon Fund will help pay for the implementation and upkeep of nine community projects recently named beneficiaries of the fund.

The idea for the Carbon Fund was hatched in 2007, when then-Mayor Gavin Newsom issued an executive directive proposing the creation of a carbon offset program to help mitigate local greenhouse gas emissions resulting from air travel by municipal employees. Roughly two years later, the City began investing 13 percent of its annual budget for employee air travel in the Carbon Fund. The legislation that created the fund was drafted so that individuals and businesses alike can contribute to the fund—but SF Environment decided to hold off on marketing the Carbon Fund to the private sector until the projected results of funded carbon mitigation efforts could be replaced with hard numbers.

Four years ago, when the socially responsible International Biophysical Society approached the City to ask for advice on how to mitigate emissions generated by its upcoming conference as a result of guest travel and the transport of equipment and supplies, a new pool of potential fund contributors emerged.

“Then last year, the 11th Hour Foundation came to us and said, ‘We really want to use the Carbon Fund,’” said SF Environment’s Shawn Rosenmoss. “So we took a look at where participants were coming from, some from as far away as Haiti, did the calculations, and came up with a carbon load for them, which came to \$23,000.”

Still, SF Environment had to figure out the best way to reach the companies behind these large events and encourage them to invest in the San Francisco Carbon Fund, an investment that is, after all, totally voluntary. “We don’t want to discourage events from coming to San Francisco,” said Rosenmoss. “It’s a fine line. We don’t want to be pushy.”

Making a convincing argument

Recognizing the growing sense of social responsibility in the corporate world, it was decided that assembling a strong portfolio of Carbon Fund-backed local projects would present the most convincing argument for a large company to contribute.

“That’s what’s really unique about the Carbon Fund,” Rosenmoss said. “When you contribute to the fund, you can see where your money is going. It stays right here in San Francisco.”

Carbon offset programs existed long before San Francisco’s Carbon Fund was created. While the fund uses many of the same protocols for estimating carbon savings as other programs, it does not sell carbon offsets. The fund also focuses on local projects, while other carbon offset programs are more globally-g geared. “Your money goes to save trees in the rainforest, or something like that,” Rosenmoss said. “It’s great, but what are the chances of you getting to Brazil to see that? In the case of the Carbon Fund, you can go to these sites and see with your own eyes what these groups are doing to help the environment.”

The first project to receive money from the Carbon Fund was Dogpatch Biodiesel, a biodiesel filling station partially funded by the International Biophysical Society’s investment. The fund’s newer beneficiaries, however, reflect an increased focus on greening public spaces.

“We did the math to figure out how to get the most bang for the buck, you might say,” Rosenmoss said. “And our calculations showed that greening and



SF Department of the Environment

Dogpatch Biofuel, a public biofuel filling station, was supported by money that the International Biophysical Society invested in the San Francisco Carbon Fund to help mitigate greenhouse gas emissions resulting from its 2010 conference in San Francisco.

trees offer the most in terms of carbon mitigation.”

As a result, DOE issued a request last year for proposals from community greening projects. Twelve proposals were submitted, and nine projects made the cut, proving their carbon-mitigating worth. Those nine projects will receive funding for an 18-month period.

Some of the names might be familiar, such as Friends of the Urban Forest, which installs sidewalk gardens and plantings throughout the City. Replacing concrete with climate-appropriate plants and trees sequesters carbon and reduces the amount of pollutants that rainwater picks up from paved surfaces and carries into storm drains that lead to the Bay.

Other projects are probably less familiar, though, such as the Asian Community Green Space Project, which is a collaboration between San Francisco-based AsianWeek Foundation, a non-profit organization dedicated to promoting the Asian-American voice, and Quesada Gardens Initiative, which takes derelict spaces in one of San Francisco’s most maligned neighborhoods and turns them into community gardens. The Asian Community Green Space Project will see a hard-packed dirt lot in Bayview Hunters Point transformed into the City’s first Asian-themed community garden and gathering space. The project

is intended to engage the area’s largely underserved immigrant Asian population in the green discussion.

Plan-of-attack

In an effort to get more conferences and large events to participate in the Carbon Fund, Rosenmoss is planning to meet with event planners. She hopes they will carry the fund’s mission back to clients, many of whom are looking for ways to out-green competitors. “Reaching out to the conference planners, and bringing them up to speed on what we’re doing at the fund and how they and their clients can help is the first step, I think,” Rosenmoss said.

More and more large companies are recognizing that a strong commitment to the environment is as good for the bottom line as it is for the conscience. And being the greenest is fast becoming as important as being the biggest or the best, as increasingly eco-conscious consumers opt to do business with companies that shadow their own green beliefs.

“The social responsibility that’s changing the way we live our daily lives is also extending to the choices we make when we travel,” she said. “If given the opportunity to be greener, most people will take it. So let’s give it to them and help them feel good about the choices they’re making.”

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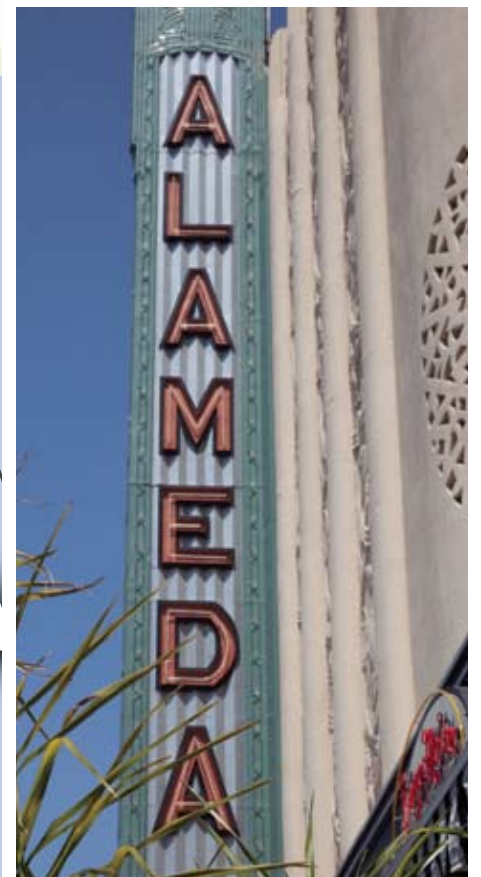
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OUTDOOR RECREATION



Deckhand Will Kendrigan

BY MATT LARSON

Next time you board any of the Vallejo ferry boats, look to see if Will Kendrigan is around. Say hello and then ask him to do his best Christopher Walken impersonation.

