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*"The Voice of the Waterfront"*

November 2014 Vol.15, No.11

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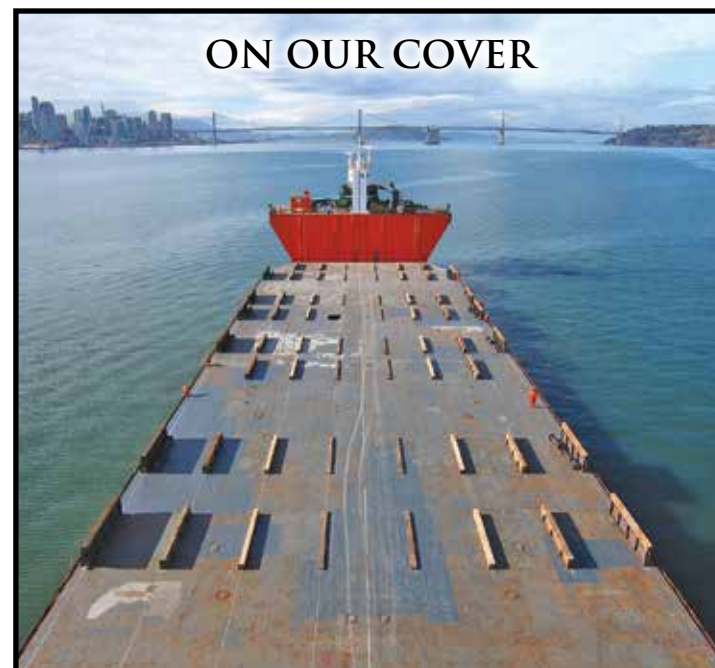
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## ON OUR COVER



In October, the heavy lift vessel *Tern* arrived in San Francisco and picked up the Port of San Francisco's Drydock #1 for towing to a green-certified ship recycling facility near Shanghai, China. The drydock's departure represented the last phase of 15 years of efforts to find a final resting place for Drydock #1, which was declared unfit for service in 1999. *Tern* lifted the 4,200-ton Drydock #1 out of the water on Saturday, October 18 at approximately 9:00 a.m.

Photo by Frank van Hoorn

### Corrections & Letters

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

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# Liberian Flags of Convenience and Ebola

BY PATRICK BURNSON

**U**.S. shippers have been assured by a variety of governmental agencies that cargo vessels of Liberian registry are no more vulnerable to carrying the Ebola virus than vessels sailing under other flags of convenience.

Beyond dispute, however, is the fact that Liberia is the world's second largest registry, representing 3,200 ships of more than 100 million gross tons. Liberia is also the epicenter of the deadly Ebola virus, now killing thousands of Africans and threatening tens of thousands more in the coming months. As of this writing, Ebola has also made its way in a more limited fashion to the United States and Europe.

Meanwhile, three global shipping organizations have issued guidance to their members on the risks posed to their ships' crews calling in countries affected by the Ebola virus. The ICS (International Chamber of Shipping), IMEC (International Maritime Employers' Council), and the ITF (International Transport Workers' Federation) urgently advise that on all such vessels:

- The master should ensure that the crew are aware of the risks, how the

virus can be spread and how to reduce the risk.

- The ISPS requirements on ensuring that unauthorized personnel do not board the vessel should be strictly enforced throughout the duration of the vessel being in port.
- The master should give careful consideration to granting any shore leave while in impacted ports.
- The shipowner/operator should avoid making crew changes in the ports of an affected country.

Beyond dispute is the fact that Liberia is the world's second largest registry, representing 3,200 ships of more than 100 million gross tons.

- After departure, the crew should be aware of the symptoms and report any symptoms immediately to the person in charge of medical care aboard the ship.

The advice is supplemented with information from the World Health Organization on the virus, but fails to address whether too many flags are being flown without sufficient risk management in place.

## Luncheon to Focus on State of the Industry

Women in Logistics and the Pacific Merchant Shipping Association (PMSA) are teaming up early this month to present a luncheon program that is certain to yield vital market intelligence on shipping trends and forecasts.

Scott's at Jack London Square will be the venue for the "State of the Industry" luncheon, featuring Dave Arsenault, president and CEO of Hyundai Merchant

fleet efficiency and improvements in data quality. BSR is based in San Francisco. For more info, see [www.bsr.org](http://www.bsr.org).

## TSA to Explore New Pricing

As the Transpacific Stabilization Agreement (TSA) carrier discussion group prepares for a new round of service contract negotiations, shippers are being told to expect a new approach to pricing. Container shipping lines in the Asia-U.S. trade lane face significant cost and operational challenges in 2015-16 as they manage inland rail and truck capacity shortages as well as sharply higher mandated fuel costs beginning in 2015.

"Carriers feel an urgent need in the current market environment to view pricing differently," said TSA Executive Administrator Brian Conrad. "Rate minimums are an effort to better reflect actual costs of service, rather than simply recommending a specific increase to whatever baseline rate is in the tariff based on short-term supply-demand conditions."

U.S. shippers looking for container space for outbound commodities will soon face higher rate structures, too. TSA-Westbound, which comprises carriers bringing American exports to Asia, announced that freight rates fell well below "breakeven" levels in recent months amid weakening demand and rising costs.

"Many base cargo rates in the westbound transpacific market are approaching levels that do not justify carriage, especially when you take into account offsetting destination costs such as equipment cleaning and repair and local delivery," said Conrad.

and Fred Castonguay, vice president of operations of Ports America. Both men will address issues that loom large for Bay Area shippers like chassis divestment, new carrier consortiums, regulatory hurdles and the ongoing dockside labor talks.

An 11 a.m. reception precedes the noon lunch on Thursday, November 6. More details can be found at [www.pmsaship.com](http://www.pmsaship.com).

## Shipping Industry Emissions Decline

BSR's Clean Cargo Working Group's 2014 "Global Maritime Trade Lane Emissions Factors" report—which provides data from more than 2,900 ships, representing around 85 percent of global ocean container capacity—indicates that average carbon-dioxide emissions for global ocean container transport have declined year-on-year, and by nearly eight percent between 2012 and 2013. While changes in carrier representation or global trade conditions may account for part of the emissions reductions described in the report, the continued performance improvement is also attributed to carrier

*Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.*  
[www.pacifictrans.org](http://www.pacifictrans.org)

# Following Seattle Visits, Bay Ship Plans Collaboration With College of Alameda

BY CHRIS ROCHETTE

Earlier this summer, personnel from Alameda's Bay Ship & Yacht, along with representatives from the College of Alameda, visited Vigor Industrial Shipyard in Seattle and a local community college. The South Seattle College, similar to the College of Alameda, is located near the shipyard and is a perfect place for future (and current) shipyard employees to learn.

The goal of this trip was to see how a shipyard can work with an institution of higher learning to improve training. Both Vigor Shipyard and the South Seattle College were extremely accommodating and furnished a lot of useful information about their programs. After getting to

know both the shipyard and the school, it was obvious that they have a very effective relationship. So effective, in fact, that the school actually hosts welder training within the shipyard. In the process, students not only learn the theory behind welding, but also have shipyard experts show them how what they are learning will be applied on the job.

Although the program at Vigor Shipyard has only been open for one year, it has already shown how effectively a school can work with a shipyard to provide good training. Also, this program in Seattle was modeled after a program at another shipyard in Portland. The program in Portland has been going on for nearly seven years and has also demonstrated what a successful relationship between a shipyard and school could look like.

After visiting the school and shipyard,



Photo by Chris Rochette

Alameda's Bay Ship & Yacht will partner with the College of Alameda to offer a pilot class for marine painting.

