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"The Voice of the Waterfront"

October 2013 Vol.14, No.10



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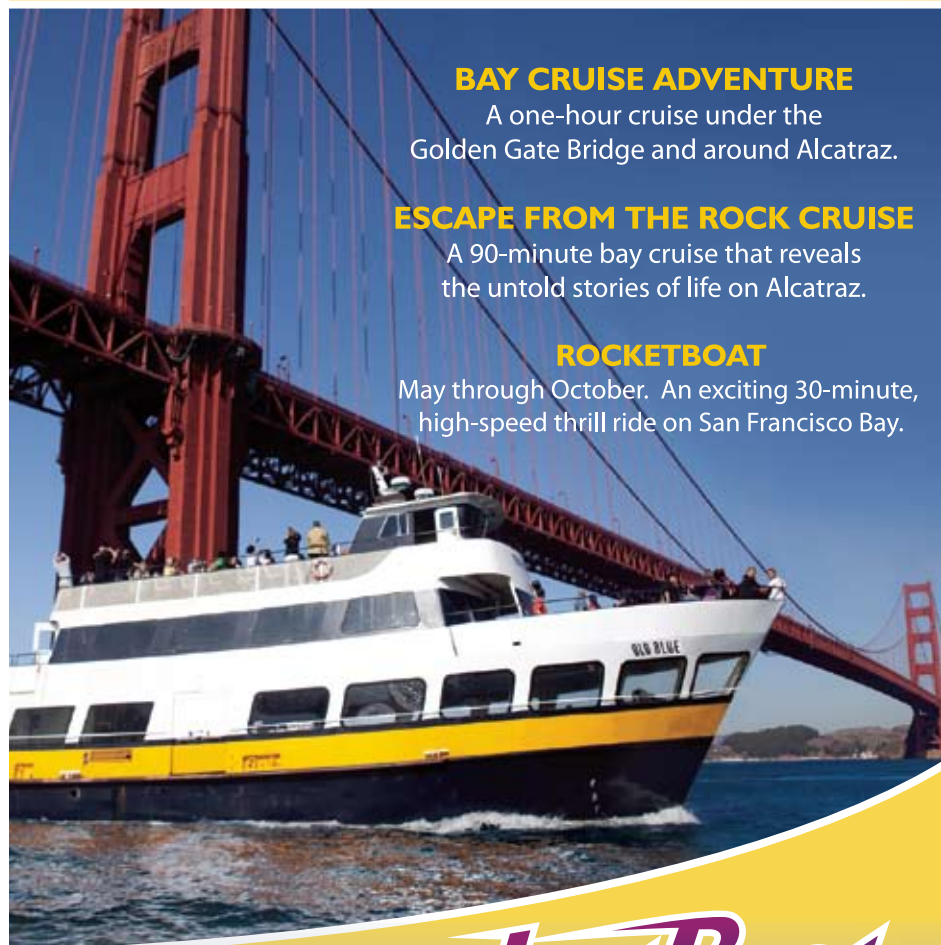