Kendrigan, who moonlights as a stand-up comedian, has been deckhand for Blue & Gold for the past two years. Compared to other jobs he's had—fixing windshields, for example—Kendrigan says, “This is definitely better.” Why? “Better view, you get to see more people, and it definitely keeps you interested.”

Aside from the passengers, his favorite part of the job is seeing how the whole operation comes together. “You have the management teams in the different areas that pull everything together. You have the dispatchers who keep track of everybody, the deckhands, the captains, the bartenders, the engineers keeping everything running—it's interesting to see how everything fits together really well,” said Kendrigan. And as a deckhand, he gets a front row seat to the action. “You get to see everybody.”

Kendrigan also likes the variety of the job. “When you're working ‘extra board,’ basically you could be doing just about anything that day—covering somebody's shift, doing maintenance, and so on,” Kendrigan said. “Sometimes you're working around the engineers.” One would think that doing so many different things could pose some challenges, but Kendrigan is a fan of everything. “I like doing it all,” he said. “And as long as you're doing your job and working with the crew, nothing should be too challenging.”

Originally from Boston, Kendrigan has been living in Fairfield since 1985. If you're from the area, and enjoy live comedy, you may recognize Kendrigan from his stints performing stand-up at Laughs Unlimited in Sacramento, or the now-closed Pepperbelly's in Fairfield. “I've been doing stand-up since 1999, just an off and on thing,” he said. “A lot of comics out there have a day job. For me, I've been focusing on the day job.”

There was no particular catalyst that caused Kendrigan to take the mic. “It's just something I gravitated to over the years.” He describes his style as satirical, with improv and impersonations. Again, when you see him ask for his Walken, Sean Connery, Ronald Reagan or Bill Clinton.



Photo by Matt Larson

Deckhand Will Kendrigan says that his experience as a stand-up comedian helps him when he needs to deal with crowds during his day job at Blue & Gold Fleet.

Believe it or not, a background in stand-up comedy has helped Kendrigan on the job. “It does help with crowd situations; it's easier for me to speak in front of them,” he said. But despite the comedic aspect of his life, he takes his job very seriously. “I show up to work on time, focus on doing the job and working with the crew,” he explained. “You do what you can, work with each other and just remain focused on taking care of the passengers and the boat.”

Kendrigan enjoys seeing all of the tour groups from different parts of the world on the boat, as he is a world traveler himself, having visited the Philippines, Indonesia and Australia. “I like checking out the areas and getting to know people,”

he said. “Thanks to Facebook I found a whole bunch of family over in Australia.” His next plan is to check out the Grand Bazaar in Turkey, as well as return to Australia someday.

When it comes to traveling throughout the San Francisco Bay Area, Kendrigan wholeheartedly stands by the ferry option, and he also recommends a livelihood on the water. If anyone out there is looking to become a deckhand, a captain, or any one of the many exciting jobs that Blue & Gold fleet has to offer, Kendrigan says: “Just being out on the open water is a bit more beneficial for you than sitting in front of a desk all day.” With that in mind, at least come out for a ride and see what the fuss is all about.



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San Francisco Bay Trail Celebrates 25th Year With Photo Exhibit



Photos from "Walking the Bay Trail: A Photo Journal." Above: Hayward Regional Shoreline. Below: A black crowned heron at MLK Regional Shoreline. Photos by Kurt Schwabe

BY NATALIE ORENSTEIN

The beauty and bounty of the San Francisco Bay Trail is showcased in a photo exhibit at the Bay Model in Sausalito, just



in time to mark the 25th anniversary of the start of the Bay Trail project. Titled "Walking the Bay Trail: A Photo Journal," the exhibit will be in place through March 31.

The images on display are selections from photographer/blogger Kurt Schwabe's adventure around the entirety of the completed portions of Bay Trail in June 2013. Each morning, the "Bay Trail Trekker" — as Schwabe came to be known — left his San Francisco condo and used a Clipper® card to take public transit to a trailhead. By the end of the month, the outdoorsman had covered nearly all 330-plus miles of the Bay Trail, a network of pathways that will eventually loop 500 miles around the

entire Bay shoreline and touch all nine Bay Area counties. The trail has expanded at a rapid pace since the project was launched in 1989, and is now two-thirds complete.

