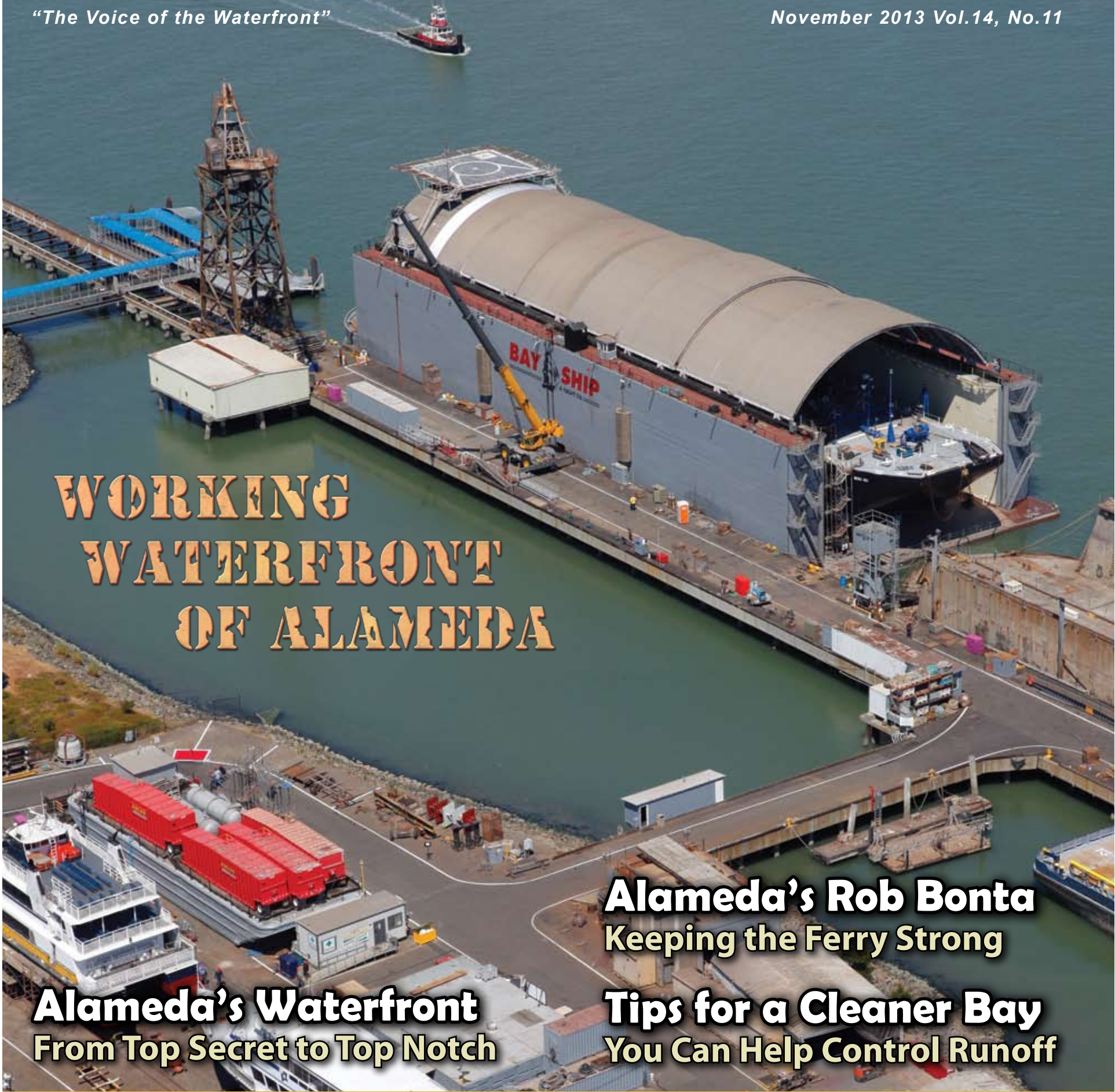


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*"The Voice of the Waterfront"*

*November 2013 Vol.14, No.11*



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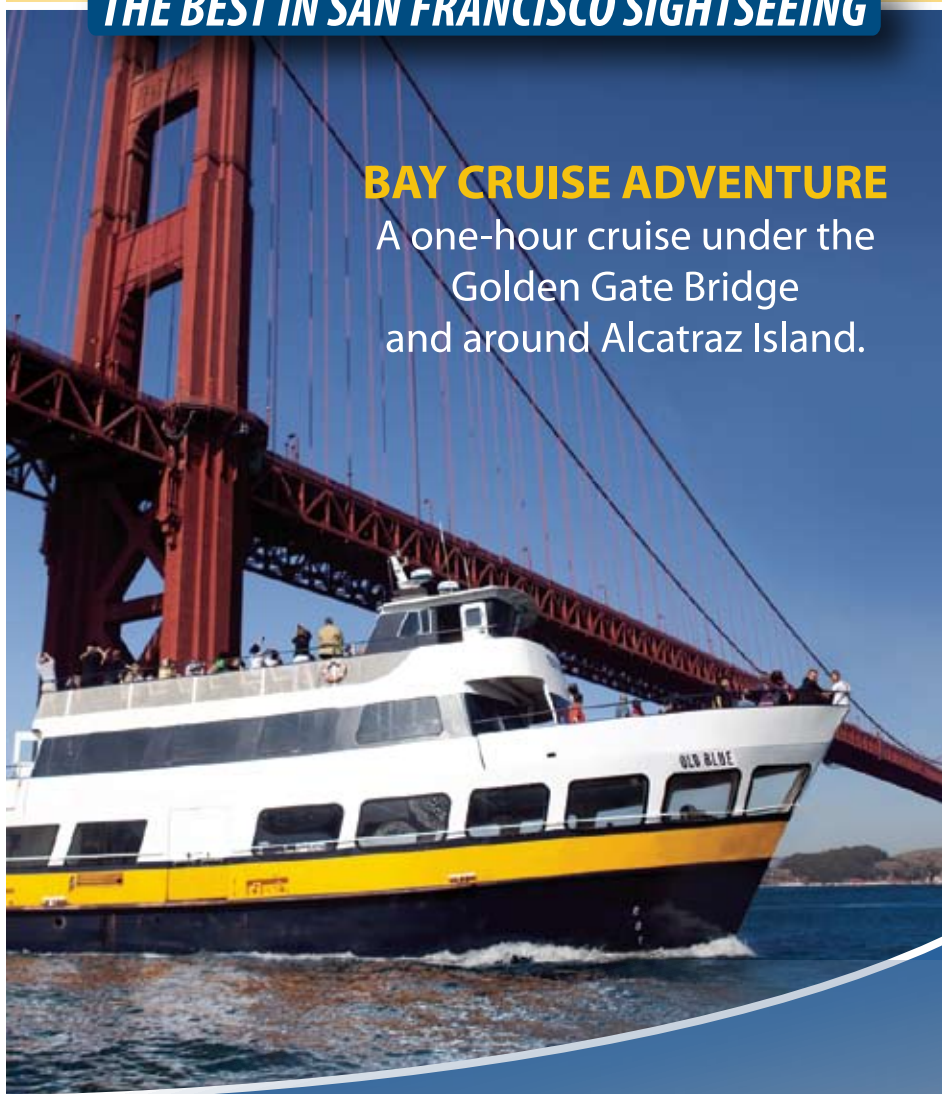


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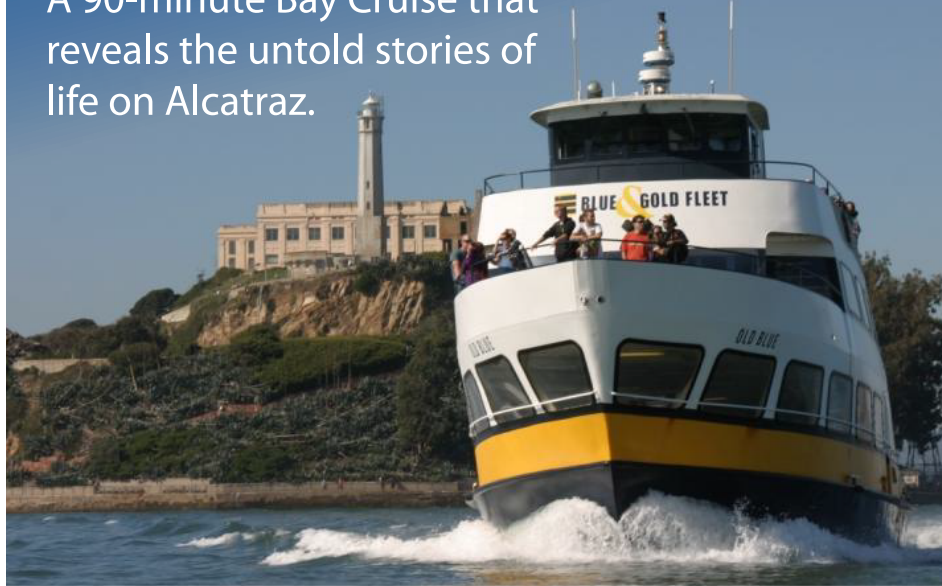