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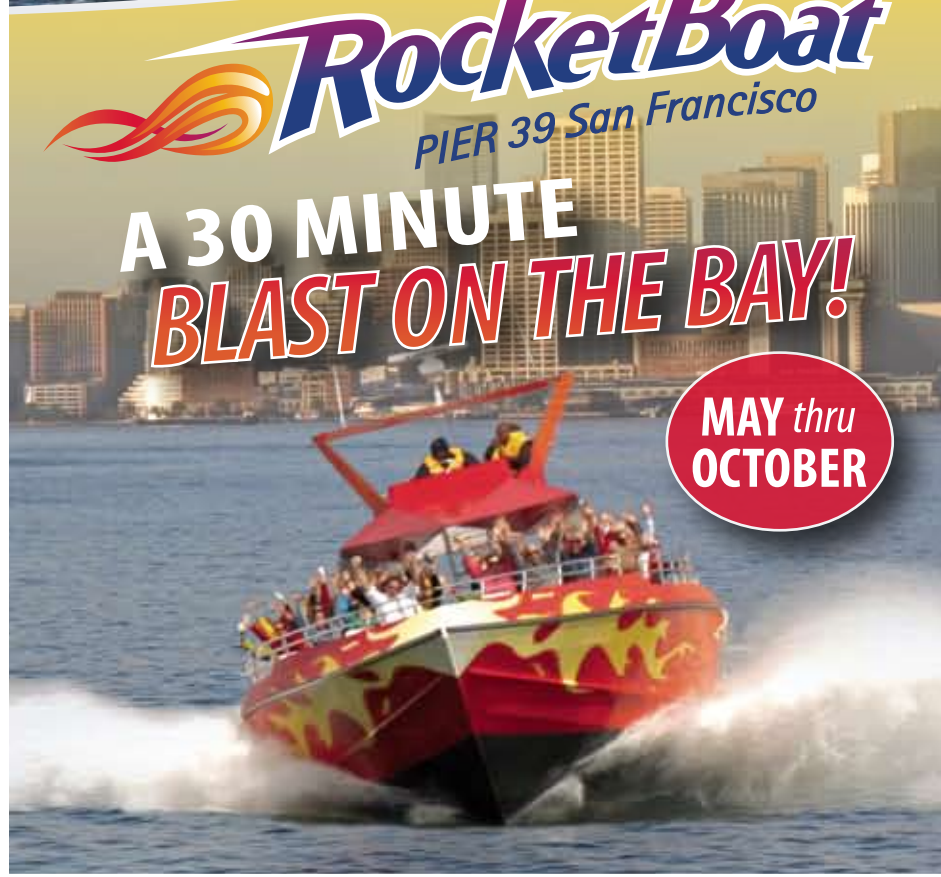
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Photo by Joel Williams

### Corrections & Letters

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



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# Port of Oakland Faces Fresh Challenges

BY PATRICK BURNSON

The Port of Oakland's terminal operators had to deal with severe congestion and delays for much of the month of July and August, thanks to dockside labor disruptions and wildcat actions by independent truckers. But Chris Lytle, the Port of Oakland's newly-appointed executive director, managed to get everyone back to work after negotiating with both sides of the issue.

Lytle, the former executive director of the Port of Long Beach, is scheduled to bring shippers up to date on the latest developments with labor relations and investment in infrastructure at a luncheon early this month. The event is to be staged as Scott's Pavilion in Jack London Square on Thursday, October 3 and is sponsored by the California Trucking Association, the Pacific Merchant Shipping Association and Women in Logistics.

As reported in this space earlier this year, Oakland's leadership was badly upended by a fiduciary scandal that resulted in the resignation of Omar

Benjamin and his maritime director, James Kwon. "I know there are a lot of challenges here to deal with right away," said Lytle. "But Oakland has the resources and the transport advantages to deal with them."

One of the chief advantages, say industry analysts, is Oakland's position as a leading export gateway on the West Coast. Given its proximity to California's agricultural core, Oakland has long been regarded as the premier outbound port for perishables. "And we want that to only get stronger," said Lytle. "We are currently dealing with the Port of Stockton to establish regular barge service to bring goods out of the central valley. This not only gets trucks off the road, but also expedites shipping."

Lytle acknowledged, however, that the International Longshore and Warehouse Union is insisting on being compensated for barge moves, too. "It's something that we are presently working on with the union," he said. "It's a problem, but not an insurmountable one."

Coinciding with the start of Lytle's tenure here, the Oakland Board of Port Commissioners unanimously approved a litigation settlement agreement with



Photo by Joel Williams

One of the Port of Oakland's chief advantages, say industry analysts, is Oakland's position as a leading export gateway on the West Coast.

SSA Terminals, one of the port's major long-term seaport tenants. The settlement involves four of the port's seven marine terminals, and will create operationally the 3rd largest terminal on the U.S. West Coast. In terms of size and operational efficiencies, this new "mega-terminal" will be more in line with competing terminals, allowing the port to sustain and attract more maritime cargo.

This does not mean, however, that Oakland will necessarily repeat its major thrust to attract more inbound cargo calls. "At least not for the time being," said Lytle. "We know that our main attraction is for ag shippers to have a reliable partner. We are going to build upon that strength first before going after new carrier business." Lytle also said that he would explore "sea/air" transport strategies using the Oakland airport as a shipping partner. "It's an option that has not been evaluated recently," he said, "but one certainly worth considering."