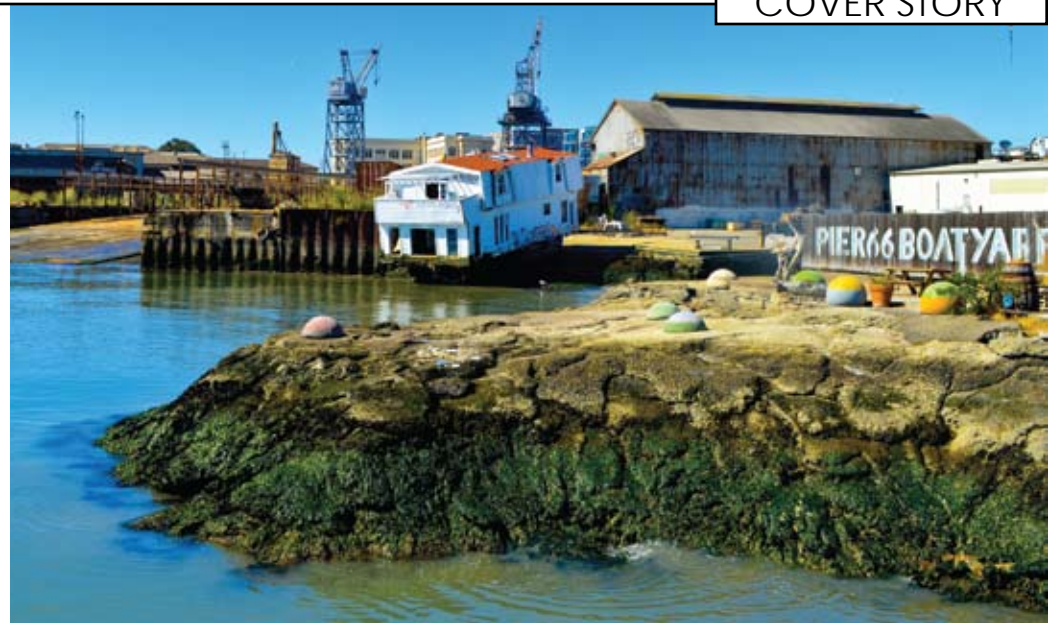
Schwabe's colorful photographs, printed on dye-infused aluminum, highlight the ecological and industrial diversity of the Bay Area. Over the course of his month-long journey, the trekker climbed the East Bay's Coyote Hills, poked around the abandoned buildings at San Francisco's mossy boatyard and

explored Alviso's salt ponds. On some legs of the trip, Schwabe was joined by naturalists, media and the like. But most days he happily shared the open space with the variety of wildlife that star in the exhibit: pelicans, cormorants, deer and turkeys.



Photo by Kingmond Young

Kurt Schwabe often hikes with his pooch Oscar Wild.



Photos from "Walking the Bay Trail: A Photo Journal." Above: left – the old ferry landing at Point Richmond, right – SF Central Waterfront. Below: Tolay Creek in Sonoma County. Photos by Kurt Schwabe

A life-long adventurer who has worked in real estate, advertising and finance, Schwabe has always documented his outdoor endeavors on camera. His snapshots let viewers explore the shoreline vicariously – and may just inspire a day trip or two.

"As a photographer and writer, I sought for years just one subject, one project, which I could completely immerse

myself in," Schwabe said. "On a clear spring morning I discovered the Bay Trail and my patience paid off."

"Walking the Bay Trail" is sponsored by the Metropolitan Transportation Commission, the Aquarium of the Bay and The Bay Institute, the U.S. Army Corps of Engineers and the Association of Bay Area Government's San Francisco Bay Trail Project.

The photo exhibit is on view Tuesday through Saturday, 9 a.m. to 4 p.m., at the Bay Model at 2100 Bridgeway Blvd. in Sausalito. Read Kurt Schwabe's blog posts at walkingthebaytrail.com. For more information, go to mtc.ca.gov/baytrail.



Drought's Mixed Impact on San Francisco Bay

BY DEB SELF

Drought's impact on San Francisco Bay is varied, but fish get hit the hardest.

Salmon and steelhead swim into the bay from the ocean, then swim up rivers or creeks to spawn, depositing the eggs that become the next fish generation. Historically, despite periodic droughts, during spawning season the Bay and rivers that fed the Bay teemed with salmon.

But for years, a human-created drought has choked off the habitat these fish need. Even during wet years, so much water is being taken from the

Bay's tributary rivers that fish have great difficulty reproducing. Drought makes the problem even more severe because less water flows into those rivers. And it is even worse than that because this year, to meet the needs of cities and farms, water managers will pull out even more water from the Delta—where the rivers meet the Bay—than they would during wet years.

Drought makes the Bay saltier, and when less fresh water flows into the Delta from rivers and creeks, salt water washes farther up the Delta. Some fish, such as the Delta smelt, are adapted to the Delta's mix of fresh and salt water, and can't survive if the water becomes too salty.

For other types of fish, however, drought causes fewer problems. This year, despite dry weather, the herring that swim in from the ocean to spawn in the salty Bay near the Golden Gate were plentiful.

On the Bay shoreline, drought could spell trouble for plants and animals. Young shoreline plants may not be able to establish themselves without rain. Shoreline plants may also produce fewer flowers, seeds and leaves. The result could be less food for insects, small birds and mice. Higher up the food chain, there may be less food for migrating hawks and other wildlife that eat smaller shoreline creatures.

Drought has a mixed effect on pollution in the Bay. There's less runoff pollution on some days, but more on others. Runoff pollution happens when rain falls on exposed industrial areas and city streets, then washes into gutters that lead to storm drains that empty directly into the Bay. The water carries contaminants that include heavy metals, toxic chemicals, oil, pesticides and trash.

As long as rain isn't falling, the Bay gets little or no runoff pollution. But in drought conditions, when rain does fall, more pollutants have built up, so the water that rushes into the Bay carries a higher pollution load. After a dry January, the major storm of early February washed lots of trash and other runoff pollution into the Bay, all at once. This big pollution surge endangers birds, seals and other wildlife, especially if they mistake plastic trash for food.

People are vulnerable to surges in

pollution, too. It's always a good idea for swimmers, surfers and others who come in contact with Bay water to stay out of the Bay for three days after a rain storm. But it's even more important after a storm that follows weeks or months of dry weather.

Drought hampers Baykeeper's work to stop runoff pollution in the Bay. When it rains, we go to the perimeters of industrial facilities to collect our own samples of runoff from the sites, and have the water tested for pollutants at a certified lab. We use the test results as evidence in our lawsuits to compel polluters to keep contaminants out of the Bay. Fewer storms mean fewer chances to collect evidence.

Some of the Bay's natural pollution control is drought-proof. Wetlands naturally filter pollution, and the native plants in the Bay's wetlands are well adapted to drought. They get all the water they need when the tides wash in from the Pacific. However, some wetlands plants along rivers and creeks may suffer or die back if they don't get enough fresh water, decreasing the pollution filtering they provide.