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*"The Voice of the Waterfront"*

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November 2013 Volume 14, Number 11

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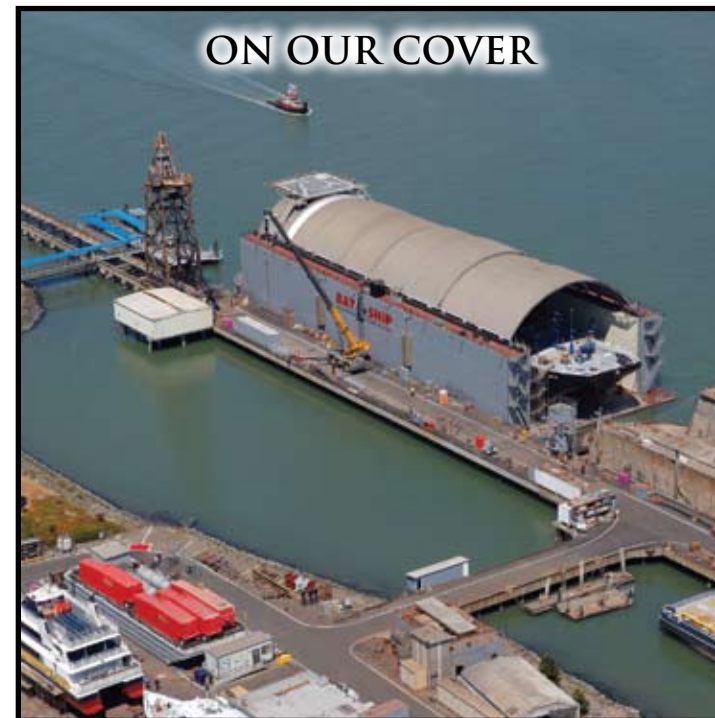
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Alameda's Bay Ship & Yacht Company has recycled and repurposed a top-secret submersible floating dry dock built by the Navy in the 1970s. HMB-1, as it was dubbed by its designers, features a retractable roof that not only allows Bay Ship & Yacht Company to do its work in less-than-ideal weather conditions, but also helps keep possible contaminants contained so that they don't end up in the Bay. Photo by Tom Paiva

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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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# Port of Oakland Wants to Put Trucking Concerns to Rest

BY PATRICK BURNSON

While some of the collateral damage done by BART union picketers at the Port of Oakland last month was not anticipated, port management is mindful of wildcat actions slowing commerce at its gateways.

“We have seen a handful of labor activists threaten random demonstrations to keep trucks from reaching the terminals,” said Executive Director Chris Lytle in a recent speech to the shipping community. “But it is by no means an organized effort. Basically, it comes in resistance to California Air Resources Board (CARB) regulations. Meanwhile, we are trying our best to address many of the labor concerns that have surfaced here recently.”

In his hour-long presentation hosted by Women in Logistics, the Pacific Maritime Association and California Trucking Association, Lytle outlined a creative solution to the trucking

troubles that have plagued the port the past few years.

“The drivers have been hard hit in Oakland with the costs involved in meeting the CARB clean truck requirements,” said Lytle. “New trucks are expensive and trucks without diesel particulate filters are not able to be used in harbor drayage after January 1, 2014.”

Meanwhile, he noted that the Ports of Long Beach and Los Angeles were able contribute over \$100 million to subsidize the purchase of new cleaner trucks. Oakland simply did not have that kind of funding available.

Lytle has asked terminal operators to consider the following: “In cases where a driver arrives on time for his appointment but is not able to pick up his load for an unreasonably long time—say greater than three hours—through no fault of his own, he should have some kind of compensation to offset his lost income.”

At the same time, Lytle said he would propose to trucking company owners that they recognize this tough economic situation placed on the drivers and “take

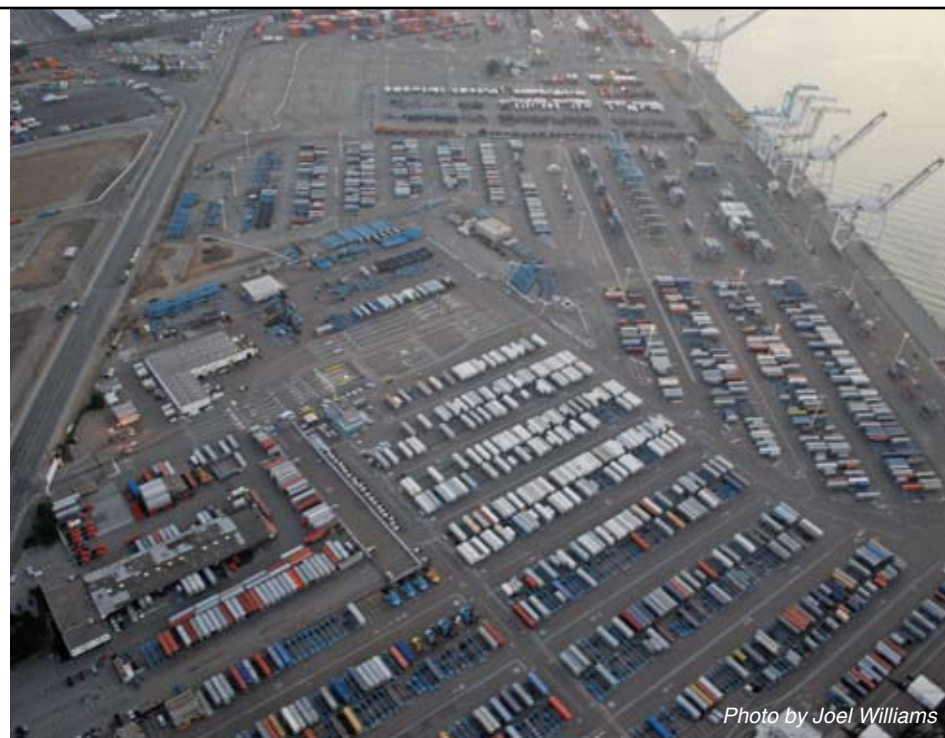


Photo by Joel Williams

In a speech, Port of Oakland Executive Director Chris Lytle outlined a creative solution to the trucking troubles that have plagued the port the past few years.

a fresh look” at the driver compensation for these services. “I know that many companies have already addressed this issue and for those companies, I thank you,” Lytle said. “If your company has not looked at this issue, I urge you to do it immediately.”

## Prologis Forecasts Industrial Rent Increases

Prologis, the San Francisco-based owner, operator and developer of global industrial real estate, is also working with Oakland to develop its decommissioned Army Base property for commercial maritime purposes.

In a separate development, Prologis recently published an in-depth analysis of global rents for logistics facilities in a paper titled *Entering the Sweet Spot in the Cycle for Logistics Real Estate: An Extended Rental Rate Expansion*.

In the report, the company’s research team estimates overall rents will grow by more than five percent per year from 2014 to 2017, reaching a total increase of 20 to 25 percent during the four-year period. This outlook is supported by a trend in structural drivers and a recovery in operating fundamentals.

“Rents today still don’t broadly support new construction, but tightening vacancy rates are reversing that dynamic,” said Chris Caton, vice president and head of Prologis

Research. “In addition, as replacement costs rise with global economic expansion, we expect the rent required to justify new construction to rise in kind and lead to an extended period of pronounced rent increases, particularly in cyclical recovery global markets in the United States and Europe.”

Prologis also expects stronger pricing power due to very tight operating metrics in China and a higher inflation factor in Brazil.

## McLaurin to Receive Industry Award

John McLaurin, president of the Pacific Merchant Shipping Association (PMSA), a West Coast maritime trade association representing ocean carriers and marine terminal operators on a variety of local, state and federal issues, has been selected to receive the 2013 Connie Award to be presented by the Containerization and Intermodal Institute.

Connie Award recipients are recognized with the prestigious award for significant influence on containerization in world trade and transportation and are honored for innovative spirit in their careers and at their respective companies, as well as for their positive influence on the industries they serve. McLaurin has been in his present position since 1995.

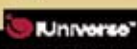
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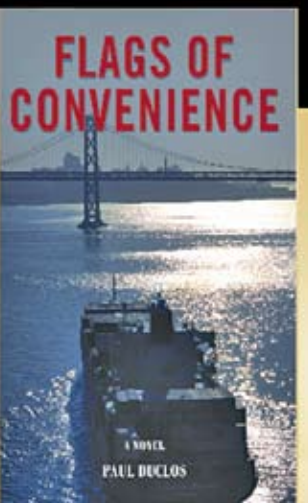
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# Brown Signs Bill to Support Waterfront Arena



Rendering by AECOM - official architecture team

In September, San Francisco Mayor Edwin Lee issued a statement upon Governor Jerry Brown's signing of a bill clearing a path to build a privately-financed, multi-purpose recreational facility on Piers 30-32 in time for the 2017-2018 NBA basketball season. The legislation, Assembly Bill 1273, will make the arena more likely to be approved by a number of state regulatory commissions.