## Redwood City Hosts Association of Pacific Ports Centennial Conference

Delegates from ports and port-related businesses throughout the Pacific region joined together in Redwood City in August and were informed and inspired by a diverse lineup of expert speakers at the Association of Pacific Ports' 100th annual conference, hosted by the Port of Redwood City.

Under the conference theme "Embarking on our Next 100 Years,"

delegates discussed recent successes and challenges at ports and built stronger partnerships with port leaders throughout the Pacific. The event was filled with valuable port-industry briefings, networking opportunities, entertaining events, an informative tour of the Bay Area's commercial harbors, a look at the America's Cup Village and a special 100th anniversary dinner gala to celebrate APP's first century.

Meanwhile, the Port of Redwood City has reported increased business. Total tonnage for all commodities moving across docks during the first half of fiscal year 2012-13 was 666,543 metric tons (MT), an increase of nine percent over the prior year. Imported sand and aggregates from British Columbia accounted for 444,060 MT, or nearly 67 percent of the tonnage for the first half of the fiscal year. This was more than a 20 percent increase in the amount from the same period last fiscal year.

Shipments of bauxite and gypsum from Australia and Mexico, although not large tonnages, added to the mix of inbound cargo. Due to a weak international market for scrap metal, exports of shredded scrap metal during the first half of FY13 totaled 132,009 MT, nearly 25 percent below the same period last fiscal year.

Thirty-eight vessels (24 ships and 14 barges) made calls during the first half of FY13 compared to 30 vessels (25 ships and 5 barges) during the first half of FY12.

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# Golden Gate Transit Debuts Free Shuttle to Larkspur Ferry Terminal

BC STAFF REPORT

To assist in alleviating the congestion at the Larkspur Terminal parking lot, which reaches capacity by 8:30 a.m. on most weekdays, the Golden Gate Bridge Highway & Transportation District (GGBHTD) launched a new shuttle service called "the Wave" in September for residents along Sir Francis Drake Blvd. from Fairfax to the Larkspur Ferry Terminal.

The Wave shuttle (Route 25 in publications and online) operates along Sir Francis Drake Blvd., making all stops between Fairfax and the Larkspur Ferry Terminal at 101 East Sir Francis Drake Blvd. Each weekday, the Wave serves all Larkspur Ferry departures between 6:35

a.m. and 8:20 a.m. The shuttle returns to Fairfax from the Larkspur Terminal for the afternoon commute arrivals between 4:05 p.m. to 6:55 p.m.

The Wave comes as a result of community input. Ferry passengers were asked in a recent survey if they would consider riding a free shuttle, and 51 percent of respondents indicated that they would. The largest number of positive responses came from passengers originating in the Ross Valley communities of Fairfax, San Anselmo, Ross, Kentfield, and Greenbrae. Hence, the Wave is being implemented as a demonstration project for a nine-month trial basis through June 2014, and the schedule may be adjusted to ensure that shuttles meet ferry departures in a timely manner. An

easy-to-print complete schedule is available at [www.goldengate.org](http://www.goldengate.org).

The Wave is free for Larkspur Ferry customers. All other passengers are subject to local fares. Customers can pay their transbay fare (cash or Clipper) when they board the shuttle. Cash customers will be issued a transbay transfer, which should be presented to a terminal assistant at the Larkspur fare gate; Clipper users will need to tag on and off the bus and then tag on at the ferry fare gate as well. Local riders of the shuttle (customers not transferring to a departing ferry) must pay their local bus fare using cash or a Clipper card.

In a related note, the GGBHTD Board



The Golden Gate Bridge, Highway & Transportation District launched a new shuttle service called "the Wave" in September for residents along Sir Francis Drake Blvd. from Fairfax to the Larkspur Ferry Terminal.

of Directors recently approved the setting of a public hearing to receive comment on a proposed Larkspur Ferry Terminal parking fee. The public hearing will be held on Thursday, October 17 at 7 p.m. onboard the *M.S. Marin* at the Larkspur Ferry Terminal. Two informational open house meetings will be held prior to the formal public hearing to discuss the range of options with the public. These are scheduled for Thursday, October 3, from 3:30 to 7:30 p.m. and Tuesday, October 8 from 3:30 to 7:30 p.m. at the Larkspur Terminal.