The Bay Area could do a lot more to protect the Bay during drought. Southern California is way ahead of us in capturing rain water, storing it and reusing it to water landscaping. If Bay Area communities made better use of the rain that falls here, less drinking water would be needed for landscaping. Our drinking water supply would be more drought-proof, and less runoff pollution would wash into the Bay during storms.



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

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



The 2014 Oscar Lewis Awards

BY PAUL DUCLOS

One of the key differentiators among book lovers riding the ferry these days is how content is consumed.

While the Kindle set is gaining traction, we still see a good many readers toting traditional hard covers and paperbacks. The most devoted bibliophile, though, remains wedded to the rare or limited edition produced by the Book Club of California.

This month, two distinguished literary artists will be present at a reading and ceremony staged at the San Francisco-based club. One is a brilliant and original writer; the other is a woman widely-recognized for her book making marvels.

Rebecca Solnit is to be given the Oscar Lewis Award for Western History for her body of recent work. A gifted essayist and inspired historian, Solnit has authored numerous award-winning books and articles about art, landscape, public and collective life, ecology, politics, hope, meandering, reverie and memory. Her wide-ranging publications include *Infinite City: A San Francisco Atlas*; *A Paradise Built in Hell: The Extraordinary Communities that Arise in Disaster*; and *River of Shadows: Eadweard Muybridge and the Technological Wild West*.

Johanna Drucker, internationally known for her work in the history of graphic design, typography, experimental poetry, fine art and the digital humanities, is being awarded the Oscar Lewis for design and production.

She is a Breslauer Professor of Bibliographical Studies in the Department of Information Studies at UCLA. In addition, she has a reputation as a book artist, with her limited edition works appearing in special collections and libraries worldwide.

The Book Club of California established the Oscar Lewis Awards in 1994 in honor of the prolific and popular San Francisco writer-historian who served as Book Club secretary from

1921 to 1946. The nominees for this year's awards were numerous—all deserving and accomplished individuals—making the decision by the awards committee a difficult one. In the end, however, the committee focused on the nominees' print and publishing records.

Here's what Executive Director Jennifer Sime had to say about this year's award winners in a written statement:

"Both Rebecca Solnit and Johanna Drucker's accomplishments are most impressive—the scope and volume of their contributions are broad and inspiring, the critical reception of their work is well-evidenced and the years of dedication they have given to their fields are more than noteworthy. Both honorees have remarkable depth, range, and scope, both are widely read and collected, and both are avid users of libraries and archives."

In sum, added Sime, Rebecca Solnit and Johanna Drucker represent the highest interests and values of the Book Club of California, which is celebrating its 102nd anniversary in support of fine printing related to the history and literature of California and the western states of America through research, publishing, public programs and exhibitions.

<http://www.bccbooks.org/>

Bookmakers of a different stripe are convening at Golden Gate Fields this spring as the track readies itself for its prime season. And if the *Daily Racing Form* is their preferred publication, you can bet that they are buying it at the storied Turf Club.

Step into the Turf Club and step into the history and excitement of thoroughbred horse racing. You are greeted with rich leather furnishings and Tiffany style lights. The walls are adorned with art that showcases the majesty of the thoroughbred and chronicles the California Derby winners of the past. Also on display in gallery style are Hermès and Gucci equine scarves. The Turf Club is home to the "Lost In The Fog" tribute and memory wall. There are rare and candid photos of this true champion alongside Lost in the Fog's bridle, halter and silks.

The Turf Club is designed theater-style with a wall of glass facing the race course and lake turf course, and is situated at the highest point at Golden Gate Fields, affording a completely unobstructed, panoramic view of the action as well as the Berkeley hills. Along with private viewing screens at every table, the Turf Club boasts over 80 flat screen, jumbo screen and regular monitors broadcasting simulcast racing from around the world, as well as a close up view of the live action as it happens.

For those of us who prefer to place our wagers in the traditional manner, the Turf Club also features live tellers at the betting window.

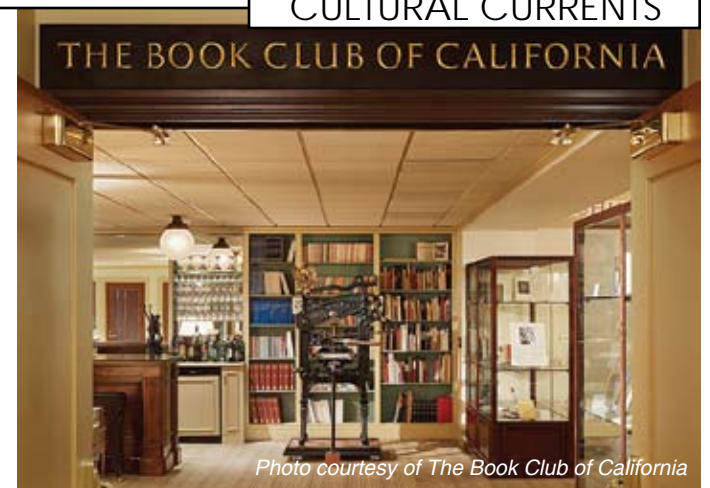


Photo courtesy of The Book Club of California

The Book Club of California is celebrating its 102nd anniversary.

The Turf Club offers patrons American style pub cuisine prepared by Executive Chef Bryan Taylor, with prices ranging from \$6 to \$24. Fine wines, traditional cocktails and refreshing beers are always available. The Turf Club is open live racing days from 11:00 a.m. until the last live race of the day. In addition to a la carte dining, the Turf Club also offers a buffet open on live racing days from 11:30 a.m. to 3 p.m. On special event days times may vary, and reservations are strongly recommended.