"Investing in our world class waterfront is among my highest priorities," said Lee, "and the action taken today by the governor signals a significant step forward in our City's vision of a waterfront project that will create jobs, bring people to our waterfront and bring the Warriors home to San Francisco."

Lee continued, "By signing AB 1273 today, Governor Brown sent a strong signal that the multi-purpose venue at Piers 30-32 will provide tremendous public benefits for residents and visitors alike. Thank you to Governor Brown and Assemblymember Ting for your support of this important waterfront project for our City."

"The Golden State Warriors Arena at Piers 30-32 will transform a parking lot on a crumbling pier into an exceptional venue for basketball, concerts and entertainment," Lee said. "Our plan is much more than a state-of-the-art arena.

We will transform more than half the pier into open public space and parks to ensure all visitors can access and enjoy San Francisco Bay. We are also preserving the maritime history of the site by providing a new home for the San Francisco fire boats and creating new infrastructure for water taxis, ferries and cruise-ships. We would all rather see this new transformative project than the vast, crumbling parking lot that sits there now, keeping the Bay walled off from the public behind a fence."

"We know we have a long road ahead, including community outreach, environmental clearance and permitting," Lee said. "We will continue to work with the Port of San Francisco and our partners to make sure we build a project that is best for our City, and I can't wait to welcome the Warriors back home to San Francisco."

Under the current arena proposal, the City will enter into a long-term lease with the Warriors. The team will pay the upfront costs to refurbish Piers 30-32, estimated at \$100 million, and privately finance the construction of a state-of-the-art entertainment facility. The proposed 17,000-19,000 seat arena would provide a spectacular new venue not only for NBA basketball, but also for major conventions, top-name concerts, and important cultural events.

Plans are afoot to build a privately-financed, multi-purpose recreational facility on Piers 30-32 in time for the 2017-2018 NBA basketball season. New legislation, Assembly Bill 1273, will make the arena more likely to be approved by a number of state regulatory commissions.



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# Senior Deckhand Winter Ladue

BY MATT LARSON

If you live or work in Alameda, chances are you'll recognize Winter Ladue, senior deckhand for Blue & Gold Fleet. Over the past seven years she's worked all of Blue & Gold's ferry runs, but her favorite is her hometown trek on the Alameda/Oakland ferry. "I was born and raised in Alameda," said Ladue.

Since the run began after the 1989 earthquake, Ladue has relied on the ferry for getting to and from San Francisco. She enjoyed it so much that it's now her job. "As a young girl my family and I would always be on the Bay," she said. "I grew up sailing, wakeboarding, waterskiing, canoeing—anything that was water related." And here she is now, a working professional on those very waterways she grew up on. "It's just a love of the water, period. That's what brought me to this job," she said. "I love every aspect of it."

One of Ladue's favorite parts of her job is watching all the passengers enjoy their time on the boat. "I like



Photo by Matt Larson  
Winter Ladue, senior deckhand for Blue & Gold Fleet on the stern of her favorite ferryboat, Encinal, during the Alameda/Oakland route.

watching people have their day out with their families and friends," she said. "The passengers are extremely important to me; just seeing the smiles on their faces makes all the difference."

In addition to the passengers, it's the aquatic nature Ladue grew up with that keeps her working out on the water. Prior to getting seniority at Blue & Gold Fleet, Ladue would often work as a casual deck crew for Golden Gate Ferry. "One of my favorite things was coming into Larkspur for the evening and you'd just smell this beautiful smell of sage

and pine," she said. "It's just about being in the open air. It's healthy, refreshing, serene, it's a really good experience being out there."

When Ladue isn't working on the waterways, she's often playing on them instead. "I love to surf and paddleboard, go river rafting and canoeing, take long drives and visit other beach towns," she said. On land she can be found hiking and riding her bike. That's another thing she loves about her job: "I have a lot of energy so I like to be continuously active—this particular profession allows me to do that."

For those looking to get a taste of what Ladue has grown accustomed to over her years of aquatic explorations, she recommends checking out the Santa Cruz/Capitola area, Sausalito, and the American and Russian rivers. And for simply traveling around the Bay, Ladue wholeheartedly recommends taking the ferry.

"I think it's the best way to travel," she said. "You're not in a crowded environment. In the morning you can come in and get a cup of coffee, in the evening you can relax with a glass of wine." Ladue also notes the social aspect

of traveling on the ferry, something that isn't quite as easy on BART or when driving your car. "It's a good place for people to meet where they may not have met anywhere else," she said. "There's people who have developed lasting friendships from just commuting on the ferry."

Ladue has made friends with many of the passengers. "I've gotten to know who rides when, where they like to sit, who they're friends with—you get to know who they are and I really enjoy that." Also, being the professional that she is, knowing as many names as possible would only be of great assistance if there were to be an emergency of any kind on the boat.

"I take my career seriously and I love it," she said. "I genuinely care about each and every one of my passengers. If they're not happy then I'd definitely like to know about it," said Ladue. "Their safety, well-being, happiness—all of it—is very important to me. It's more than just customer service, it's more than a job. It's never been about the money. As silly as it sounds, I look forward to getting up every day and going in to work."



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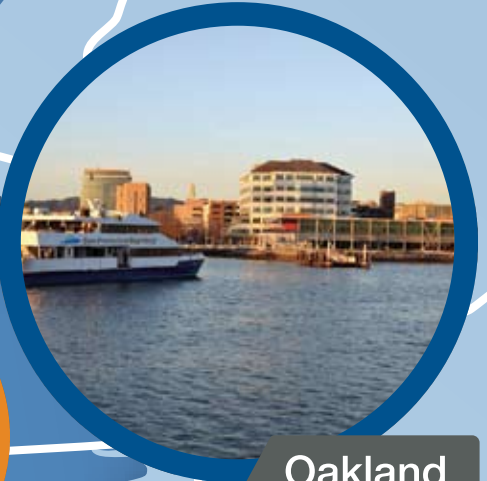
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# San Francisco Bay Ferry

# Introducing the Alameda Ferry Forum

## BC STAFF REPORT

*Bay Crossings* this month debuts a recurring section focusing on important concerns regarding commuter ferry service for Alameda.

The City of Alameda's two ferry services, operating from Gateway Alameda and Harbor Bay, are standout successes by every significant measure—ridership levels, community support and importance to the local economy.

Alameda's ferry services aren't just crucial for the "Isle of Style," they are also essential to the entire Water Emergency Transportation Authority (WETA) ferry system in the Bay Area because they represent the backbone of WETA's ridership. WETA is a crucial component of the Bay Area's earthquake and disaster response infrastructure. Without Alameda's ferry riders, WETA would likely fall below its mandatory "fare recovery quota" of 40 percent.

Over 3,000 people regularly commute daily on the Alameda/Oakland and Harbor Bay routes. Indeed, Alameda's ridership represents about 42 percent of WETA's total ridership, while Vallejo makes up 45 percent, Oakland 9 percent and South San Francisco 4 percent.

Yet recent political developments make troublingly evident that Alameda has been unwise to take its ferry services for granted. Recently, a member of the State Assembly representing Antioch introduced legislation that threatened to erode ferry service subsidies in favor of other jurisdictions, and even change the makeup of the WETA board to the disadvantage of Alameda.

Meanwhile, development and job creation plans within the City of Alameda, including the recently-designated "working waterfront" zone, require studying the feasibility of moving the Gateway Alameda ferry stop to a site on the former Naval Air Base. Alameda ferry riders must engage productively with WETA on these important initiatives.

First up is a conversation with Rob

Bonta, the newly minted member of the California State Assembly's 18th district, encompassing all of Alameda and much of Oakland. Bonta, an Alameda resident and a former member of the Alameda City Council, is a full-throated supporter of Alameda ferry service. Bonta recently took steps to replace former Mayor Beverly Johnson on the WETA governing board with Jeff Del Bono, an Alameda firefighter with a passionate interest in strengthening ferry service.

**Bay Crossings:** *Why do ferries matter to Alameda? Why do they matter to you?*

**Rob Bonta:** Ferries are an important part of Alameda's mobility and an important part of growing our community's economy. Given Alameda does

"Given Alameda does not have direct BART service, ferries allow many families to join our community and have good access to job centers in San Francisco."

— California State Assemblyman Rob Bonta

not have direct BART service, ferries allow many families to join our community and have good access to job centers in San Francisco. They are also one of things that makes living in Alameda unique in the Bay Area. A ferry to a Giants Baseball game, or to Angel Island is an attraction that helps create the unique experience of Alameda.

**BC:** *What impact will the decision to place WETA's maintenance facility in Alameda have?*



California State Assemblyman Rob Bonta at the Alameda Gateway Ferry Terminal. Bonta, a current Alameda resident and a former member of the Alameda City Council, is a full-throated supporter of Alameda ferry service.

**RB:** Well, jobs for one. Well-paying middle class jobs is exactly what Alameda lost when the base shut down and one of my priorities is to help bring employment back to Alameda. Also, Alameda is the best-located site for a maintenance facility as we are the geographic center of the ferry routes, and where most of the riders are located.