Bay Ship was able to put together a good picture as to what they could do in collaboration with the College of Alameda, which is less than two miles down the road from the shipyard.

Over the next year, Bay Ship will be partnering with the College of Alameda to set up maritime- and shipyard-specific

classes. The goal is to help improve the availability of shipyard training to both Bay Ship's current and future employees. The program will start with a pilot class for marine painters and expand from there, using Bay Ship's experience as a shipyard to provide practical and useful classes at the college.

## Richmond Firm Agrees to Implement Waterfront Pollution Controls

BC STAFF REPORT

Baykeeper recently won a critical victory in its campaign to keep toxic industrial runoff out of San Francisco Bay by securing an agreement from the Levin-Richmond Terminal Corporation to protect the Bay from dangerous contaminated runoff.

Levin-Richmond is a large shipping terminal that handles hundreds of

thousands of tons of harmful materials, including coal and petroleum coke (a toxic byproduct of oil refining). These materials are often stored in large exposed piles along the shoreline of the Richmond Channel. This allows cancer-causing dust to wash and blow into the Bay. Under the new agreement, Levin-Richmond will immediately implement an extensive set of pollution controls to reduce runoff pollution and keep toxic substances out of San Francisco Bay.

The company resisted pressure from

Baykeeper to clean up the facility's runoff for more than two years, but Baykeeper's expert legal team didn't back down.

Now Levin-Richmond will invest \$1.4 million in aggressive improvements to stop their contamination. And, the company will continue to monitor the site's runoff in future years, to ensure the controls are effectively reducing pollution. If not, Baykeeper says that they will require them to install stronger controls.

"Thank you for helping Baykeeper stand firm to stop pollution, no matter

what opposition we face," said Baykeeper Program Director Sejal Choksi-Chugh. "When the Baykeeper team sits across the table from polluters and their army of attorneys, I know we represent not just Baykeeper but all of our supporters. That makes Baykeeper a powerful advocate for the Bay." And she says that they're not done. "Baykeeper is continuing to investigate industrial facilities, determine which are serious polluters, and require them to comply with clean water standards."

# Taking the Helm at Golden Gate Ferry

BY MATT LARSON

Colin McDermott has been at the helm of many boats in his career, but now he's at the helm of the Ferry Division of the Golden Gate Bridge, Highway and Transportation District. He has been director of operations there for the last two years, and before that, he was a ferry captain for Golden Gate for about 14 years.

"I started out as a deckhand working on the Bay in 1976," said McDermott. "I started as an ordinary and worked my way up." And now, he's enjoying his rank. "I'm very lucky to be a part of the Ferry Division during a period of growth. I get to work with a lot of interesting, diverse people daily and I get to see different perspectives on how things are done," he said.

McDermott enjoys the challenges of the job and at times has to strategize to keep things afloat. "When a boat breaks down, it takes something like a chess move to make sure you can get

everything in the right place," he said. "It's an everyday chess game, trying to juggle boats and make sure that we're always in the right spot at the right time. You never can see the horizon."

The maritime world has surrounded McDermott since his earliest years; in fact, it has been part of his family for generations. His great-grandfather William P. Noyes was a schooner captain who was credited for bringing the first sea turtles to San Francisco from the Galapagos Islands as part of an excursion funded by Stanford.

Then, his grandfather Paul Noyes was a speculative vessel broker in the 1940s. "He was involved with some pretty famous boats," said McDermott. Noyes and his partner purchased some iconic vessels including the *Putah*, which was sold to John Wayne for the film *Blood Alley*, and the schooner *Zaca*, which they sold to Errol Flynn. "When I was a kid he had a bunch of boats," McDermott said. "We used to travel around on the boats and see things around the waterfront—so it's sort of in the blood."

In addition to his great-grandfather



Photo courtesy of the Golden Gate Bridge, Highway and Transportation District.

Juggling ferry boats to make sure that they are always in the right place at the right time in case of a breakdown can be like a chess game.

and grandfather, McDermott's father was a Navy Seabee who later became a firefighter, retiring as captain of the San Francisco Fire Department. McDermott has followed the family tradition of working on the water. "Sometimes I long for being back on the boat—if you do something for 29 years, and you enjoyed it, there's times when you want to go out there," he said.

Since McDermott has taken the reins, Golden Gate Ferry service has never been better, yet it is always looking for ways to improve. "We took on a lot of new programs," he said. "The district came up with a new ticketing system for the Giants games, and the Ferry Division has expanded its service in Sausalito due to a lot of growth from folks biking in. In Larkspur we have the everyday parking issue that we've been dealing with, trying to find additional parking spaces. You're

always juggling things," he said. "Trying to make sure that you maintain the schedule and the service."

As you might expect, McDermott highly recommends the ferry to commuters and the general public. "Just relax and read the paper," he said. And it's a lot safer without other hunks of metal speeding all around you at 65 mph. "It's nice to not have to worry about the guy next to you," he said.

From deckhand to director, McDermott has experienced the complete journey of ferry service in the San Francisco Bay Area. With more experiences to come, he's grateful to the commuters who have made it all possible over the years. "I'd like to thank them for their patronage," he said. "I'd like to say that over the years as captain I've gotten to meet some great people and I've really enjoyed my time."



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# What Does It Take?

BY CAPTAIN RAY

**D**uring the past two months in my role as an instructor trainer for US Sailing, I've conducted two instructor evaluation courses. I thought it might be interesting for me to explain just what potential instructors go through in order to teach sailing for the US Sailing Association.

There is a hierarchy of certification levels for both students and instructors. According to US Sailing's *Student Certification Standards*:

"The Basic Keelboat graduate will have successfully demonstrated the ability to responsibly skipper and crew a simple daysailing keelboat in familiar

waters in light to moderate wind and sea conditions."

In order to teach students at this introductory level, an instructor candidate (IC) must pass the entry-level instructor certification, a US Sailing Basic Keelboat Instructor Course. In order to attend, the ICs must demonstrate their ability to swim and obtain an online certificate from the National Association of State Boating Law Administrators (NASBLA). Then, the three-day evaluation consists of several written tests, a knot-tying and line-handling examination, a single-handed sailing test and two classroom presentations.

The single-handed sailing test requires an IC to perform all of the normal sailing maneuvers—tacking and gybing, heaving to, reefing, sailing off of and returning to a dock or a mooring, and different



Photo by Joel Williams

In order to teach students how to sail, US Sailing requires extensive training and instructor candidates must undergo a three-day evaluation before being certified.

methods of overboard rescues. All of this must be performed to a role-model standard—*i.e.*, don't do things you don't want your students to see!—ideally with grace and confidence.

At the end of each IC's classroom presentation the entire group will discuss the IC's performance. During these discussions the instructor trainer is looking to see what type of feedback each candidate provides. Is it accurate? Is negative feedback delivered kindly? Are the positive as well as the negative aspects of the presentation noted?

The second course I ran this autumn was a US Sailing Cruising Instructor Course. This course allowed those instructors who pass to teach and issue certifications for larger, more complex boats. Again quoting from the US Sailing *Student Certification Standards*:

"The Bareboat Cruising graduate will have successfully demonstrated the ability to skipper and crew an inboard powered sailboat within sight of land and bring it safely to anchor during daylight hours."

This course does not include any classroom time. It has instead a two-night, three-day liveaboard format, where an IC's sailing, motoring, seamanship, judgment and interpersonal skills are observed and evaluated.