<http://www.goldengatefields.com>

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Spithill Will Return for 35th America's Cup as Training Begins



Photo by Joel Williams

Jimmy Spithill will return to ORACLE TEAM USA to race for the 35th America's Cup. In last year's thrilling race on the Bay, his team was down 1-8 to a strong Emirates Team New Zealand, but Spithill led his team to eight consecutive wins to retain the Cup.

Jimmy Spithill will return to ORACLE TEAM USA as the team rebuilds with a focus on winning its third consecutive America's Cup. The youngest skipper ever to lead a team to victory in the competition for the oldest trophy in international sport, Spithill says the lure of working with team principal Larry Ellison and CEO Russell Coutts again was too strong to ignore. "There were some very good offers out there, but at the end of the day, Russell and Larry, I wouldn't be here without them," Spithill said.

Spithill has made the America's Cup his life's work, beginning as a 20-

year old skipper of the Young Australia team in the 1999/2000 Louis Vuitton Cup. He's raced in every event since then, making steady progress towards the victory in 2010, when he became the youngest skipper to win the trophy.

He followed that with the successful defense last September, when ORACLE TEAM USA completed an amazing comeback to win the America's Cup. Down 1-8 to a strong Emirates Team New Zealand, Spithill led his team to eight consecutive wins to retain the Cup.

Spithill said that the competitive challenge of the America's Cup and the winning atmosphere on the team were also factors that pulled him back, and now Spithill is looking to make it three wins in a row as skipper of ORACLE TEAM USA. "Being a part of the team when we first won in 2010 and then to be able to get back-to-back wins and now to have an opportunity at a third, it's been an

amazing ride," he said. "I feel fortunate to have been a part of it since day one and I'm looking forward to going at it again."

Spithill sees the America's Cup as the ultimate team challenge, a measuring stick for the individual in a team environment.

"It's so difficult to pull it off. But when you go through it all and you do it as a team and you do pull it off, it's just so rewarding," he said. "As a person, you learn a lot about yourself through these campaigns. I enjoy that it's a team environment, where you're working towards a goal but learning about yourself and trying to get better each day. This is one of the ultimate tests—athletically, mentally and in team management—that you can find. It's very addictive."

As he looks ahead to the 35th America's Cup, Spithill said he thinks ORACLE TEAM USA will once again be pushed to the limit. And he can't wait to take up the challenge.

"It's going to be one hell of a battle, one hell of a fight," he said. "I just can't wait to get back out on the water and get racing. The prospect of going head to head with a few of these teams and the personalities involved. It's hard to wait to be honest. I'm looking forward to

training and to racing in the AC World Series again."

Meanwhile, ORACLE TEAM USA announced that it will begin its sailing program in Sydney, Australia this month. The team has scheduled practice against Team Australia, representing the Hamilton Island Yacht Club, which will be the challenger of record for the 35th America's Cup.

The team has shipped one of its AC45 catamarans to Australia for spring training before returning to the United States later in the year. "This training session on Sydney Harbour is the first of a series of trials and training sessions for our sailing team and will be the first time our sailors have been together since the America's Cup," said Tom Slingsby, sailing team manager, who will be returning to ORACLE TEAM USA along with Spithill.

"We'll welcome back some old faces and introduce some new blood as we look for the right crew combination for the sailing team for the 35th America's Cup. These sessions will be coordinated with Team Australia and we're looking forward to sailing against this new team," Slingsby said.



Photo © ORACLE TEAM USA / Guilain GRENIER



Sea Star-Gazing

BY MALLORY JOHNSON

Located along rocky shorelines, tidepools feature a vast array of aquatic life, from colorful sea stars to spongy sea cucumbers to vibrant anemones. Along California's 1,000-mile coastline, waves pound the shore and tides surge and ebb. Tidepools are the pools of water left behind when the tides recede.

Life in a tidepool isn't easy, and only specialized animals and plants survive. Tidepool residents must withstand hammering waves when the tides roar in, and blazing sun, harsh winds and freshwater rain when the tides creep out. Not just any creature can spend a day in these conditions and live to tell the tale. Possibly the most popular among tidepool creatures is the remarkable sea star.

For starters, sea stars are not fish, as they do not have gills, fins or a skeleton—thus the name sea star is more appropriate than the common nickname, starfish. In reality they are echinoderms, a radially symmetric marine invertebrate. There are close to 1,800 species of sea stars, varying in size, shape and color. Even the texture of their skin can vary from leathery to scaly or even prickly. All sea stars have a tough, spiny, calcified skin that comes in handy as a protective coating from predators, including birds, fish, and sea otters. The striking colors of the echinoderms are no mistake either. The various hues of sea stars help to camouflage them from potential attackers.

Another remarkable trait of sea stars is their multiple arms. Most sea stars have five arms, but some species, such as the sunflower star, can have up to 40. No matter the number of arms, each one contains rows of tiny tubed feet that operate hydraulically. Sea stars take in sea water through a sieve plate, or madreporite, on top of their body. Once they take in the water, they can channel it to their tubed feet, allowing their feet to extend. The sea stars then use tiny muscles and suction cups on the bottom of their feet to cling tightly to the rocks or to move gradually along the rocky terrain.

Here's a neat trick. Chances are you've

noticed a sea star upside down and wondered what happens to it. How does it get right side up? Do the waves eventually flip it over, or does it just stay like that and accept its new life as an inverted invertebrate? None of the above. It's a simple solution, really—a sea star is able to rotate one arm and use its muscles to pull the rest of itself over.

Life in a tidepool could prove challenging for these cold-blooded organisms. Despite their numerous tubed feet and cool flipping tricks, their ability to move is still limited and they don't maintain a consistent internal body temperature. Many sea stars spend their whole lives immersed in the cool comfort of deeper waters, never seeing the water's surface. Tidepool sea stars, however, inevitably end up spending a decent amount of time exposed to the sun each day. In order to deal with these temperature fluctuations, these sea stars employ a coping mechanism known as thermoregulation. During periods of high tide when the pool is flooded, the sea stars will soak up the cold ocean water, using this surplus of water as a buffer when exposed to direct sunlight and warm water during low tides.