**BC:** *Alameda has designated a working waterfront zone. Why? What does this mean?*

**RB:** It is not surprising that the America's Cup teams quickly set up shop in Alameda. Alameda has long had an active and working waterfront. Alameda has the business and labor expertise to support all sorts of marine work and in the future Alameda needs to play to our unique strength in this area.

**BC:** *What does the "Emergency" in WETA's name mean for Alameda? When will the bond funds allotted to WETA for this purpose be put to use?*

**RB:** First of all, there are two kinds of emergencies. The one created by the BART strike, and a second kind, natural or a man-made physical disaster, such as

the loss of a bridge or a highway. WETA has proven in July and now again in October that it plays a critical role for Alameda and the entire East Bay in the event of a BART strike. Given that Alameda is dependent upon our local bridges for our welfare, WETA is a very important insurance policy for us.

**BC:** *Should Alameda worry that service will be curtailed as other communities clamor for ferry service of their own?*

**RB:** Alameda is in a strong position to help our neighbors build ferry services throughout the Bay Area, but in a way that strengthens the ferry system, not weakens it. We have a lot of experience building ferry ridership and we can share that experience with other communities as they seek to join us.

*Bay Crossings* seeks input and involvement from Alamedans in this effort to preserve the ferry system. Please email [joel@baycrossings.com](mailto:joel@baycrossings.com) with questions or if you'd like more information.

## Rob Bonta Channels Adlai Stevenson

California State Assemblyman Bonta arrived to talk ferries with *Bay Crossings* behind the wheel of his own car. A very used car. Bonta's car key was broken in two and he wrangled the severed parts into the ignition to—somehow—get the car to start. Two well-worn child car seats in the back testified to Bonta the proud family man.

This is one politician who is clearly not profiting from public office. Bonta's humble car recalls the iconic 1952 photograph of presidential candidate Adlai Stevenson II with a hole in his shoe. The photograph was taken by *Flint Journal* photographer William M. Gallagher, and when Gallagher won a Pulitzer Prize for the snap, he received a congratulatory cable from Stevenson: "Glad to hear you won with a hole in one."

**Photo on right:** William M. Gallagher's Pulitzer Prize-winning hole-in-the-shoe photograph of 1952 Democratic candidate for President Adlai Stevenson II. **Below:** Rob Bonta making the best of a bad situation piecing together his severed car key.

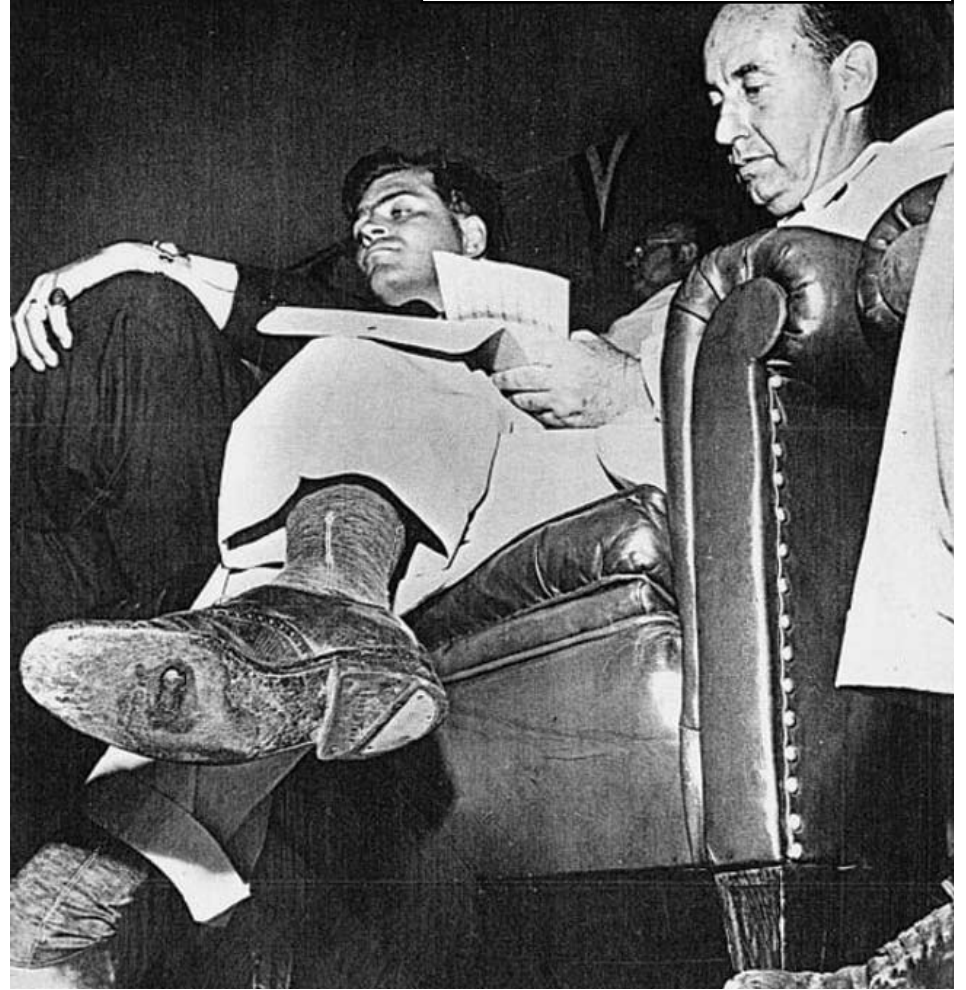


Photo by Bobby Winston

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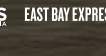
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## Bay Ship & Yacht Repurposes Top-Secret CIA Project to Go Green

Photo by Tom Paiva

BY BILL PICTURE

**K**een to make its Alameda-based operation more environmentally friendly, Bay Ship & Yacht Company has recycled and repurposed a submersible floating dry dock built by the Navy in the 1970s.

HMB-1, as it was dubbed by its designers, features a retractable roof that not only allows Bay Ship & Yacht Company—which has been servicing large commercial vessels and superyachts at its shipyard for decades—to do its work in less-than-ideal weather conditions, but also helps keep possible contaminants contained so that they don't end up in the Bay.

### Cold War-era covertness

While the existence of HMB-1, which stands for Hughes Mining Barge, wasn't

kept a secret from the general public, its true purpose was known only to highest-ranking government and military officials until quite recently. “Yeah, it's what was inside that was the secret,” said Bay Ship & Yacht General Manager Alan Cameron.

Submersible up to a depth of 160 feet, HMB-1 was originally part of a top-secret plan hatched in 1974 by the Central Intelligence Agency and the U.S. Navy to recover the wreckage of sunken Soviet submarine K-129 from the bottom of the North Pacific. The Soviet sub was believed to be carrying nuclear-armed ballistic missiles when it sunk.

For that recovery mission, dubbed Project Azorian, HMB-1 worked in tandem with the Hughes Glomar Explorer, a deep-sea drillship platform designed and built to raise the submarine from the ocean floor. Because the CIA knew an operation of this scale would draw the attention and ire of the Kremlin,



U.S. Navy photo Courtesy of Lockheed Martin.

Constructed in the HMB-1 to retain secrecy, the stealthy Sea Shadow was developed under a combined Navy, Lockheed Martin Missiles and Space Company program. Its purpose was to explore a variety of new technologies for surface ships.



an elaborate lie made it appear as if the Hughes Glomar Explorer was simply mining for manganese nodules at the bottom of the ocean.

A large grappling hook lowered from the Hughes Glomar Explorer was to grab the submarine and covertly transfer it to the submerged HMB-1, which could then be towed back to the United States without raising suspicion. Unfortunately, the hook failed as the sub was being raised, and the section believed to be housing the missiles fell back to the ocean floor—but the recovered pieces did provide some insight into Soviet technology.

After Project Azorian's completion, HMB-1 was transferred to Lockheed and moved to the company's Redwood City facility, where it was used to build an experimental stealth ship for the U.S. Navy. That ship, Sea Shadow, had a profile specially designed to evade radar

detection, with submerged twin hulls that maximized the vessel's stability in high seas and at high speeds.

While it paved the way for superior stealth ships to follow, Sea Shadow itself was never commissioned and, along with HMB-1, sat at the San Diego Naval Station for years collecting dust.

"That's how I heard about it," said Alan Cameron. "The PBS program *California's Gold* did a show about it a while back. We immediately recognized what we could do with an enclosed dry dock. We thought, 'That cover could solve so many problems.' So we started tracking her, hoping one day she'd come up for auction."

#### Put into mothballs

HMB-1 was eventually moved to Suisun Bay to join the U.S. Navy's reserve fleet there. This graveyard of retired vessels has affectionately been dubbed the "mothball fleet." "When the government started liquidating its assets and it came up for auction, we put in a bid," Cameron said.