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# Senior Deckhand Louis Nickles

BY MATT LARSON

**L**ouis Nickles, senior deckhand for Blue & Gold Fleet, has been at the job on the San Francisco Bay for the last 18 years. "It's a good excuse to be on the water every day," he said. "And to be around nice people." Nickles got his start with Harbor Bay Maritime and proudly served the company as it grew and grew until it was acquired by Blue & Gold just a couple years ago.

"Harbor Bay Maritime was a company that started from scratch and got to be very successful," said Nickles. "It was very rewarding to see all of the passengers being more and more faithful; snowballing to a very good success."

As the business succeeded, so did Nickles' relationships with the passengers whom he still gets to see on a daily basis. "Through the years we've been meeting so many amazing people," he said. "And there's still more to come." If this story sounds familiar, Nickles worked alongside Tim Patrick, featured in our last issue, who was also part of the Harbor Bay magic.

Nickles acknowledged that at times,

the job of a deckhand may seem fairly simple. "It sounds easy, except when there is a situation," he explained. "It has happened—people in the water, a problem with the boat, someone having a stroke—but most passengers didn't even realize there was a situation because, for us, it was just another day at the office." Being ready for anything always keeps the deckhands alert and ready to ensure the safety of everyone's commute. "That's what really matters," he said.

"I came to working on the ferry boats because I'd been into sailing all my life," said Nickles. Born and raised in Paris, he was drawn to the San Francisco Bay for its all-season waterways. "In Paris the sailing season is so short; here it's all year long." Nickles makes trips back to Paris about three or four times per year, especially during the summer months, but has lived in the SF Bay since the 1970s and sails all year long.

"Sailing is a good game," said Nickles. "There's no cheating. There's no motor, there's no brake; you have to get in tune with all the elements. And you can go anywhere if you feel like it, if you have the time and the leisure." Over the years Nickles has always had an old vintage boat to work on and restore. He's had a

1918 Seabird, built in Alameda; a 1940 Eclipse from Norway that was used as a training boat in the Olympics (winning two gold medals); and currently he's got a Vectis, a cutter-style boat from 1929 New Zealand. "It's as good as new," he said. Nickles sails all around the Bay and often participates in the annual Master Mariners race, one of the oldest sailing organizations on the west coast. He's won the race four times.

If you're into sailing, Nickles recommends simply doing the long loop around the Bay. "You look at the bridge and all you see are people stuck on it in first gear," he said. "You just wonder what the rich people are doing in their Ferraris in first gear when you're going

around in a beautiful boat. And the wind is free!"

Being on the water is a great place for both travel and leisure. Naturally, Nickles recommends the ferry boats as the best way to travel across the Bay. "The ferry boat is a fantastic commute," he said. "So many passengers tell me: 'It's the best part of my day.' Not at work, not at home. The best moment is taking the ferry boat. For me, the whole day is always wonderful." After 18 years on practically the same commute, Nickles' job as a deckhand has become a social outlet in his life as well. "That's the main reward," he said. "It's not like being around strangers. It's being around friends."



Photo by Matt Larson

Louis Nickles has been working on the Harbor Bay Ferry route for 18 years. As the business succeeded, his relationship with the loyal passengers grew stronger.



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# San Francisco Bay Ferry





## Check Out the Bay Area's Invisible Trail

Photo by Galli Basson

BY MARJORIE BLACKWELL

**T**he San Francisco Bay Area Water Trail sounds somewhat like an oxymoron since there is no path through the water, no trail markers, and the path has no start or end point.

Yet, there is proof the Water Trail exists: it has a logo, a website — [www.sfbaywatertrail.org](http://www.sfbaywatertrail.org) — and a brochure. It is led by the State Coastal Conservancy working closely with the Association of Bay Area Governments (ABAG), and it's engraved in law: the Water Trail Act passed by the California state Legislature in 2005.