Northern California is an excellent place to take advantage of tidepools and the amazing wildlife found within them. Tidepools abound in the region and most are easily accessible to visitors who want to learn more about the magnificent flora and fauna living there. Another great place to learn all about sea stars and their tidepool companions is at Aquarium of the Bay, where guests are welcome to visit the California Tidepool touchpool and learn about these creatures from naturalists or during daily presentations such as tidepool feedings. To find out more about the tidepools at Aquarium of the Bay, visit 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.



Photo courtesy of Aquarium of the Bay

There are close to 1,800 species of sea stars, varying in size, shape and color. Sea stars are one of the rare creatures that are suited for the changing conditions that exist in tidepools.



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Volunteer Dockwalkers Provide Boating Tips to the Public

BC STAFF REPORT

The California State Parks Division of Boating and Waterways, in partnership with a number of other agencies and organizations, will conduct several Dockwalker trainings in the Bay Area, including two this month.

Dockwalkers are trained to engage members of the public and the boating community to adopt clean boating practices. While visiting marinas, launch ramps, marine supply stores, boat shows and special events, these volunteers share clean boating information with boaters and distribute educational materials like boater kits. To clarify, "Dockwalker" is only a generic term because Dockwalkers



Photo by Joel Williams

Dockwalkers work with the public and boating community to encourage clean boating practices while visiting marinas, launch ramps, marine supply stores, boat shows and special events.

do not necessarily have to "walk the docks" in order to talk to boaters about

safety and clean boating practices. Rather, Dockwalkers may encounter members of the boating community in a number of different contexts.

Training is free and Dockwalking is a fantastic way to interact with boaters to help keep California's marinas, waterways and ocean clean and healthy. If you are already a trained Dockwalker and were trained more than three years ago, please join us this year for a refresher class.

The training provides an overview of environmentally-sound boating practices, information about how to conduct Dockwalking and educational materials that Dockwalkers will distribute including the 2014 boater kits. These boater kits include: a copy of "A Boater's Guide to Keeping Pollutants Out of the Water," an oil-absorbent pillow to capture oil leaks and drips, and a variety of other informative resources about laws affecting boating. Depending on the region, the training may also provide the Delta clean boating map and the San Francisco Bay Area clean boating map. In addition, newly-trained Southern California Dockwalkers will receive the new edition of the Southern California Boater's Guide.

To register for a training or if you have any questions, please feel free to contact Vivian Matuk at (415) 904-6905 or vmatuk@coastal.ca.gov.

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San Francisco Baykeeper is the pollution watchdog for San Francisco Bay. Since 1989, we have been patrolling the Bay for pollution, strengthening clean water laws, and holding polluters accountable. Baykeeper is dedicated to restoring the Bay to a healthy, thriving estuary.

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Upcoming Dockwalker Trainings:

March 26, 2014 – San Jose
7:00 p.m. to 9:00 p.m.
American Red Cross Bldg
2731 N 1st St, San Jose,
CA 951349

March 27, 2014 – Richmond
7:00 p.m. to 9:00 p.m.
Tradewinds Sailing School
& Club
2580 Spinnaker Way,
Richmond, CA 94804

April 8, 2014 – Petaluma
5:30 p.m. to 7:00 p.m.
Petaluma Yacht Club
10 C St, Petaluma, CA 94952

May 9, 2014 – Vacaville
10:00 a.m. to 12:45 p.m.
Solano County Water Agency
(Engineering Room)
810 Vaca Valley Pkwy #203,
Vacaville, CA 95688

WATERFRONT ACTIVITIES

- March 1** **6PM – 10PM – Night Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Learn to safely and confidently sail after the sun goes down. Now that days are shorter and sunset comes early, why not extend your sailing into the night? Our 4 hour night sailing course covers all of the skills needed to sail during the “other” half of the day. Cost: OCSC Members \$101.25, Non-Members \$135.00
- March 3 - 5** **Radar Observer/Refresher 3-Day Renewal Course - Maritime Institute, San Rafael, 888-262-8020, 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.
- March 3 – 7** **Radar Observer Unlimited Course - Maritime Institute, San Rafael, 888-262-8020 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.
- March 12** **Radar Re-Certification Exam - Maritime Institute, San Rafael, 888-262-8020 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.
- March 15** **7 PM – 9 PM – 2014 Croatia Flotilla Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The Mediterranean has uninhabited islands, pristine beaches, and rustic fishing villages. It also offers historical and archeological wonders, fine dining, and lively nightlife. Join OCSC Founder and President, Anthony Sandberg, to learn more about our 2014 flotilla in Croatia!! Cost: OCSC Members FREE, Non-Members FREE
- March 19** **6PM – 8PM – Moonlight Sailing - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Enjoy a relaxing night on the Bay! Set sail on one of our larger yachts skippered by a professional OCSC skipper, followed by chowder, chili, chips & salsa, and beverages from 8 – 9:30 PM in our club room. Cost: OCSC Members \$45, Non-Members \$60
- March 29** **7PM – 9PM - Kelly O’Day Tuna Fishing Lecture – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Do you know where your tuna comes from? In the third installment of OCSC’s 2014 Speaker Series, our very own Kelly O’Day will share his wild experiences as a commercial tuna fisherman in the western Pacific. Cost: OCSC Members FREE, Non-Members FREE



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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	9:40 a.m.	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				
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.				
12:40 p.m.	1:15 p.m.	1:25 p.m.	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	5:00	5:30				
-----	-----	5:20	6:05				
5:05	5:40	5:55	6:25				
5:40	6:15	6:25	6:55				
6:35	7:10	7:20	7:50				
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 catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:00	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	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	The 5:35 and 6:45 trips do not return to Sausalito.	
6:10	6:35	6:45	7:10	6:45	7:15		
7:20	7:50	7:55	8:20				