In order to be examined at this level,

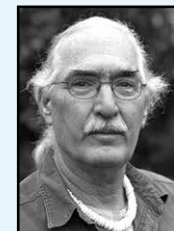
an IC must first be a US Sailing Basic Keelboat Instructor. Additionally, because these vessels have motors and the students are paying (and are therefore considered 'passengers' by the U.S. Coast Guard), a Coast Guard license is required.

A Coast Guard license is not just a formality. At a minimum, in order to receive a license from the Coast Guard, you must have served on a vessel for at least 360 days (plus an additional 180 days if you want to be licensed to operate sailboats), endure several hours of written tests, have a physical exam and a drug test and pay several hundred dollars in fees.

Both of these instructor courses can be rigorous, challenging and quite tiring. Not everyone passes. However, in addition to pass and fail, there are two other possible outcomes: a Plan of Completion (POC) and Plan of Improvement (POI).

A POC is issued when weather conditions—typically no wind (usually not a problem on San Francisco Bay)—prevent the ICs from demonstrating the necessary skills. A POI is issued to an IC that did not meet the standards in one or two areas. This is someone that US Sailing wants to encourage to practice and improve, then return and turn the POI into a pass.

**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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# Are You Ready for This Jelly?

BY MALLORY JOHNSON

**G**raceful, stunning, and mysteriously alluring—these are just some of the qualities that make the Pacific sea nettle a favorite among Aquarium of the Bay visitors. One look at them and it's hard not to get lost in the hypnotic lure of these mesmerizing creatures. Simply going with the flow as they drift along in a serene manner, these fascinating animals have a calming effect on people watching them.

Jellies have no gills and therefore are not actually fish, despite their popular nickname. Instead, they can be classified as cnidarians (invertebrates with stinging cells), and they are more closely related to sea anemones and corals than they are to fish.

So why are they called jellies? As cnidarians, they have two layers of skin, an ectoderm and an endoderm. Between these layers is a substance called mesoglea, which has the appearance and feel of jelly. The mesoglea provides structural support in lieu of bones or cartilage.

Another organ missing in a jelly's anatomy is a centralized brain. Instead, they have primitive nerve nets throughout their bodies that control limited motion



Photo courtesy of Aquarium of the Bay

It's hard not to get lost in the hypnotic lure of the mesmerizing jellies at Aquarium of the Bay.

and other bodily processes. As with other jellies, Pacific sea nettles have little control of their own movement. Their bodies pulsate, but their movement is primarily controlled by Bay and ocean currents.

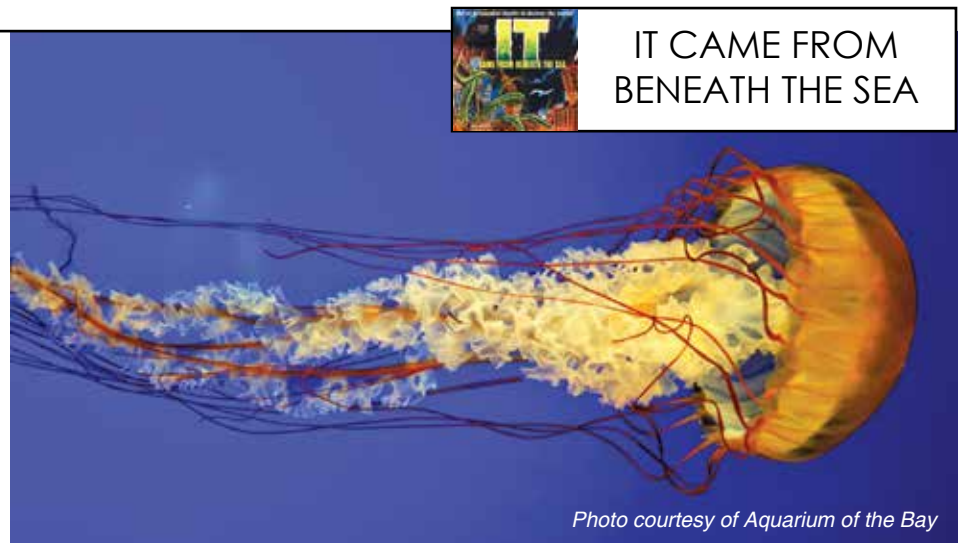
While there are over 200 species of jellies worldwide, Pacific sea nettles (*Chrysaora fuscescens*) can be distinguished by a distinctive golden-brown bell with a red tint. They inhabit open waters and are most commonly found along the California and Oregon coasts, but also range into the Gulf of Alaska and as far south as Mexico.

Sea nettles have four long, dense oral arms that spiral out from the center of their bell, with 24 thin tentacles that surround the outer ring of the bell. The oral arms are equipped with stinging cells called nematocysts that instantly sting whatever touches them with a venomous toxin. Their tentacles act like nets, catching tiny drifting prey as they float along.

While toxin from Pacific sea nettles isn't typically enough to take down larger predators, many smaller animals may fall victim to this deadly entrapment. Among the prey that generally find themselves caught up in these nets are larval fishes, zooplankton and even other jellies. Once caught, prey become immobilized and the oral arms can begin digesting it before it even reaches the jellies mouth.

While these stinging cells can be a nice defense mechanism against some animals, these jellies aren't completely immune from predation. Larger animals including sea turtles, tuna, sunfish and spiny dogfish frequently dine on this species. However, just because these animals aren't affected by the jellies' stings doesn't mean their entrée of choice is harmless—albeit for an unexpected reason. Many aquatic animals can mistake floating trash like plastic bags for jellyfish, and ingesting such debris can be harmful or fatal.

Jelly species are also being directly affected by climate change. Jellies thrive in warmer waters, so as water temperature rises, so do jelly populations. This can begin to cause an imbalance in the ocean ecosystems. As jelly blooms grow, some



IT CAME FROM BENEATH THE SEA

Photo courtesy of Aquarium of the Bay

Sea nettles (one of over 200 species of jellies worldwide) have four long, dense oral arms that spiral out from the center of their bell, with 24 thin tentacles that surround the outer ring of the bell.

adult fish populations become depleted as a result of the plentiful jellies consuming so many fish eggs and larvae.

You can learn even more about Pacific sea nettles—as well as other jelly species such as moon jellies, spotted lagoon jellies, Japanese sea nettles and Cassiopeia jellies—when you visit Aquarium of the Bay. Learn more at [www.aquariumofthebay.org](http://www.aquariumofthebay.org).

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



## SUPPORT THE BAY.



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# Major Operation Removes Dilapidated Drydock From Port of San Francisco



Photo by Frank van Hoom

## BC STAFF REPORT

In October, the heavy lift vessel *Tern* arrived in San Francisco and picked up the Port of San Francisco's Drydock #1 for towing to a green-certified ship recycling facility near Shanghai, China. The drydock's departure represented the last phase of 15 years of efforts to find a final resting place for Drydock #1, which was declared unfit for service in 1999.

### An Eventful Day

*Tern* is a semi-submersible heavy lift vessel, which means that it partially sinks itself so that cargo may be floated over its cargo deck. She then de-ballasts to lift the cargo out of the water to complete the heavy lift operation.

*Tern* lifted the 4,200-ton Drydock #1 out of the water on Saturday, October 18 at approximately 9:00 a.m.

Two unexpected events made the operation even more complicated than planned. First, as reported by several local media outlets, human remains surfaced during the operation as the drydock was being towed.

"When I was called over to the aft of Drydock #1 midway through the tow to see what appeared to be a decomposed body that surfaced, I instructed the tug crew to secure the remains and cut the tug engines right away," said Daley Dunham, who manages special projects for the Port of San Francisco. "We basically suspended this whole carefully orchestrated operation that had been in the works for a very long time. We wanted to do as much as we could to preserve the remains."