The San Francisco Bay Area Water Trail also has hundreds of supporters: kayakers, windsurfers, dragon boat racers and canoe paddlers, who launch their boats and boards from sites all around the shoreline. They envision a linked network of new and improved launching and landing sites for non-motorized boats that will entice more people to experience the fun of being on the Bay, including overnight camping getaways. Water Trail supporters also seek to promote safe boating practices, reduce impacts on wildlife habitats and generate greater appreciation and stewardship of the Bay.

Although small boats and boards can be launched from dozens of beaches and piers around the Bay, the Water Trail, so far, has just four “designated” launch and landing sites. The Tidewater Boating Center on the Oakland Estuary is the first site to be designated as part of the network. This small, East Bay Regional Park District oasis, tucked away in an industrial area off of High Street, has a Park District office, a parking lot, picnic tables, restrooms, and a large floating dock with two gangways, one of which is fully accessible to disabled persons, a top priority for Water Trail launching sites. From here, boaters can paddle south to San Leandro Bay, a good spot to view birds and seals, or head north toward Jack London Square past working industrial areas and on out into the Bay.

Ayala Cove on Angel Island is a designated Water Trail site where boaters can pull their boats onto the beach or share dingy slips. The state park has picnic areas, restrooms, a visitors' center, and an overnight camping area. In the South Bay, the Sailing Center in the Palo Alto Baylands Nature Preserve, a popular windsurfing site, has a pier where boaters can launch canoes, kayaks and windsurfing boards to explore the winding sloughs. And the Alviso Marina County Park at the southern tip of the Bay is the most recent designated Water Trail site, adjacent to salt ponds and marshes of the Don Edwards San Francisco Bay

National Wildlife Refuge. From the park's two boat launch ramps, there is a clear route through the salt marshes to the open waters of the Bay. The next place likely to become an official Water Trail site is Ferry Point Beach in Richmond. Don't own a boat? No problem. The Water Trail's website lists boating recreation programs by county, as well as numerous places to rent boats, join clubs and take classes.

In an effort to encourage and assist more Bay Area communities and nonprofit organizations to create or improve suitable launch and landing sites, ABAG is offering a total of \$500,000 worth of grant funds from the Coastal Conservancy. (Information on applying for grants is available on the

Water Trail website.) Water Trail signage and information at the launch sites about boater safety and wildlife stewardship are also in the works, and the Coastal Conservancy is developing a plan that outlines accessibility improvements for launch sites eligible for grant funds.

The idea of creating a Water Trail began over a decade ago when Bay Access, a local kayakers club, set out to do something to save boat launch sites around the Bay that were fast disappearing due to development. According to Bay Access President Penny Wells, “We decided to pursue state legislation, and the Water Trail Act passed with flying colors in 2005.” The Bay Conservation and Development



Photo by Galli Basson

Kayakers celebrating San Francisco's Maritime Day on the water in front of the Ferry Building.



Commission (BCDC) then stepped up to develop the Bay Water Trail Plan in 2007. The Coastal Conservancy certified the plan's Environmental Impact Report in 2011 and awarded ABAG a \$1 million grant to help implement the plan.

Wells and other Water Trail supporters dream of having places all around the Bay where boaters can camp overnight, such

as at Point Pinole in Richmond, or stay in a nearby waterfront hotel, such as in downtown Petaluma.

"The Bay is our largest open space," notes Galli Basson, ABAG's Water Trail planner. "And we have such a diversity of habitats – urban, natural, marshy wetlands, sandy beaches and rivers. There's something for everyone on the

Bay, from exciting experiences to quiet and peaceful ones. People travel long distances to visit places that they can experience right here on the Bay."

The Water Trail joins two other regional trail systems in progress: the San Francisco Bay Trail, which will ring the 500-mile shoreline around the Bay, and the Bay Area Ridge Trail, a 550-mile trail along ridgelines

overlooking the Bay. "The Water Trail will greatly increase opportunities for Bay Area residents to enjoy the beauty and wonders of our region," said Project Manager Ann Buell of the Coastal Conservancy.