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

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

Blue & Gold Ferry

TIBURON COMMUTE

TIBURON - S.F. Ferry Building				SAUSALITO			
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.	-----	8:10 *	8:15 *	8:40 *
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			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:25 a.m.	10:30 a.m.	10:55 a.m.
11:00	11:45	11:50 p.m.	12:15 p.m.
12:20 p.m.	1:05 p.m.	1:10	1:45
1:50	2:30	2:35	3:15
4:10	4:50	-----	-----
-----	7:55	8:00	8:20

TIBURON - Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:25 a.m.	10:30 a.m.	11:20 a.m.
11:35	12:30 p.m.	12:40 p.m.	1:05 p.m.
2:05 p.m.	2:30	2:35	3:25
3:35	4:25	4:35	5:20
5:30 *	6:20 *	6:30 *	6:55 *

* Available beginning March 8, 2014

FARES:	One-way	Round trip
Adult	\$11.00	\$22.00
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

Depart Pier 39		
Weekdays	Weekends	
10:15 a.m.	10:15 a.m.	3:15 p.m.
1:15 p.m.	11:00	3:45
3:15	12:15 p.m.	4:30
4:30	1:15	5:00
	2:15	5:45 *

* Available beginning March 15, 2014

For the most current schedule, visit 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

ROCKETBOAT

Service resumes
in May 2014

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelphian 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:	
10:00 a.m.	2:30 p.m.	Adult (18+)	\$28.00
10:45 *	3:00	Youth (5-17)	\$18.00
11:15	3:45	Child (under 5)	Free
12:00 # p.m.	4:15* #	(2 Adult + 4 Youth)	
1:10	5:30* ^	* Thursday - Monday	
1:40		# Bridge 2 Bridge Cruise	
		^ Sunset Cruise	

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



www.baycrossings.com

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays and Weekends			
Tiburon to Angel Island		Angel Island to Tiburon	
Wednesday - Friday		Wednesday - Friday	
10:00, 1:00 p.m., 3:00		10:20, 1:20 p.m., 3:30	
Saturday - Sunday		Saturday - Sunday	
10:00, 11:00, 1:00 p.m., 3:00		10:20, 11:20, 1:20 p.m., 3:30	
Monday - Tuesday			
There is no scheduled weekday service during this time period. Ferry service by advance reservation for groups of 25 or more may be available. Individuals may "piggyback" with scheduled groups. In order to find out a piggyback schedule please contact the office at 415-435-2131 or check our online calendar.			
Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups			
FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)		\$13.50	
Child (6 - 12)		\$11.50	
Children (3 - 5)		\$3.50	
Toddlers (ages 2 and under)		Free*	
Bicycles		\$1.00	
For the most current schedule and other information, visit www.angelislandferry.com / Schedule Subject to change w/o notice			



San Francisco Bay 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	-----	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:10 #	11:30 a.m.
2:00 * p.m.	3:30 p.m.	3:10 ** p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15	6:55 **

Weekends & Holidays

10:00 a.m.	11:10 # a.m.	11:30 a.m.
11:30	12:45	-----
2:30 p.m.	3:40 # p.m.	4:00 p.m.
3:30	4:40	-----
5:15*	7:00	6:30

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

FARES: One-way

Adult (13-64)	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry)	\$290.00	
w/Muni	\$349.00	

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 a.m.
11:00	10:50	11:30	11:45
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	3:20
4:45	4:30	---	5:15
5:50	5:40	6:20	---
6:20^	6:05^	---	6:50
6:55	6:45	7:20	---
7:55	7:45	8:25	8:40
8:55	8:45	---	9:25

Weekdays from San Francisco

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

^On Giants game days, departure goes directly to AT&T Park instead of Pier 41 from East Bay.

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

Weekday Commute

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

No weekend or holiday service

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

Free MUNI and AC Transit Transfers Provided

All Ferry schedules subject to change. Visit www.sanfranciscobayferry.com for the most up to date information.

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

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

* Restrictions apply, see sanfranciscobayferry.com for details
** 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
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 ** p.m.	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 *	5:50
6:20	6:55	7:10

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

Wednesday & Friday midday SF service

Depart SSF	Arrive Ferry Building	Arrive Pier 41
9:00 a.m.	9:30 a.m.	9:45 a.m.
Depart Pier 41	Depart Ferry Building	Arrive SSF
Wed. only 1:50 p.m.	Wed. only 2:05 p.m.	Wed. only 2:40 p.m.
Fri. only 3:15 p.m.	Fri. only 3:30 p.m.	Fri. only 4:00 p.m.

One-way FARES:

Adult	\$5.00
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

Take the Ferry to GIANTS BASEBALL AT AT&T PARK

Service will resume for 2014 Season



Illustration from www.tuscolatoday.com

AROUND THE BAY IN MARCH

Mmmmm Bacon... and Beer Festival

Following the success of last year's San Francisco Bacon and Beer Festival, the party is coming to Oakland as a fundraiser for Oakland Grown. On Sunday, March 9, the Oakland Bacon and Beer Festival will be held at the Market Building at 55 Harrison Street in Jack London Square from 2:30 - 5 p.m. Brought to you by Oakland Grown in partnership with Bison

Pickin' on the Potomac

Enjoy the foot-stompin' great sounds of the Kathy Kallick Band dockside aboard the Presidential Yacht *Potomac* during its Bluegrass Concert Series on March 20 at 7:30 p.m. The cost is \$25 and there will be wine and beer for sale with complimentary nibbles. Proceeds benefit educational programs for school children in the Bay Area. For tickets, visit www.usspotomac.org.



Photo by Joel Williams

Organic Beer and Eat Boston, the Bacon and Beer Festival is a day to celebrate two amazing comestibles. Your \$40 ticket gets you into the Festival, where you're free to sample from the restaurants and brewers. For more information and tickets, visit baconandbeer.net/oakland.