However, Dunham reported, despite the crew's best efforts, the body disappeared back underwater and did not resurface.

Dunham also said that the drydock itself was not without surprises. "We had operated using the best information we had, but as it turns out, once they

completed the lift, we realized that someone along the line had made some modifications that changed the underbelly of the drydock a little bit," said Dunham.

"This was key because the cradling system installed on board the *Tern* was custom engineered for the drydock in



Photo by Frank van Hoom

After Drydock #1 was loaded on to the semi-submersible *Tern*, she then de-ballasted to lift the cargo out of the water to complete the lift operation.

order to distribute its weight evenly. It was touch-and-go there for a little bit, but ultimately they decided it was a go.”

Dunham reported that, after a couple of days of sea fastening, *Tern* departed on October 22 for the recycling facility near Shanghai.

### History of the Drydock

Drydock #1 was constructed for the Navy in 1942 for the purpose of constructing and repairing military vessels. Operated at Pier 70 by Bethlehem Steel (later by Todd Shipyard) with other military assets, it was part of one of the largest domestic shipbuilding efforts for World War II. Navy contractors used Drydock #1 exclusively for that purpose until the late 1960s. As use of the drydock began to diversify, Pier 70 operators began servicing



Photo by Frank van Hoorn

Drydock #1 is floated into place on the submerged *Tern*.

non-military vessels, participating as a commercial enterprise in the ship repair market until the late 1990s.

In 1987, the Port of San Francisco acquired Drydock #1 through Todd Shipyard's bankruptcy proceedings. For the next 12 years, Drydock #1 remained in operation and in the custody of the port's Pier 70 tenant. In 1999, the drydock revealed signs of extreme wear and tear and was removed from service. At that time, the port sought out a replacement drydock, ultimately acquiring the U.S. Navy surplus drydock *Steadfast* (renamed *Eureka*).

### The Port's Efforts to Dispose of Drydock #1

In 2000, the port offered Drydock #1 for auction, hoping to sell the salvage rights

of the asset. However, it became clear that the winning bidder did not have the resources necessary to remove Drydock #1 from port property and take possession of it and, as part of a claim settlement, the transaction was cancelled.

In 2002, the port again put Drydock #1 up for auction. This time, the bids received had a negative value. As the surprising complexity of disposal of Drydock #1 became apparent to port staff members, it also became apparent that disposal would be an expensive proposition. This could not have been more evident than on November 7, 2002, when Drydock #1 broke loose of its moorings in severe winds, floated out into the Bay and ran aground on Yerba Buena Island, costing the port \$1.7 million.

There were several more attempts by port staff to enter into a contract for disposal of Drydock #1 over the remainder of the decade, all of which resulted in unsuccessful partnerships with responders ultimately incapable of properly handling disposal.

### The Final Resting Place

In 2010, the Department of Defense selected the salvage arm of the U.S. Navy to administer the current project, which has now come to fruition. Under the supervision of the Navy, a contractor skillfully removed the end section wing walls, separated the bow and aft sections, and landed each in turn at the slipway at Pier 70, where demolition could be conducted in a contained cell. All activity was closely monitored and approved by port environmental staff. This demolition, remediation, recycling and site restoration was completed in October 2013 at a total cost of just under \$3.2 million.

The port then engaged Dockwise, a Dutch-held global marine heavy-lift and transport company with U.S. headquarters in Houston, to lift and transport the drydock. Dockwise operates the largest fleet of specialized vessels in the world, consisting of 25 semi-submersible heavy transport vessels.

Although the port's obligations ended once the lift operation was completed (defined as the deck of the lift vessel breaking the surface of the Bay), the port made an additional condition of sale that Dockwise provide the port with



Photo by Frank van Hoorn

The lift vessel *Tern* is partially submerged in preparation for loading Drydock #1.

a certificate of proper disposal upon conclusion of the ensuing ship recycling operation.

The certificate of proper disposal will be provided by Sea2Cradle, a third-party environmental organization that specializes in monitoring the decommissioning, breaking, remediation and recycling of large seagoing vessels

to ensure compliance with the highest international standards.

“I want to make clear that this is not a low wages, lax environmental standards in China story,” said Dunham. “The scrapyards that it is going to in China is one of the most advanced ship recycling facilities in the world.”

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Photo courtesy of SF Environment

Representatives from five cleaning companies (Metro Maintenance, CMSC Janitorial / Maintenance Services, Aim to Please Janitorial Service, Japan Janitorial Service and Signature Home Cleaning) were recently recognized for completing San Francisco's Custodial Green Cleaning pilot program, the first program of its kind in the nation.

## Tough on Dirt But Easy on the Earth

### BY BILL PICTURE

**F**ive cleaning companies were recently recognized for completing San Francisco's Custodial Green Cleaning pilot program, the first program of its kind in the nation.

As part of this program, the five companies—Metro Maintenance, CMSC Janitorial / Maintenance Services, Aim to Please Janitorial Service, Japan Janitorial Service and Signature Home Cleaning—learned more than just environmentally kind ways to clean house. They also learned how to keep properties tidy with the health and well-being of their own employees and building occupants in mind.

“These five companies collectively represent more than 4.5 million square feet of property in San Francisco that is now being cleaned using safer and

more environmentally friendly cleaning methods,” said San Francisco Department of the Environment (SF Environment) Director Debbie Raphael at a recent news conference.

The program was created by SF Environment with an assist from the United States Environmental Protection Agency, which contributed \$74,500 of the program's nearly \$100,000 price tag. SF Environment's Senior Commercial Toxics Reduction Coordinator Swati Sharma said that getting custodial companies to think of the big picture when it comes to daily building upkeep was the goal from the beginning.

“Doing what's best for the environment is always a major focus for us,” she said. “But it was just as important for us to take employee health into account, and how that's impacted by the products and processes being used for everyday building upkeep.”

### Swapping out toxics

Arguably the biggest threat that custodial programs pose to the environment, employee health and occupant health is the highly toxic cleaning products traditionally used to sanitize buildings and make surfaces sparkle.

“We looked at the number of these products being used, and the amount of each product,” Sharma adds. “The truth is, you don't need to use 90 different products. In reality, you need only a handful. Just eliminating what's not needed moves a cleaning company in a greener direction. But we're talking about changing attitudes and behaviors, which we all know can be tough.”

Surprisingly though, Sharma said that the five companies were all receptive to the proposed changes. “With these first five companies, there were varying degrees of acceptance,” she explained.



Photo courtesy of SF Environment

The program created by SF Environment not only taught environmentally kind ways to clean, but also emphasized how to keep properties tidy with the health and well-being of their own employees and the building's occupants in mind.



“But that was great experience for us as the program moves forward. I’d say these companies all wanted to do the right thing. They just weren’t sure how to go about it because of all of the ‘greenwashing’ happening out there.”

Just as some so-called organic food items fall short of their healthy and eco-sound promise, many supposedly eco-friendly cleaning agents turn out in the wash to be no kinder to the environment than their traditional predecessors. This is where the “greenwashing” comes in. It turns out some manufacturers are taking advantage of environmentally-minded consumers by slapping “green,” “organic” and “biodegradable” on products containing ingredients that are really none of those things.

“Some of the custodial companies thought they were using green products but really weren’t,” Sharma said. “How are we supposed to know?”

In order to know if a so-called green cleaning product lives up to its claim, Sharma said that the users really have to do their homework. “You go through every product ingredient by ingredient, and then you do that for every product. It takes time, and it’s not easy.”