Even though Bay Ship & Yacht Company would eventually be awarded the vessel, the company's bid wasn't the highest. "The highest bidder was a Chinese outfit, I believe," Cameron said. "Even though the Sea Shadow project had been declassified, there were still some privacy issues, so the government didn't want to sell her to a foreign entity."

"And the second highest bidder, which was a company in the Gulf Coast, backed out when they realized how much it would cost to move her down there. We

actually wrote it off as 'not gonna happen' when we found out we'd been outbid. Then we got a call a month later letting us know she was ours if we still wanted her."

The \$2.5 million price tag was small compared to the \$15-\$20 million that it would cost to build a new traditional dry dock, which Bay Ship & Yacht had been considering for some time. "And we wouldn't have that cover, which makes HMB-1 such a strong and unique piece of equipment," Cameron said. He estimates that to build HMB-1 now would cost upwards of \$50 million.

The biggest challenge that shipbuilders and ship repairers face with traditional open-air dry docks is weather. Rain (or any moisture) and wind can bring a job to a screeching halt, making income harder to come by during winter months. "HMB-1 is definitely going to be an asset in that respect this winter," Cameron said. "But it's the ability to be more efficient and the environmental aspects that we're all really excited about."

#### A new green lease on life

Traditional open-air dry docks put not only ships and workers at the mercy of the elements, they also make it easy for blasting abrasives, gasoline, oil, paint, paint chips and solvents used during a job to find their way into the environment, and more specifically, into the Bay. "I'd say that generally this industry has really lagged behind in the area of sustainability, but it's very important to us," Cameron said.



Photo by Tom Paiva

Exposure to adverse weather conditions is a challenge that can cause many setbacks and project delays with open-air dry docks. The HMB-1 will provide Bay Ship & Yacht with a protected environment to work in during the winter months as well as protect the environment around it.



Photo by Tom Paiva

It is estimated that building a new covered dry dock the size of the HMB-1 would cost about \$50 million today.

Bay Ship & Yacht Company goes to great lengths to keep Bay-unfriendly materials out of receiving waters, and from reaching sewers that eventually discharge into the Bay. "It's not easy," he said. "But the fact of the matter is, we can't continue to do business the way we were 20 or 30 years ago. We have a vested interest in the health of the Bay, so it's up to us to do our part to protect it."

"And being able to recycle and reuse this 4,000-ton piece of equipment that's just been sitting there for all these years is another great step in the right direction. I know I'm excited that we could find a new purpose for HMB-1."

For more information on Bay Ship & Yacht Company, visit [www.bay-ship.com](http://www.bay-ship.com)

# Making Progress Toward a Sewage-Free San Francisco Bay

BY DEB SELF

Will millions of gallons of raw and undertreated sewage get spilled into San Francisco Bay this rainy season? Baykeeper will monitor reports of spills and get that information out to the public in our interactive online map at [www.baykeeper.org](http://www.baykeeper.org). Rainy-season sewage spills and overflows have contaminated the Bay for years, because many Bay Area sewage collection systems need repair and are prone to clogs and breaks. But now, thanks to Baykeeper's successful Sick of Sewage campaign, the tide is turning.

Baykeeper has won Clean Water Act lawsuits compelling some of the region's worst-polluting sewer systems to make needed upgrades. Sewer agencies serving 20 cities are now legally required to repair crumbling pipes and replace outdated infrastructure, on a year-by-year schedule. In the past five years, several Peninsula cities, where we reached some of our earliest cleanup agreements, have reduced sewage spills by as much as 75 percent. One city, South San Francisco, finished its required repairs three years early and is no longer causing sewage pollution problems in the Bay.

Sewage is a major threat to the Bay's health. When swimmers, surfers and others come in contact with sewage-contaminated water, it can cause persistent

skin and sinus infections and painful stomach disorders. Sewage also harms the Bay's fish, seals, other sea creatures and plant life.

This pollution gets into the Bay from two sources, leaky pipes and treatment plants. During storms, large amounts of rainwater can seep into leaky sewer pipes through holes or broken connections. The increased volume of sewage and water fills the pipes, which are often clogged with roots that have worked their way in. This causes the rain-sewage mixture to back up and gush into streets, often through manhole covers. From there, in most Bay Area cities, the sewage gets washed to a storm drain that leads to a creek or the Bay, with no filtering or treatment.

The second big problem for the Bay is so-called "wet weather overflows" from sewage treatment plants. When huge amounts of rainwater work their way into upstream collection pipes, much more water flows into sewage treatment plants than they are designed to handle. If the incoming volume exceeds the plant's capacity, the facility partially treats the mixture and discharges it into the Bay—sometimes hundreds of millions of gallons at once.

Although some Bay Area sewer agencies are successfully cutting their rate of spills into the Bay, nine East Bay cities, including Oakland and Richmond, still need to take action. Baykeeper is pressing these cities to improve their plans for upgrading their sewer systems, to ensure that they make the same kind of dramatic reductions in sewage spills that have been made on the Peninsula.

As Baykeeper works to reduce sewage pollution from the Peninsula and East Bay, state and federal regulatory agencies

have taken action on polluting sewer systems in Marin County. San Francisco, unlike most Bay Area cities, sends water that flows into storm drains to sewage treatment plants, but still sometimes pollutes the Bay with sewage overflows. We hope that a major overhaul planned for San Francisco's system will reduce this pollution.

Each of us can also help protect the Bay from sewage. Here are some tips:

- **Don't pour fats, oil and grease down the drain.** When cooking fats are washed down the drain, they can clump together, especially in cold weather, and form "fatbergs" that clog sewer pipes. The result is sewage backed up into the street, or even onto your property or into your home, often leading to the spill being washed into a creek or storm drain that flows to the Bay. Instead, wipe oily pots and pans with a paper towel or put excess grease in a can, and put it in the trash. Take large amounts of cooking oil—like used oil from a fryer—to a grease recycling site.
- **If you're a homeowner, have the sewer pipe that connects your home to the city pipes inspected and, if necessary, repaired or replaced.** Having this work done is one of the best things you can do for San Francisco Bay.
- **Support sewer fee increases for sewer repairs and upgrades.** Help your city build a Bay-friendly sewage system.

Baykeeper will watchdog the Bay Area's polluting sewer systems to ensure that they keep making required repairs and upgrades and that the repairs protect the Bay from sewage. Our goal is steady progress until sewage is no longer a major pollution problem in San Francisco Bay.

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



# Winter Tips for Boat Storage



Photo by Joel Williams

**A**re you putting your boat away for winter soon? The Boat Owners Association of the United States (BoatUS) reminds recreational boat owners to take special precautions with E-10 gas and to review their insurance policies before they put their boat to bed for a long winter's nap. Otherwise, they may be in for trouble next spring when they try to start the engine.

laden-air that can enter through the tank's vent and potentially condense on inside tank walls over the long storage season. The goal here is to prevent water from being absorbed into the gas and ethanol mixture, which, if left unchecked, results in phase separation and

## Keep ethanol at bay

Today it's highly likely that your boat's gasoline contains a mixture of up to 10 percent ethanol, which is known to damage engines and boat fuel systems, especially over the long winter storage season. If you have a portable gas tank on your boat, try to use as much gas as possible before you put the boat away at the end of the season. Any remaining gas or gas-and-oil mix that's left in the portable tank can be put in your car or outdoor power equipment, respectively. The goal here is to use it up as quickly as possible.

If your boat has a built-in gas tank that cannot be emptied, add a fuel stabilizer, and then fill the tank as much as possible, leaving just a smidgen of room for expansion. This will greatly reduce the amount of moisture

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Today it's highly likely that your boat's gasoline contains a mixture of up to 10 percent ethanol, which is known to damage engines and boat fuel systems, especially over the long winter storage season.

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damage to the boat's fuel system and motor. For a more detailed look at ethanol and winter storage, go to [www.BoatUS.com/seaworthy/ethanolwinter.asp](http://www.BoatUS.com/seaworthy/ethanolwinter.asp).

## Look for "ice and freeze coverage" in your boat's insurance policy

Many boat owners think they don't have to worry about freeze damage if they live in temperate states or if they keep their boat in an indoor, heated storage area in northern states. But every year, BoatUS gets multiple freeze damage claims for boats in southern states hit by a hard freeze and for boats stored in indoor facilities in northern states where a storm took out the power. So the first rule of winter storage for any boat is to winterize it properly.

Even then, small winterizing mistakes like not draining all of the areas of the raw water system can easily destroy an engine. For that reason, BoatUS recommends ice and freeze coverage just in case something got overlooked when the boat was winterized. Typically offered as a policy "rider" to boats stored in northern

climates, it's inexpensive—BoatUS offers the add-on coverage for as low as \$20—and can go a long way toward protecting you from a catastrophic engine loss. BoatUS says that boats in warmer, temperate states often have this feature added to their policy automatically, but you should check with your insurer. Ice and freeze coverage may also be a smart option for do-it-yourselfers who want peace of mind, or for trailer boaters who store their boat in a heated garage or travel between warm and cold states.