Pins for Paws

Join Contra Costa Humane Society for its annual bowling fundraiser Friday, March 7 from 7 to 9 p.m. at Danville Bowl, 200 Boone Court in Danville. The cost is \$15 per child and \$20 for adults and you'll receive two games plus shoes. In addition, you can enter to win a raffle prize or a contest. It's fun and easy, and proceeds benefit CCHS animals and programs. Advance reservations are encouraged as last year was sold out. Reservations can be made by mail or online. Forms are online at www.cchumane.org. For more information, call (925) 279-2247.

Local Saint Paddy's Day Honors Workers

The San Francisco St. Patrick's Day Parade & Festival celebrates and showcases our Irish community, Irish culture and character in all its forms. Celebrating its 163rd year, the parade is one of the City's most popular events. The theme of this year's festival is "A Tribute to the Irish Workers of America," with this year's grand marshals being Margaret and Dan McAuliffe. Featured groups from throughout the Bay Area's Irish community including schools, youth organizations, labor unions, cultural groups as well as the San Francisco police and fire departments will march down Market Street starting at 11:30 a.m. on Saturday, March 15.

More Beer Here!

Marin's favorite rite of spring, the 19th Annual Fairfax Brewfest, will take place

on Saturday, March 15 from 1 to 5 p.m. The event features 22 of the best California microbrewers pouring the freshest batches of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends. Being one of the first big beer events of the season, the brewmasters themselves will be pouring the beer so patrons can critique, ask questions and swap beer stories with the experts. Taste the brews and meet the brewers who make these amazing libations during this annual rite of spring in Fairfax. Besides unlimited beer tastings all day, you can dance to Cajun tunes from Tom Rigney and Flambeau. Tickets are \$30 in advance and \$40 at the door. Visit www.fairfaxbrewfest.com for more information.

A Taste of Yountville

The townsfolk of Yountville invite visitors and friends alike to discover their town during Taste of Yountville, Friday through Sunday, March 14-16. The annual event—including the town's signature street party and the Napa Valley Open Studio Artists Annual Art Show—often coincides with bud break in Napa Valley vineyards when the hillsides are lush and green, the mustard is blooming and the vines are coming to life. The pull-out-all-the-stops, Taste of Yountville street party promises tasty fun Saturday from noon to 5 p.m. Food and wine lovers will sip and sample while strolling down Yountville's charming main thoroughfare, indulging in savory bites from this culinary mecca's famed restaurants, and tasting microbrews and wines from dozens of Napa Valley wineries. Tasting tickets are \$1 each. Block party tastemakers in this Michelin-star studded village have previously included Bouchon Bakery, Bottega, étoile at Domaine Chandon, Lucy, Hurley's Restaurant & Bar, Redd and others. Wineries include Cliff Lede, Domaine Chandon, Hestan, Cornerstone and many more. Master Gardener Aaron Keefer will lead tours of the French Laundry's acclaimed gardens on the hour

beginning at noon. There will be live entertainment at several locations along the route, including Sweet Burgundy and local favorite surf band the Deadlies; an arts and crafts fair to meander through; and an exciting "passport" program with a punch—attendees who have their Taste of Yountville passports stamped in five spots along the route will be entered to win gifts from Yountville. A juried show showcasing the fine art, jewelry and photography created by more than 30 local artists will round out the festivities. KTVU Channel 2 Sports Anchor Mark Ibanez will emcee. For a full schedule of events, visit yountville.com.

Mola Mola Soirée

The Farallones National Marine Sanctuary & Randall Museum of San Francisco present a science and art celebration of the mysterious Mola mola ocean sunfish with music, lecture, art, research updates, exhibits and crafts. The giant Mola mola, or ocean sunfish, resembles a floating flying saucer. This otherworldly creature basks at the surface to soak up the sun's rays while munching on poisonous jellyfish. What's behind its odd appearance and behaviors? For over a decade, National Geographic explorer and marine biologist Tierney Thys has been uncovering the secrets of the Mola mola—the world's largest bony fish. By tagging and tracking molas worldwide, she and her colleagues are discovering their movements, eating habits and vulnerabilities. Come hear the latest research about these mysterious, peaceful and utterly odd-shaped giants. The event takes place on Saturday, March 29 from 7 - 10 p.m. at Randall Museum, 199 Museum Way in San Francisco. Tickets are \$18 and include two complimentary beverages. Contact Sara Heintzelman at sara.heintzelman@noaa.gov or (415) 561-6622 extension 237. Minimum age is 16, and you can choose either the 7:45 or 8:45 p.m. lecture.

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.



2012 winner: Ed Roberts Campus, a unique, transit-oriented development, designed to create an environment that is usable by individuals of all ages, with and without disabilities. (Photo: Tim Griffith)

Do you know a person or organization who has made an extraordinary contribution to the way people get around in the Bay Area each day?

Nominate that person, project or agency for an award, sponsored by the Metropolitan Transportation Commission — the regional transportation agency for the nine-county San Francisco Bay Area.

Winners will be announced in October 2014. Nominees must have been active and/or projects underway between April 2012 and March 2014.

Submit your nomination online by March 31, 2014 at:

mtc.ca.gov/awards/

For a paper nominating form, email info@mtc.ca.gov or call 510.817.5757



METROPOLITAN
TRANSPORTATION
COMMISSION

2014 Transportation Awards *Excellence in Motion* Call for Nominations

Honoring:

- Leadership • Dedicated employees • Advocacy
- Services for elderly and disabled travelers
- Commute alternatives • Volunteerism
- Climate change efforts and smart growth



2010 winner: Cycles of Change, an Alameda County nonprofit organization that teaches youngsters how to ride bicycles safely, and also how to maintain them.

(Photo: Noah Berger)

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

Tell us what we're doing wrong.

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

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

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

And we do all this while setting the standard

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

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

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



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



2900 Main Street, #2100 • Alameda, CA 94501 • www.bay-ship.com