The Bay Area Water Trail brochure can be downloaded at [www.sfbaywatertrail.org](http://www.sfbaywatertrail.org)



Photo by Galli Basson

Rowers practicing in the Oakland Estuary near Tidewater Boating Center.



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IT CAME FROM  
BENEATH THE SEA



Photo courtesy of Aquarium of the Bay

# MEET SOME MONSTERS

BY MALLORY JOHNSON

**H**alloween is quickly approaching, with it comes all kinds of ghoulish creatures like zombies, aliens, ghosts and more. If you spend all year anxiously waiting for the monsters to come out, you'll be delighted to find out that you don't need to wait until Halloween to meet these freaky fiends. There are plenty of "monsters" right here in San Francisco Bay.

## Moon jellies

Brainless, boneless and 95 percent liquid, these mysterious creatures combine all of our favorite monsters into one. With their

transparent bodies, moon jellies seem to resemble ghosts or aliens more than anything you should find on our planet. However, jellies have inhabited earth—more specifically, the ocean—longer than almost any other species, dating back over 650 million years. What moon jellies lack in brains and bones, they make up for with stomachs—four of them, to be exact. With little control over their own movement, these jellies move like

---

When using all eight arms, the giant Pacific octopus can move more than 700 pounds. That's 14 times its own weight!

---

(graceful) zombies, mindlessly pulsing as they drift on ocean currents.

Moon jellies have a unique way of reproducing: they clone themselves (sort of)! Moon jellies go through multiple stages of reproduction, beginning with sexual egg fertilization. A few stages later, however, these jellies begin a process called strobilation. Also known as asexual reproduction, strobilation is a process in which the polyp divides itself into

multiple segments before the tiny clones float away and develop into genetically identical adult jellies.

## Giant Pacific octopus

What's got eight arms, three hearts and no bones? It's the giant Pacific octopus, of course! When considering their amazing abilities, these cephalopods seem to defy all reason. Weighing in at an average of 50 pounds, giant Pacific octopuses exhibit great feats of strength. When using all eight arms, the giant Pacific octopus can move more than 700 pounds. That's 14 times its own weight! A female giant Pacific octopus has 280 suckers on each arm, totaling 2,240 suckers. A male octopus, meanwhile, has 100 fewer suckers than its female





IT CAME FROM BENEATH THE SEA

counterpart. With no skeleton to restrict its movement and get in the way, a giant Pacific octopus can squeeze its body into incredibly small spaces.

Masters of disguise, a giant Pacific octopus can change its color within a fraction of a second by stretching or squeezing its skin, a clever defense mechanism made possible by millions of elastic skin cells with colored pigments. That's not the only way the giant Pacific octopus deters predators. When threatened, an octopus can shoot out an inky substance as it quickly swims away, creating an instant smokescreen to throw off its would-be attacker. In fact, sometimes the ink cloud can even take the actual shape of an octopus, providing an extra diversion that allows the real octopus to escape from predators. In a pinch, a giant Pacific octopus can even leave behind an arm to get out of a sticky situation and grow it back later on.

### Green moray eels

There are quite a few traits about moray eels that qualify this creature for the category of "freaky fish." Despite its name, green moray eels are actually brown. This eel secretes a yellow mucus all over its body to protect it from parasites and diseases, giving the animal the illusion of being green. Moray eels look intimidating thanks to the way they constantly open

and close their mouths. Despite the menacing look this movement gives them, it's actually more of a survival technique than an invitation for a fight; they do this to pump water through their gills for respiration. In fact, moray eels actually prefer their alone time and tend to spend most of it hidden in burrows or crevices. They can often be seen with just their heads protruding from their hiding spots, giving them an added element of mystery.

Green moray eels have long, slender bodies that are flattened from side to side. Because of their shape, their heads are too narrow to swallow in the same way that most other fish do. While this sounds like it should be problematic, they actually have their own way of working around this limitation. Moray eels have two sets of jaws: a powerful outer jaw and a second, inner pharyngeal jaw located inside the throat. When dinner time rolls around, the moray eel will clamp down on its prey with its first set of jaws. Meanwhile, its pharyngeal jaw will protrude from its throat to grab the food and carry it back down—think Ridley Scott's *Alien*—all within fraction of a second.