### But what will it cost me?

For some of the companies, making the switch to truly green cleaning meant eliminating up to 90 percent of the products on their shelves. “Then of course the concern becomes cost,” Sharma said. “What is this costing me? Are these products more expensive than what I’ve been using all these years?”

On the whole, Sharma said that the certifiably eco-friendly products are comparable in price to their traditional toxic counterparts. To save money, participants in the Custodial Green Cleaning pilot program were encouraged not only to cut out as many “specialty” products as possible, but also to use concentrated products that are diluted with water. This reduces the amount of product needed, resulting in long-term savings.

“And from an employee and occupant health perspective, you can never go

wrong using fewer cleaning products,” Sharma said. The result, she says, is cleaner air.

“Americans spend 90 percent of our time inside buildings where indoor air pollution can be two to five times higher than outdoor levels,” said EPA Regional Administrator Jared Blumenfeld.

A lot of the indoor pollution to which Blumenfeld is referring is the result of the chemical agents used throughout the day to keep buildings looking their best—in everything from offices and restaurants to churches and schools. A quick Google search shows that daily inhalation of chemicals found in disinfectants, glass cleaners, furniture polishes and other surface cleaners can lead to toxic exposure and a host of respiratory illnesses.

“Using green, non-toxic products lets us breathe easier wherever we work, learn and live,” Blumenfeld added.

### Getting the green point across

But simply restocking a custodial company’s shelves with green cleaning products isn’t enough. Sharma said that it takes a buy-in from management *and* the employees doing the work, and that the success of an effort like the Custodial Green Cleaning pilot program requires actual face time with the cleaning crews, whose members are often extremely diverse.

“From the beginning, we said this program has to be hands-on,” she said. “It has to be actual on-the-job training, and we need to be able to speak their language.”

The program that Sharma and her colleagues developed includes multi-lingual training videos and materials, as well as multi-lingual staff.

Since the September press release honoring the pilot program’s first five graduates, Custodial Green Cleaning has also graduated—to a full-fledged City program that’s open to any company wishing to join. And a few companies have already signed up for the next round of training.

“Now our job becomes getting the word out, and getting more companies to participate,” Sharma said. “And not just



Photo courtesy of SF Environment

Certifiably eco-friendly products are comparable in price to their traditional toxic counterparts. To save money, participants in the Custodial Green Cleaning pilot program were encouraged not only to cut out as many “specialty” products as possible, but also to use concentrated products that can be diluted with water.

here in San Francisco. We developed this program so that it can be easily replicated anywhere, so we’re reaching out to other cities, counties and states to inspire them to take our program and start it in their areas.”

For more information on San Francisco’s Custodial Green Cleaning program, visit [www.sfenvironment.org/article/business/custodial-green-cleaning](http://www.sfenvironment.org/article/business/custodial-green-cleaning).



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# Pelicans of San Francisco Bay

BY DEB SELF

Soaring and gliding gracefully over the water, pelicans are a familiar sight around San Francisco Bay. Two types of pelicans, the California brown pelican and the American white pelican, live here. They arrive and depart at different times of year, but both are here now.

California brown pelicans (*Pelecanus occidentalis californicus*) are most common around the central and northern Bay. One of the Bay's largest birds, they are gray-brown in color, with big bills, curved necks and wingspans that average seven feet. Brown pelicans plunge-dive head first into the water from as high as 65 feet. Underwater, they open their bills and fill their huge throat pouches with

up to three gallons of seawater and fish. Then, back on the surface, they strain the water out the sides of their mouths and swallow their catch.

During the 1800s, brown pelicans were so plentiful on the island of Alcatraz that a French observer said when they rose in flight together, it created a wind like a hurricane. But by the early 1900s, most had been killed for their plumes, and their numbers had dwindled.

The brown pelican population slowly recovered until the 1960s. Then, the use of the pesticide DDT again caused the species' numbers to plunge. The pesticide caused the shells of the birds' eggs to thin, preventing the embryos from maturing.



Both American white pelicans and California brown pelicans live around San Francisco Bay.



Photo by Joan Robbins

In 1970, the brown pelican was listed as an endangered species. After DDT was banned in the 1970s, the population of brown pelicans gradually made a second comeback, and the bird was removed from the Endangered Species List in 2009. There are now about 10,000 breeding pairs in California, but brown pelicans are still threatened by serious health problems that may be caused by toxic algae.

Brown pelicans spend summer and fall here, then fly south to breed in Mexico and at the Channel Islands along the southern California coast. They are also seen occasionally around the South Bay during winter.

However, around the South Bay, the American white pelican (*pelecanus erythrorhynchos*) is much more common, especially at the Don Edwards National Wildlife Refuge. White pelicans are even larger than brown pelicans, with

wingspans averaging nine feet. They are snowy white, with black flight feathers visible only when their wings are spread. These birds nest and breed at inland U.S. lakes during spring and summer, then spend late fall and winter in the Bay Area.

Unlike brown pelicans, white pelicans don't plunge-dive. While swimming, they catch fish by scooping water into their pouches, then strain out the water and swallow the fish. Sometimes, groups of white pelicans form a semi-circle, slap their wings against the water, and drive a school of fish closer to shore, where the fish are easier prey.

Both white and brown pelicans are vulnerable to injury or death if oil is spilled into San Francisco Bay. For the safety and health of pelicans and all Bay wildlife, Baykeeper works toward the Bay having the strongest protections from oil spills and the most effective cleanup response if a spill occurs.

**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).





# The Power of Type

BY PAUL DUCLOS

A typography broadside written by Beatrice Warde about the power of type has gone viral of late. But that's not where we spotted it. Serendipity led to its discovery on the Sutter Street storefront of Argonaut Book Shop, which has been reduced in floor space due to escalating rents in San Francisco's commercial district:

*This is a Bookshop  
Cross-roads of Civilization  
Against the ravages of time  
Armoury of Fearless Truth  
Against Whispering Rumour  
Incessant trumpet of trade  
From this place WORDS may fly abroad  
Not to perish as digital waves but fixed  
in time.  
Not Corrupted by the Hurrying Hand  
But Verified in Proof  
Friend, you stand on sacred ground  
THIS IS A BOOKSHOP*

When we last wrote about Argonaut, we observed that it has long been revered as a resource for all things related to California history. That hasn't changed. While the place is a bit more intimate now, its true scale and impact will not be diminished. Owner Robert Haines Jr. assures us that his inventory remains strong and customer service will always be key.

One final note: the place has cult status as well. When Alfred Hitchcock came across Argonaut, he quickly befriended Haines and insisted that it be used for a scene in his new movie *Vertigo*. The shop was called "Argosy" and it lives on in cinematic posterity. The shop is located at 786 Sutter St. For more information, call (415) 474-9067 or see [www.argonautbookshop.com](http://www.argonautbookshop.com).

## The Power of Tosca

San Francisco Opera presents Puccini's *Tosca* in five performances this month. Italian maestro Riccardo Frizza conducts Puccini's masterful melodrama in which a great singer, a rebellious painter and a corrupt police chief engage in a deadly test of wills. Armenian soprano Lianna Haroutounian makes her San Francisco Opera debut in the title role, and tenor Brian Jagde and bass-baritone Mark Delavan return as Mario Cavaradossi and Baron Scarpia, reprising roles they sang together in San Francisco Opera's 2012 production. The company's elegant and classic production, designed by Thierry Bosquet, is directed by Jose Maria Condemí.