For more information on boat insurance or ice and freeze coverage, go to [www.BoatUS.com/insurance](http://www.BoatUS.com/insurance) or call (800) 283-2883.

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## Presidio to Benefit from \$25 million Gift

A gift of \$25 million from the S. D. Bechtel, Jr. Foundation to the Golden Gate National Parks Conservancy will lead the way for park enhancements at the very heart of the Presidio. This milestone gift was the largest cash gift ever contributed to a national park and came in conjunction with National Public Lands Day at the end of September, when people celebrated by volunteering in their parks and public lands. The gift also marked the anniversary of the date when the Presidio became a national park site on October 1, 1994.

The Tunnel Top Parkland is one of the projects that will benefit from the gift. This will be 10 new acres of parklands on the tunnel over the Presidio Parkway (Doyle Drive replacement), connecting the historic

Main Post of the Presidio with Crissy Field. The vision for this site is a 21st century park destination full of visitor activities, scenic beauty and connections to the diverse environments and programmatic offerings of the Presidio.

The grant from the S. D. Bechtel, Jr. Foundation also supports the expansion of indoor and outdoor facilities for youth programs at the Crissy Field Center. Located at the foot of the Tunnel Top Parkland, the Crissy Field Center is a nationally recognized program hub for youth engagement in environmental learning and community betterment.

“We are honored to help put the capstone on a quarter century of Presidio park-making,” said Lauren B. Dachs, president of the S. D. Bechtel, Jr. Foundation. “We believe that the new Tunnel Top Parkland

and the expanded Crissy Field Youth Campus share extraordinary potential as bold new models for how our national parks welcome diverse new audiences and cultivate tomorrow’s leaders.”

“We are deeply grateful to the S. D. Bechtel, Jr. Foundation for its visionary generosity in making this leadership gift,” said Greg Moore, CEO of the Parks Conservancy. “This grant will help realize the enormous potential of the new Tunnel Top Parkland and an expanded Crissy Field Youth Campus, both situated in and representative of the key values of the Presidio.”

The vision for the new Tunnel Top Parkland also responds to the rising demand and the promise for an expanded youth campus at Crissy Field to become the regional hub for

environmental literacy, youth leadership and service. Widely regarded as a national model for environmental education and multicultural youth development, the Parks Conservancy’s youth programs at Crissy Field, in partnership with the National Park Service and Presidio Trust, effectively use national parks as outdoor classrooms and successfully link the parks, schools and community-based youth organizations.

The proposed expansion of the Crissy Field Youth Campus will provide larger and improved facilities for programs, add capacity for educator trainings and create a dynamic hub for community partners to take advantage of expanded collaboration—while inviting a greater number of urban youth into their local national park.

## “Good” Grade Proves Elusive for Area’s Roads

The pavement on the Bay Area’s nearly 43,000 lane-miles of local streets and roads remains in “fair” condition, with the typical stretch of asphalt showing serious wear and likely to require rehabilitation soon. Data released last month by the Metropolitan Transportation Commission (MTC) puts the region’s 2012 pavement condition index (PCI) score at 66 out of a maximum possible 100 points, as calculated on a three-year moving average basis. This marks the fourth consecutive year the region has registered an average PCI score of 66, a reading that has not varied by more than two points since 2006.

“Restoring the Bay Area’s transportation system to a state of good repair has long been one of the Commission’s top priorities,” said MTC Chair Amy Rein Worth, who also serves as mayor of Orinda. “For local streets and roads, the goal is to get every one of our cities and counties to a score of 75 or better. Most cities’ pavement maintenance needs have far outstripped available funds for many years, so holding the line at a regional average of 66 can be seen as a partial victory. But we’ve also

seen that big improvements are possible if local voters decide streets and roads are an important civic priority. The best example is El Cerrito, which passed a half-cent sales tax in 2008 to finance a very successful citywide street improvement program. I expect to see equally impressive results soon in both Orinda and Moraga, where voters last fall approved similar half-cent sales tax measures.”

MTC’s Regional Streets and Roads Program later this year will recognize El Cerrito for having the most improved pavement conditions of any jurisdiction in the Bay Area. The Contra Costa County city boosted its one-year PCI score to 85 (very good) in 2012 from just 48 (poor) in 2006, and raised its three-year average to 84 from 62 (fair) in 2010. The Regional Streets and Roads Program also will recognize the cities of Brentwood and Dublin for the achievements made in 2012 by their pavement maintenance programs. Brentwood and Dublin have consistently posted some of the highest average PCI scores in the region.

PCI scores of 90 or higher are considered “excellent.” These are newly built or resurfaced streets that show little

or no distress. Pavement with a PCI score in the 80 to 89 range is considered “very good,” and shows only slight or moderate distress, requiring primarily preventive maintenance. The “good” category ranges from 70 to 79, while streets with PCI scores in the “fair” (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine maintenance, these streets are at an especially critical stage. Roadways with PCI scores of 50 to 59 are deemed “at-risk,” while those with PCI scores of 25 to 49 are considered “poor.” These roads require major rehabilitation or reconstruction. Pavement with a PCI score below 25 is considered “failed.” These roads are difficult to drive on and need reconstruction.

The lowest-ranked pavement in the Bay Area was found in the Marin County city of Larkspur and the Napa County city of St. Helena, each of which recorded a PCI score of 42 for 2010-12.

“There are thousands of miles of streets and roads around the Bay Area with PCI scores below 60,” explained MTC Vice Chair and Santa Clara County Supervisor

Dave Cortese. “That’s the point at which the deterioration of pavement rapidly accelerates. MTC has been working with cities and counties to make it possible for them to invest in both preventive maintenance and in rehabilitation, and I am pleased to see that Santa Clara County and every one of our 15 cities are reporting an average PCI score above 60.”

In addition to Larkspur and St. Helena, other jurisdictions with three-year average PCI scores below the 60-point threshold include Albany, Belmont, Berkeley, Calistoga, Cotati, East Palo Alto, Half Moon Bay, Moraga, Oakland, Orinda, Pacifica, Petaluma, Rio Vista, San Anselmo, San Leandro, Vallejo, and unincorporated Marin, Napa and Sonoma counties.

The complete 2012 Bay Area Pavement Conditions Summary—including percentages of local roadways in “excellent” or “very good” and “poor” or “failed” condition, and a listing of average PCI scores for the arterials, collector roadways and residential streets—in all Bay Area counties and cities is available at [www.mtc.ca.gov/news/press\\_releases/rel624.htm](http://www.mtc.ca.gov/news/press_releases/rel624.htm).



# Wagner, Britten and Black Friday Racing

BY PAUL DUCLOS

Tickets are still available for the S.F. Opera's *The Flying Dutchman*, which is performed on November 3, 7, 12 and 15. This is a new production of Richard Wagner's libretto and composition sung in German with English supertitles.

In Wagner's first masterpiece, a ship's captain is condemned to endlessly travel the seas in search of true love. The masterful Patrick Summers conducts a cast of outstanding Wagnerians led by Greer Grimsley, who thrilled San Francisco Opera audiences as a thunderous and dramatically compelling Jokanaan in 2009's *Salome*. Making her San Francisco Opera debut as Senta is Lise Lindstrom, regarded as a fast-rising star of the dramatic soprano repertory and absolutely one to watch—she appeared as Turandot at the Royal Opera House. Petrika Ionesco, who brought a handsome combination of grandeur and expressive intimacy to *Cyrano de Bergerac* in 2010, directs a production he also designed.

The approximate running time is three hours including one intermission. Pre-Opera Talks are free to ticketholders and take place in the main theater in the orchestra section 55 minutes prior to curtain. <http://sfopera.com>

Renowned maestro Semyon Bychkov and a marvelous cast of soloists join the San Francisco Symphony and San Francisco Symphony Chorus to mark the Benjamin Britten centenary with one of Western music's foremost masterpieces. Britten's *War Requiem*, considered by many to be the composer's greatest work, juxtaposes the Latin Requiem Mass with verses by the World War I poet Wilfred Owen, offering one of the canon's greatest artistic responses to war and its victims. It's a rare performance of an epic work not to be missed. <http://www.sfsymphony.org/>

The \$100,000 Pike Place Dancer and the \$100,000 Berkeley Handicap highlight the stakes schedule for the 2013 fall racing season at Golden Gate Fields. The 36-day meeting runs through Sunday, December 15. Racing will be conducted on a Thursday-through-Sunday schedule and post time is 12:45 p.m. with three exceptions.

There will be early post times on Friday, November 1 (12:05 p.m.), and Saturday, November 2 (11:40 a.m.) to facilitate the simulcast of the Breeders' Cup World Championships from Santa Anita. Fans will get their first Breeders' Cup bets "on the house" as Golden Gate Fields will give customers a cash voucher both Friday and Saturday.

Racing will also get started early, at 11:15 a.m., on Thanksgiving Day, November 28. Golden Gate Fields offers an outstanding Thanksgiving Day buffet in the Turf Club and fans can make reservations by calling (510) 559-7390.