One of the most celebrated sopranos of her generation, Lianna Haroutounian makes her San Francisco Opera debut singing the role of Floria Tosca for the first time. Haroutounian is in high demand throughout Europe for her portrayals of many of Verdi and Puccini's heroines, including Desdemona (*Otello*), Mimì (*La Bohème*), Amelia (*Un Ballo in Maschera*), Elisabetta (*Don Carlos*) and Cio-Cio-San (*Madama Butterfly*). Upcoming engagements include her Metropolitan Opera debut as Elisabetta, Leonora in *Il Trovatore* in Naples and Mimì at the Royal Opera, Covent Garden. *Classique News* reported: "Her tone is sumptuous, one of those rich and strong Slavic voices with a superlative proficiency. A voice perfectly placed, effortlessly striking and echoing high notes and powerful low notes."

American tenor Brian Jagde returns to San Francisco Opera as Mario Cavaradossi, a role he performed previously with the Company in 2012 as well as at Deutsche Oper Berlin and Santa Fe Opera. The tenor's most recent San Francisco Opera appearance as Pinkerton in *Madama Butterfly* was praised for its "velvet lyricism" and "strapping vocal authority" (*San Jose Mercury News*). Recent career highlights include Count Elemer (*Arabella*) with the Metropolitan Opera and Don José (*Carmen*) in Limoges. Jagde's engagements this season include Pinkerton at Royal Opera, Covent Garden; Don José with Portland Opera; and a recital at the Mondavi Center in Davis.

Mark Delavan, well-known to Bay Area audiences for his acclaimed portrayal

of Wotan and the Wanderer in the Company's 2011 *Ring* cycle, reprises the role of Baron Scarpia alongside his 2012 castmate Brian Jagde. The American baritone has appeared at San Francisco Opera in more than seventeen previous productions, including Marquis d'Obigny in *La Traviata*, Moralès in *Carmen*, and The High Priest of Brahma in *L'Africaine*. He has performed the role of Scarpia at Deutsche Oper Berlin; Royal Opera, Covent Garden; the Metropolitan Opera; Cincinnati Opera; Pittsburgh Opera; and the Canadian Opera Company in Toronto, among others. Delavan's recent engagements include Wotan and the Wanderer in the *Ring* cycle at the Metropolitan Opera and at Deutsche Oper Berlin.

Italian conductor Riccardo Frizza made his San Francisco Opera debut with 2011's *Lucrezia Borgia* and returned in 2012 for *I Capuleti e i Montecchi*. In demand throughout Europe and at the Metropolitan Opera, Frizza's recent engagements include leading operas in Paris, Zurich, Milan, Vienna, Munich and New York City.



This production, which was first conceived by Lotfi Mansouri in 1997, is a re-creation of Armando Agnini's *Tosca* production that opened the War Memorial Opera House in 1932. This marks the third time Jose Maria Condemí has directed the work at San Francisco Opera, following presentations in 2008 and 2012. For more info, see [sfopera.com](http://sfopera.com).



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# WATERFRONT ACTIVITIES

- November 1** **6PM - 10PM – Night Sailing - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Learn to enjoy San Francisco Bay under moonlight! This course is designed to teach you the navigational skills necessary to safely sail our local waters at night. If you're a non-experienced sailor, this is also a great opportunity to see what night sailing is all about. Cost: OCSC Members \$101.25, Non-Members \$135
- November 3 - 14** **Captain OUPV (6-Pack/100GT) Course - Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT? To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- November 5** **Radar Recertification 1 Day - Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each). Approximately four (4) hours. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- November 6** **5PM - 7:30PM – Full Moon & Farewell to the 2014 Season - Call of the Sea, Sausalito, 415-331-3214, [callofthesea.org](http://callofthesea.org)**  
Watch the full moon rise from the deck of our 82' schooner *Seaward* as you take in the sights of San Francisco Bay. There isn't a more beautiful way to enjoy a moonlit evening. Complimentary wine, cheese, and light refreshments will be served. Take advantage of this special opportunity that only happens a few times a year - and don't forget your sweater! This is also the last public sail of 2014. Please join us in thanking this year's crew for all their hard work and wonderful times they spent with us on the Bay! A relaxing way to end the week! Only \$40
- November 9** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, [callofthesea.org](http://callofthesea.org)**  
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional captain and crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though all are welcome! (\$50 adults, \$25 youth 6-12)
- November 12** **6PM - 8PM – Women's Moonlight Sail - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Join the women's Wednesday night crew for a two hour sail around the Bay. Afterwards enjoy food and drinks in our clubroom. Cost: Members \$45, Non-Members \$60
- November 15** **4PM - 6PM – OCSC BBQ - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Join us for our monthly BBQ! If you're new to OCSC, Club Managers Morgan Fiddler and John Prato will be available to provide information and tours of our fleet. Cost: Members free, Non-Members \$20.00
- November 15** **6PM - 8PM – OCSC Speaker Series: Single Handed Cruising Around Scotland - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
The OCSC Speaker Series is a monthly gathering based around the discussion and exploration of all things nautical. This month's featured speaker is Charles Casey, who will be sharing with us his experiences cruising single-handed around Scotland. Please call or use Eventbrite to purchase tickets. Cost: OCSC Members free, Non-Members \$10


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# Awards Ceremony Honors Contributions to Bay Area Transportation

BY GEORGIA LAMBERT

People and projects involved with the San Francisco-Oakland Bay Bridge swept up four trophies at the “Excellence in Motion” transportation awards ceremony in Oakland on October 22. In all, 17 unique trophies featuring an actual ball bearing with moving parts were presented by members of the Metropolitan Transportation Commission (MTC).

“Our 2014 award winners, chosen from a field of nearly 100 nominees, have made extraordinary improvements that benefit the Bay Area,” said Amy Rein Worth, MTC chair and city of Orinda councilmember. “They were chosen by a six-member jury representing business, community interests, the Commission and MTC staff.”

The 2014 Grand Award went to Mary King in recognition of her leadership as chair of the Bay Bridge Design

Task Force, which oversaw the public involvement process for and selection of the unique self-anchored suspension element (SAS) for the new East Span of the San Francisco-Oakland Bay Bridge. The new bridge has increased the reliability of the region’s transportation network immensely and the SAS is the span’s marquee element.



A triptych of visual projects showcasing the Bay and the Bay Bridge shared an Award of Merit – the Bay Lights, illuminating the Bay Bridge West Span; the Oakland Museum of California’s “Above and Below: Stories From Our Changing Bay” exhibit; and Joseph A. Blum’s action-packed photographs of East Span construction workers.

Other Award of Merit honorees included Good Karma Bikes, a San Jose nonprofit providing free bike repair services and training to underprivileged community members; Gary Richards, aka “Mr. Roadshow,” longtime author of a Q-and-A transportation column in several Bay Area daily newspapers; and



Photo by Noah Berger

Mary King steered the Bay Bridge East Span design process through choppy waters, in the end building consensus on an iconic design.

SolTrans, created in 2010 by combining two transit agencies into one to better serve Solano County. Also among the winners is a trio of tunnels – the Caldecott Fourth Bore and the Devil’s Slide Tunnel Project, which features twin bores as well as a trail with stunning vistas.

The Bay Area’s own U.S. Congressman George Miller, champion for regional transportation improvements over his 40-year congressional career, is the recipient of the 2014 John F. Foran Legislative Award, begun in 1986 and named for the author of the 1970 bill that created MTC. This year’s award is especially poignant, given that former state Senator Foran, an early champion of regionalism, recently passed away.

Since 1975, Congressman Miller has been a leading advocate of federal support for diverse, multimodal transportation systems in the Bay Area. As he retires from Congress this year, the Foran Award honors his legacy of leadership that has made getting around the San Francisco Bay Area more environmentally friendly and convenient for years to come.

Special Award winners include Naomi Armenta, paratransit coordinator for the Alameda County Transportation Commission, who uses her experience as a wheelchair user and transit rider to improve Bay Area public transit. The Doris W. Kahn Accessible Transportation Award, named after a former MTC commissioner, recognizes individuals or organizations that have helped make the Bay Area transportation network better for seniors or persons with disabilities.

The Greta Ericson Distinguished Service Award, named after the founder of MTC’s awards program to recognize long-term public service, was presented posthumously to Cory LaVigne, who started out as a bus driver in Illinois and climbed the transit ladder all the way up to a director role at AC Transit before his untimely passing in 2012 at age 42.

Charles Davis, known as the singing bus driver, brightens passengers’ days as he tunefully identifies Muni stops. He was recognized with the David Tannehill Special Employee Award, named for a dedicated and talented MTC planner who passed away in 2001; the award is given to an employee who goes the extra mile to keep the region moving.

Rounding out the Special Award categories is the Miriam Gholikely Public Service Award, named for a longtime MTC advisor and community activist. It was awarded to Bruce Beyaert and the Trails for Richmond Action Committee, which spearheaded the longest single segment of the San Francisco Bay Trail.

The Excellence in Motion Awards Program began in 1977. MTC is the regional transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. Read more and watch the winners come alive on video at [mtc.ca.gov/awards](http://mtc.ca.gov/awards).



Photo by Noah Berger

A SolTrans bus takes off from the handsome new Transit Center in downtown Vallejo. The move to merge and streamline transit in Solano County has drawn more riders while improving safety.

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## Golden Gate Ferry

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Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30am	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	<b>One-way Ferry Fares</b>			
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30	<b>Larkspur</b>		<b>Sausalito</b>	
11:10	11:45	11:55	12:30 p.m.	Daily		Daily	
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare (19 - 64) <b>\$9.50</b> <b>\$10.25</b>			
2:15	2:50	3:00	3:30	Clipper <b>\$6.25</b> <b>\$5.25</b>			
2:50	3:25	3:30	4:00	Youth/Senior/Disabled <b>\$4.75</b> <b>\$5.00</b>			
-----	-----	4:00	4:30	Children 5 and under (limit 2 per fare-paying adult) <b>FREE</b> <b>FREE</b>			
3:40	4:15	4:30	5:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
4:10	4:45	5:00	5:30	Giants Ferry <b>\$11.00</b>			
4:45	5:20	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	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	5:35	6:05	6:00	6:30
4:45	5:15	5:30	6:00	6:45	7:15	-----	-----
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

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

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

### Bay Area Ferry Terminal Locations

**Alameda Ferry Terminal**  
2990 Main Street

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

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

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

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

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

**South San Francisco**  
911 Marina Boulevard

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

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

## Red & White

### BAY CRUISE Pier 43½

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

Schedules Effective Beginning Nov 2, 2014

All Ferry schedules subject to change.

For the most up to date information.

Visit:

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

## Blue & Gold Ferry

### TIBURON COMMUTE

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

### TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 am	10:25am	10:30am	10:55am
11:00	11:45pm	11:50pm	12:15pm
12:20	1:05	1:10	1:45
1:50	2:30	2:35	3:15
4:10	4:50	---	---
---	7:55	8:00 pm	8:20 pm

### TIBURON - Pier 41

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

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

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

### BAY CRUISE

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

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

FARES: All prices include audio tour.			
Adult	\$29.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

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

## ROCKETBOAT

Service resumes in May 2015

### SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:25 a.m.	11:35 a.m.	12:15 p.m.
12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
1:50	2:15	2:20	3:15
3:10	3:40	3:45	4:10

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35 a.m.	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:05	2:50	3:00	3:25
3:35	4:45	4:55	5:20

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

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

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

### ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
---	9:45am	10:10am	10:15am	---	10:55am
---	---	---	2:50pm	---	3:15pm

Weekends & Holidays (Depart Pier 41)					
---	9:45 am	10:10 am	10:15 am	---	11:20 am
---	---	---	4:10	---	5:20

### ANGEL ISLAND PRICES

	SF. Pier 41 (one-way)	S.F. Pier 41 (round-trip)
Adult	\$9.00	\$18.00
Child (6-11)	\$4.75	\$ 9.50
Senior (65+)	\$4.75	\$ 9.50
Child (5 & under)	FREE	FREE

\* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)

## Angel Island Ferry

### TIBURON - ANGEL ISLAND

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

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

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

FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)	\$13.50	
Child (5 - 11)	\$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](http://www.angelislandferry.com) / Schedule Subject to change w/o notice

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

Effective November 3, 2014

#### 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

Effective November 1, 2014

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

FARES:		One-way
Adult		\$13.00
Adult (Clipper Only)		\$9.75
Youth (5-18)		\$6.50
Senior (65+)/Disabled/Medicare		\$6.50
School Groups		\$4.30
Child (under 5)		FREE

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

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)

## VALLEJO - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

## 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.	---
6:30 a.m.	6:40 a.m.	7:00	---
7:05	7:15	7:35	---
7:35	7:45	8:05	---
8:10	8:20	8:40	---
8:40	8:50	9:10	---
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
5:05	4:50	5:30	---
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.
----	7:00	7:45	7:35
----	7:35	8:20	8:10
----	8:05	8:50	8:40
----	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
4:00	4:30	4:45	5:05
5:00	5:20	5:40	5:50
---	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

Effective November 3, 2014

^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

Effective November 3, 2014 No weekend or holiday service

### FARES: One-way

Adult	\$6.50
Adult (Clipper Only)	\$5.00
Youth (5-18)	\$3.25
Disabled / Seniors (65+)	\$3.25
School Groups	\$2.10
Children (under 5)	FREE

## ALAMEDA/OAKLAND - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

## ALAMEDA/OAKLAND

### Weekends and Holidays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
10:00	10:10	10:30 a.m.	10:45
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 1, 2014

### FARES: One-way

Adult	\$6.25
Adult (Clipper Only)	\$4.75
Youth (5-18)	\$3.10
Senior (65+) Disabled	\$3.10
Child under 5	FREE
School Groups	\$2.00
Short Hop - Adult	\$1.50
Short Hop - Youth	\$0.75
Short Hop - S / D	\$0.75

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

## 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

Effective November 3, 2014

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

### South San Francisco / San Francisco

Weekday Service - Monday through Friday Effective November 3

Depart S. San Francisco	Arrive Ferry Building
9:00 a.m.	9:30 a.m.
Depart Ferry Building	Arrive S. San Francisco
3:30 p.m.	4:00 p.m.