Fans attending Golden Gate Fields on Black Friday will have the chance to win a 42-inch HD television. A television will be raffled off after each of the nine races on November 29, with the winning jockey from each race reaching into the contest bin and pulling out the name of the lucky winner.

The promotion schedule also features a Halloween Family Day party on Sunday, October 27, and a Toys for Tots toy drive on Sunday, November 3. The Halloween Family Day celebration will feature fun activities for kids, who are admitted to the track free. The Toys for Tots toy drive, conducted in partnership with the U.S. Marine Corps Reserve, gives fans the opportunity for free clubhouse admission by donating a new, unwrapped toy.

Golden Gate Fields' signature promotion and the best bargain in Bay Area sports, Dollar Day Sundays, will be offered throughout the meeting. General parking, general admission, programs, beers, hot dogs, and sodas cost just a buck each on Sundays.

The Pike Place Dancer, a one-mile turf race for two-year-old fillies, and the

Grade 3 Berkeley, a 1 1/16-mile test for three-year-olds and up, head a roster of seven stakes. The Pike Place Dancer will be run on Saturday, October 26; the Berkeley on Friday, November 29.

The fall stakes slate also includes the \$50,000-added Golden Nugget, a six-furlong dash for two-year-olds that will be run Saturday, Nov. 9; the \$50,000-added Oakland, a six-furlong sprint for three-year-olds and up on Saturday, November 16; the \$50,000-added Golden Gate Debutante, a six-furlong race for two-year-old fillies on Saturday, November 30; and the \$75,000 Gold Rush, a one-mile race for two-year-olds on Saturday, December 7.

There will be one Monday racing program during the fall meeting—a special Veterans Day card on Nov. 11.

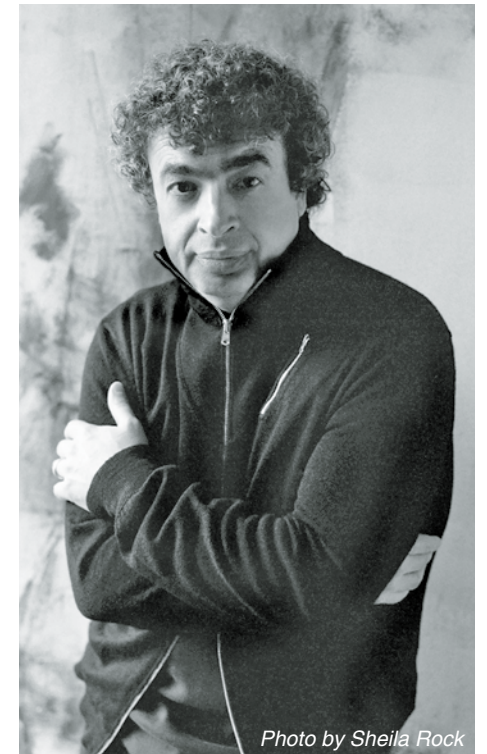


Photo by Sheila Rock

Renowned maestro Semyon Bychkov joins the San Francisco Symphony and San Francisco Symphony Chorus for a rare performance of Benjamin Britten's epic *War Requiem*.

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# Where Did That Expression Come From?

BY CAPTAIN RAY

The excitement of the 34<sup>th</sup> America's Cup completely overshadowed the fact that September 19 was Talk Like a Pirate Day. With all the drama and pageantry of the America's Cup behind us, it's time once again to have a little fun with the nautical origins of common English words and expressions.

Because sailors of yore traveled at a time when most people didn't, they were exposed to many languages. Since most did not read or write, they only heard these foreign words. When carried back home, these words were adjusted to the native language (in our case, Anglicized). A good example of this is the Danish word "snyg," meaning compact or tidy, which in English became "snug."

The old French word "arrumage" originally referred to how casks (usually wine, not rum) were stowed in a vessel's hold. By the 15<sup>th</sup> century, it referred to the arrangement of any cargo. At the end of a voyage, any unclaimed (or unpaid for) cargo was sold right at the dock. As arrumage was absorbed into English, it gave us the name for a sale of leftover odds and ends, a "rummage" sale.

When wind fills the sails and gives life to the vessel, it also causes the boat to

lean or tilt. The Anglo-Saxon word for this tilting was "lystan." When a person seems lifeless, we now refer to him as "listless."

During the 17<sup>th</sup> and 18<sup>th</sup> centuries, the decks of naval vessels were wood and the seamen were barefoot. For certain occasions, such as witnessing punishment or Sunday services, the crew was required to muster on deck. They had to stand at attention with their toes aligned along the edge of a particular deck plank, hence the expression "toe the line."

Retrieving an anchor was a very labor intensive and time consuming job. The anchor cable was wrapped around a capstan, a drum with a vertical axis of rotation. Bars were inserted into the capstan and men marched around it manually hauling many hundreds of tons of boat upwind until the boat was over the anchor and it could be broken out of the bottom and lifted aboard. When necessary to depart quickly (often because of a change in the weather or the arrival of an enemy), the onboard end of the cable was let go. This process was known as slipping the cable, from which we get the expression for getting away or avoiding someone by "giving them the slip."

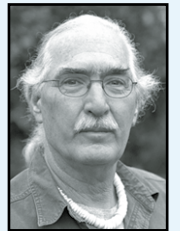
In the days of the sailing navy, the goal in battle was rarely to sink the other vessel, but rather to disable it and capture it as a prize. This was best accomplished by shooting away parts of the complex web of rigging, making it impossible

for your enemy to maneuver. The lines that controlled the position of a sail were called braces and the main brace (the one controlling the mainsail) was the preferred target. When a battle was over and repairs begun, the main brace was one of the first jobs to be tackled. Because braces had to run through blocks, they could not be knotted and required splicing, a process of weaving the line's strands together without

creating the lump a knot would. This was a very difficult job on a line about five inches in diameter. When completed, a tot of rum was distributed to the entire crew. And so today, having a drink at the conclusion of a difficult job is known as "splicing the main brace."

So, if you're feeling listless after toeing the line helping at a rummage sale, give others the slip, find a snug spot, and splice the main brace!

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



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# WATERFRONT ACTIVITIES

- November 2**    **6:30PM – 9PM – 2014 Tahiti Flotilla Planning Party - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
 For some just the words “French Polynesia” conjure up images of romance and beauty. Come for hors d’oeuvres and drinks and meet like-minded sailors interested in sailing the magnificent islands of the Tahitian Leewards, among them fabled Bora Bora, on our 2014 Flotilla to Tahiti!! Cost: OCSC Members FREE, Non-Members FREE
- November 3**    **10AM – 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, [www.callofthesea.org](http://www.callofthesea.org)**  
 Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Help the crew raise the sails and steer the boat, or just sit back and enjoy the view! Morning winds are typically light so we often get to sail under the Golden Gate Bridge. It’s a great sail for families, though all are welcome! Light snacks and beverages served. Cost is \$50 for adults, \$25 for youth 6-12, and children under 6 are free. To register, visit [www.callofthesea.org](http://www.callofthesea.org) and click on Public Sails.
- November 9**    **7PM – 9PM – Wildlife of San Francisco Bay - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
 Join OCSC Instructor and photographer Bill Kinney for a fascinating presentation about local birds, migratory birds on SF Bay this season, whale migration and the best time to spot them in the area, common fish species in and around the bay, as well as other regional wildlife! Cost: OCSC Members Free, Non-Members \$25.00
- November 13**    **6PM – 8PM – Moonlight Sailing! Enjoy a relaxing night on the bay! - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
 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: \$60 Retail, \$45 Members
- November 16**    **4PM – PM – FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
 Come join us for our monthly Club BBQ. Take a tour of our school, meet club members and make new friends! Cost: FREE!
- November 16**    **7PM – 9PM – 2014 Croatia Flotilla Planning Party - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://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
- November 16**    **7PM – 9PM – 2014 GPS and Chartplotting Seminar - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
 Once again OCSC Instructor Trevor Steel will examine electronic instruments that can make navigation quicker and easier. Learn to get the most out of your GPS or Chartplotter the next time you are out on the bay, or cruising in Tahiti or the Med! Cost: OCSC Members FREE, Non-Members \$25



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<i>December 8th - December 14th 2013</i>	<i>\$800.00</i>
<i>San Francisco to Los Angeles, CA</i>	<i>per person</i>
<i>December 18th - January 1st 2014</i>	<i>\$1,800.00</i>
<i>Los Angeles to Cabo San Lucas</i>	<i>per person</i>
<i>February 10th - February 16th 2014</i>	<i>\$12,000</i>
<i>Cabo San Lucas to Puerto Vallarta</i>	<i>charter</i>
<i>March 16th - March 30th 2014</i>	<i>\$1,600.00</i>
<i>Puerto Vallarta to San Francisco</i>	<i>per person</i>

**415-331-3214    [www.callofthesea.org](http://www.callofthesea.org)**





# 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.
2:30 p.m.	3:40 # p.m.	4:00 p.m.
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 <a href="http://www.sanfranciscobayferry.com">www.sanfranciscobayferry.com</a> for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry) w/Muni	\$290.00 / \$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
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
Commute (book of 10)	\$55.00	N/A
Commute (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](http://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

Effective November 2 through December 29, 2013

Veterans Day, Nov 11 – Weekday Schedule  
Thanksgiving, Christmas, New Year's Day – No Service  
Day After Thanksgiving, Friday, Nov 29 – Weekday Schedule

### 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](http://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 AM	9:30 AM	9:45 AM
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](http://www.tuscolatoday.com)

# AROUND THE BAY IN NOVEMBER

## Holiday Lights

### PIER 39

PIER 39 invites you to join some special friends from Disneyland at the annual PIER 39 Tree Lighting Celebration on Saturday, November 23 and Sunday, November 24 from noon to 6:30 p.m. Experience the magic, sing songs, give hugs to Disneyland friends and welcome the holiday season with two days of holly-jolly magic and merriment for the whole family. The fun culminates at 6 p.m. each night as PIER 39's majestic 60-foot tree, adorned with glistening ornaments, bows and twinkling lights, will be illuminated against a stunning backdrop of the San Francisco City skyline. Local guests (residents living in the 26 counties surround San Francisco) can also enjoy Holiday Half-Off deals at participating restaurants, shops and attractions at PIER 39. Visit [www.pier39.com](http://www.pier39.com) for complete

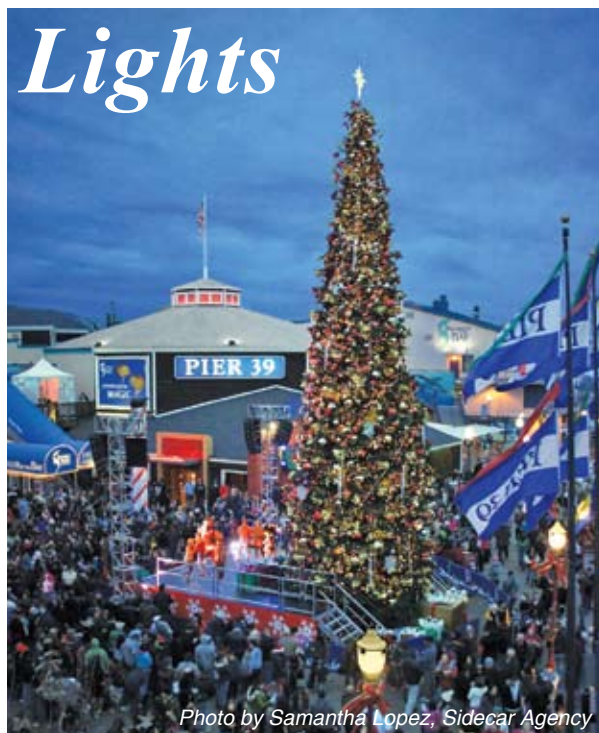


Photo by Samantha Lopez, Sidecar Agency

details and to download Local Advantage Half-Off coupons.

### Embarcadero Center

Celebrate a San Francisco holiday tradition at the 27th Annual Embarcadero Center Building Lighting on November 22. The festivities begin with the Winter Carnival at 4 p.m. featuring children's

activities, entertainment, visits with Santa and a very special appearance by Mickey Mouse. The building lighting begins at 6 p.m. with live performances from Disney on Ice Presents—*Rockin' Ever After!* Get ready to rock out with some of the most magical idols of all as some of your favorite friends and moments from Disney Pixar's *Brave*, *Tangled*, *The Little Mermaid* and *Beauty and the Beast* come to life at Embarcadero Center. The countdown to the official lighting leads up to the illumination of One, Two, Three and Four Embarcadero Center followed by a grand fireworks display. For more information, visit [www.embarcadero.com](http://www.embarcadero.com).

### Hyatt San Francisco

The Hyatt San Francisco kicks off the San Francisco holiday season with their annual Atrium Lighting Ceremony, which will be held on Friday, November 22. Starting at 7 p.m., the hotel will celebrate the launch of the San Francisco's holiday season with live entertainment and the season's debut of snowfall in the lobby. The hotel will also be illuminated with 300,000 lights, which cascade down the hotel's dramatic 17-story atrium lobby, complemented by a centerpiece 30-foot illuminated tree.

### San Rafael's Winter Wonderland

On Friday and Saturday, November 29 and 30, 100,000 pounds of snow will be brought to downtown San Rafael for kids to sled on for free. On Friday the event includes a holiday marketplace from 2-9 p.m., then a lighted parade at 5:30 p.m. and a tree lighting ceremony.

### Adopt an Angel

Throughout the month of December, the "Angel Lights" shine from the top of Angel Island. Those lights may be adopted by members of the public, providing support for the work of Angel Island Conservancy. A tradition that started over 50 years ago as a single memorial light in recent years has become many adopted lights, creating a heartwarming glow for all the Bay Area to enjoy. Please consider adopting a light. A commemorative card will be sent on your behalf as a thoughtful thanks to family, friends or a mentor; as a remembrance of a loved one; to celebrate a special occasion; or as recognition of someone who has done something significant for you. To make a contribution, call (415) 435-3972, email [aia@angelisland.org](mailto:aia@angelisland.org) or visit [www.angelisland.org](http://www.angelisland.org).

### Characters of the Bay Cruise on the USS Potomac

Meet Emperor Norton, Lillie Coit, the Birdman of Alcatraz and a host of other San Francisco Bay historic characters while sailing the Bay onboard the Presidential Yacht USS *Potomac* on November 2. Enjoy a three-hour cruise with lunch and learn about the history of some of these famous and infamous characters. The cruise is from 10:30 a.m. to 1:30 p.m. leaving from Jack London Square. The cost is \$75 per person. For information and reservations, call (510) 627-1215 or visit [www.usspotomac.org](http://www.usspotomac.org).

### Chinese Dance Concert Series

Come join the Lily Cai Dance Company for an evening of artistry and contrast, beauty and power, tradition and innovation. The 2013

Studio Concert Series will showcase two new works and one revisited work with multimedia images designed by well-known Chinese artist Lampo Leong. Elegant, sensual and captivating, the Lily Cai Chinese Dance Company melds ancient Chinese forms with modern dance in an artistic and inventive marriage of styles. The Company bridges the continuum from past to contemporary, from spectacular court dances of Chinese dynasties to contemporary works fusing classical Chinese movement, modern dance, and ballet, complemented by dazzling costumes, original music and innovative staging. Performances are from November 14-17 at the Lily Cai Dance Studio at 301 8<sup>th</sup> Street in San Francisco. Tickets are \$15 and all shows begin at 8 p.m. For more information, call (415) 474-4829 or visit [www.lilycaidance.org](http://www.lilycaidance.org).

### Marin Safe Cycle Class

Learn your rights and responsibilities while cycling on the roads in Marin. The Marin County Bicycle Coalition will hold a basic street skills class on Thursday, November 14 from 6:30 to 8:30 p.m. at Marin General Hospital, 250 Bon Air Road in Greenbrae. Even experienced cyclists are welcome to attend the class, especially if they've received a citation. "Bike Traffic School" is a more positive experience compared to paying the hefty court fines. To encourage class attendance by ticketed cyclists, a bicycle traffic infraction fine will be reduced to \$50 after attendance of a complete class. Cyclists aged 16 and up are invited to participate and a bicycle is not necessary. Registration fees are \$45 for non-MCBC members and \$30 MCBC members. Advance registration is required. Register online

at [www.marinbike.org](http://www.marinbike.org), by emailing [streetskills@marinbike.org](mailto:streetskills@marinbike.org), or by calling (415) 456-3469 ext. 8.

### Patchwork Indie Art & Craft Festival

Look and shop art, knits, clothing, paper goods, accessories, housewares, artisan food and more at the Patchwork Indie Art & Craft Festival on Sunday, November 24 from 11 a.m. to 5 p.m. in Oakland's Jack London Square. Patchwork showcases 100-plus curated local independent vendors with handmade goods. The event is free with DIY crafting and complimentary eco-gift wrap. For more information, visit [www.patchworkshow.com](http://www.patchworkshow.com).

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

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# There's no law that says we had to build the best pollutant containment system in the industry...

...but we did. In fact, there are many things that the people of Bay Ship & Yacht have done over the years that have gone above and beyond what was required. Simply because we believe that being the model for the 21st Century shipyard means continually exceeding the level of service and satisfaction demanded by our customers.

Which is why we implemented a "Best Practices" pollution management system that ensures that procedures are written to the highest-possible standard. Which is why we installed a sophisticated drainage system under the entire yard, to capture any pollutants and process them in a separate tank farm containment area. Why we switched out all diesel-fuel compressors to electric. Not required by law, but



we did it anyway. And to prevent a calamity from happening, we took the extraordinary step of installing storm water separators and isolation valves that can be rapidly shut off, thus preventing a continuous run-off of pollutants into the Bay.

It's because we set our standards higher than others that we have emerged as a leading shipyard, not only among the commercial, historical and military communities, but also among those seeking new construction and repair of super-yachts.

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