### One-way FARES:

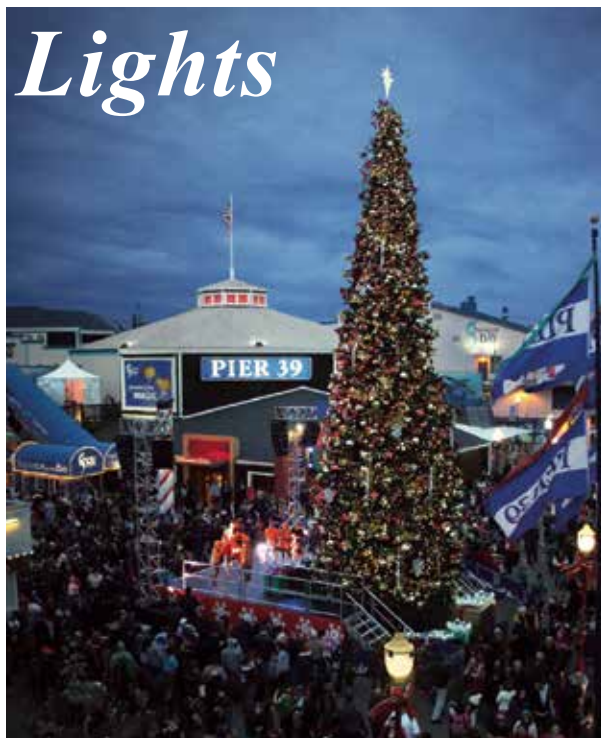
Adult	\$7.00
Adult (Clipper Only)	\$7.00
Youth (5-18 years)	\$3.50
Seniors (65+ yrs), Disabled	\$3.50
School Groups	\$2.00
Children (under 5) (with an adult)	FREE

# AROUND THE BAY IN NOVEMBER

## Holiday Lights

### PIER 39

PIER 39 invites you to join some special friends from the Disneyland Resort at the annual PIER 39 Tree Lighting Celebration on Saturday, November 22 and Sunday, November 23. Experience the magic, sing songs, give hugs to the 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 skyline. Catch the spirit of the season at PIER 39. Visit [pier39.com](http://pier39.com) for details.

### Embarcadero Center

Embarcadero Center is brightening the holidays this year with the 28th Annual Building Lighting Ceremony & Carnival on Friday, November 21. A perfect event to share with the family, the Carnival will kick off at 4 p.m. with a host of fun activities for the kids including carnival games, face painting, a visit from Santa & Mrs. Claus, cookie decorating, interactive arts and crafts booths, balloon twisters, musical performances, a very special appearance by Mickey Mouse, and more. At 6 p.m., gather around the Holiday Ice Rink at Embarcadero Center for live ice skating and musical performances, followed by a sneak peek performance from Disney on Ice presents *Let's Celebrate!* Then tilt your head to the sky for a dazzling fireworks spectacular designed to complement the highlight of the evening—the initial lighting of Embarcadero Center's office towers, with a dramatic illumination of San Francisco's skyline, featuring 17,000 lights throughout the holiday season.

### Union Square

Enjoy a Union Square tradition and kick off the holiday season at Macy's 25th Annual Tree Lighting Ceremony in Union Square on Friday, November 28 from 6-8 p.m. Enjoy live music, dance performances and very special appearances while waiting for that enchanting moment when Union Square's holiday tree is illuminated.

### Yountville's Annual Festival of Lights

While they cannot promise a White Christmas, on the Friday after Thanksgiving the people of Yountville will transform their town into a magical winter wonderland nonetheless, using thousands of tiny (energy-efficient) twinkling lights. Celebrating its 26th year, Yountville's Festival of Lights invites friends, families, neighbors and visitors to play hooky from the shopping mall and gather in the heart of one of the world's most popular destinations for a feel-good family event to kick off the holiday season. Presales of tasting bracelets for the popular celebration are available now at the Yountville Welcome Center at 6484 Washington Street, online at [yountville.com/events](http://yountville.com/events) or by calling the Yountville Chamber at (707) 944-0904. The holiday celebration is Friday, November 28, 2-6 p.m.

## Skating Away

### Holiday Ice Rink at Embarcadero Center

Delighting families, couples and ice skating enthusiasts for over 25 years, the Holiday Ice Rink at Embarcadero Center opens each winter for nine magical, fun-filled weeks. Get ready to skate under the sun and stars along the beautiful waterfront at the largest outdoor rink in San Francisco. This year's skating kicks off on November 5 and continues through January 4. The rink is located just steps from the Ferry Building and the California Street cable car line. The ring of the bells and the lights of the Embarcadero make skating at the Embarcadero Center an "Only in San Francisco" experience. Admission is \$10 for adults and \$6 for children seven and under with skate rentals for \$4. Tickets can be purchased online at [embarcaderocenter.com](http://embarcaderocenter.com) or call (415) 837-1931 for more information.

### Safeway Holiday Ice Rink

The Safeway Holiday Ice Rink in Union Square is a San Francisco holiday tradition that will kick off the ice skating season on November 5 with a lineup of jubilant and festive activities for all ages. The ice rink will remain open through Monday, January 19. The ice rink in Union Square is the premier location for outdoor ice skating amongst the vibrant lights and popular shopping destinations in San

Francisco. The ice rink will be open daily from 10 a.m. to 11:30 p.m., with the exception of closing at 9:30 p.m. on Wednesday, December 31. Ticket prices for regular admission are \$11 and \$7 for children eight and under. Figure skate and hockey skate rentals are \$6. Tickets will be available at the ice rink ticket window in Union Square Park, or you may buy advance tickets at [www.unionsquareicerink.com](http://www.unionsquareicerink.com). Group rates and private parties are also available.

### Yerba Buena Ice Skating

Located in an urban rooftop garden at Yerba Buena Garden, the view of the City from the rink's wall of windows can only be described as dazzling. Open for public skating daily and skating lessons as well as private events and parties. Admission is \$10 for adults, \$8 for children/seniors (6-12 or 55+) and \$6 for toddlers five and under or active military with skate rentals for \$4. Visit [www.skatebowl.com](http://www.skatebowl.com) for more information.

### Oakland Ice Center

Looking for good skatin' ice in the East Bay? The Oakland Ice Center at 519 18th Street provides public ice skating, skating lessons, birthday parties and more. Admission is \$9 for adults and \$7.50 for children under 12 with \$4 skate rentals. For more information, visit [www.oaklandice.com](http://www.oaklandice.com).

### 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 16 from 11 a.m. to 5 p.m. in Oakland's Jack London Square. Patchwork showcases 100+ 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).

### Macy's Holiday Pet Adoptions

It's time to press your nose up against Macy's holiday windows featuring adoptable animals from the San Francisco SPCA. Over the past seven years, the holiday windows have helped the SF SPCA raise nearly \$400,000 and find homes for over 2,300 animals. Join the SF SPCA and Macy's as our holiday ambassadors, Mayor Willie Brown and 49ers running back LaMichael James, unveil the magic at 5 p.m. on Sunday, November 16. The adoptable cats and dogs will be at Macy's throughout the holidays until New Year's Day. Take home your own bundle of joy from the SF SPCA adoption pop-up on Macy's main floor.

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).

Book a visit from the BayMobile today: [aquariumofthebay.org/baymobile](http://aquariumofthebay.org/baymobile)



# AQUARIUM OF THE BAY IS BRINGING THE BAY YOUR WAY!

Hey, Bay Area teachers! Do you need help teaching your students how climate change affects our beautiful Bay?

Request a **FREE** classroom visit from the BayMobile.  
Classes are available for K-12!



METROPOLITAN  
TRANSPORTATION  
COMMISSION



[sparetheairyouth.org](http://sparetheairyouth.org)

# Can A Boatyard Promise Eternal Happiness?



Probably not, but what Bay Marine Boatworks can do is guarantee your complete satisfaction when you bring your boat to us for maintenance and repair.

Too many boatyards promise you the moon, and in the end you find yourself paying for it. At Bay Marine Boatworks you will know what we are going to do and exactly what it will cost before we start.

This is our promise to you: We will inspect the work to be done, and from that inspection we will tell you:

- What we will do to fix it
- Exactly what the work will cost
- When the work will be completed

All three of these commitments are guaranteed. And most importantly, we guarantee that all work will be completed to your absolute satisfaction. If you're not happy with the results, we will do whatever it takes to make you satisfied.

Call us at 510-237-0140 and let us demonstrate the Bay Marine Boatworks path to eternal happiness -- our Absolute Customer Satisfaction guarantee.



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