You can find out more about these underwater monsters and other freaky fish in person any time at Aquarium of the Bay. For more information, visit [www.aquariumofthebay.org](http://www.aquariumofthebay.org).



Photo courtesy of Aquarium of the Bay

Green moray eels have long, slender bodies that are flattened from side to side. They prefer to be alone and tend to spend most of their time hidden in burrows or crevices.



Photo courtesy of Aquarium of the Bay

Jellies have inhabited earth longer than almost any other species, dating back over 650 million years.

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



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Larry Ellison hoists the America's cup in front of his winning crew at the awards ceremony at America's Cup Park on Piers 27/29.

# *The Greatest Comeback in the History of Sailing*

BY JOEL WILLIAMS

The “Summer of Sailing” started with a whimper but ended with a roar as the Bay Area witnessed the greatest comeback in the history of sailing—and one of the greatest comebacks in the history of competitive sports.

By the time that the first race of the America's Cup finals came around on September 7, it had been more than

two months since the AC 72s had begun competing in San Francisco and frankly, the march to the finals was plodding and uncompetitive. It started with Italy's Luna Rosa Challenge boycotting the very first Louis Vuitton Cup race handing the victory to Emirates Team New Zealand. Several more races consisted of a single team completing the course with no competitor at all, as Sweden's Artemis Racing chose to sit out the first races while recovering from the devastating loss of crewmember Andrew “Bart” Simpson in May. But when they actually had to race

an opponent, the New Zealand team was winning races by five minutes or more!

The Kiwis quickly clinched the top spot in the challenger series and cemented their status as the top team in the challengers' series with nine consecutive wins (many without a competitor) at which point they chose to opt out of the semifinals. Luna Rosa then proceeded to sweep Artemis Racing 4-0 in a best of seven series, winning the right to take another shot at Emirates Team New Zealand. However, once again the Kiwis proved to be too much for the Italians

to handle as New Zealand won the best-of-13 series 7-1.

This set the stage for the much-awaited America's Cup Finals between New Zealand and ORACLE TEAM USA that started with a great deal of fanfare on September 7. TEAM USA began the best of 17 series in the hole due to a two-point penalty imposed by the International Jury for design infractions that occurred in last year's America's Cup World Series competition. This meant that ORACLE TEAM USA needed to win 11 races and New Zealand only



needed nine victories to take the Cup.

Things didn't start out well for ORACLE TEAM USA as they proceeded to lose six out of the first seven races by an average of almost 50 seconds per race. Even though TEAM USA won the next two races, they had only scored one point because they needed two wins just to eliminate their two-point penalty. After Emirates Team New Zealand took the next two races, it seemed all but over as ORACLE TEAM USA was then down 8-1 with the Kiwis at match point and a seven-point lead. TEAM USA would need to win an unprecedented eight races in a row against a team that it seemed had their number from the start.

And then it happened! With their backs firmly against the wall, ORACLE TEAM USA began the greatest comeback in the history of sailing. Out of nowhere, somehow ORACLE TEAM USA switched the tables and found the speed they had been missing in the previous races. At first it seemed like they were just going to hang on for while until the inevitable victory by New Zealand but as the ORACLE TEAM USA wins began to pile up, the momentum clearly had turned. Each day saw steady improvement in the ORACLE TEAM USA boat to the point where they were hydrofoiling at unheard of speeds of over 30 knots going upwind. Over the next seven days, ORACLE TEAM USA won seven races in a row by an average of 41 seconds—resulting in an 8-8 point



© ACEA / Photo Ricardo Pinto

Just before the first mark in the final race, ORACLE TEAM USA slowed dramatically when it dug its hulls into the water, giving Emirates Team New Zealand the early lead.

tie and a winner-take-all final race on Wednesday, October 25.

The day started out with a forecast of high winds, which threatened to postpone the final showdown, but at race time the conditions were perfect as the two teams headed for the start. At the first mark, ORACLE TEAM USA was tripped up by a wave that caused the boat to nosedive, giving Emirates Team New Zealand an early lead. It didn't take long

for ORACLE TEAM USA to catch up as they were only behind the Kiwis by three seconds at the second mark. It was shortly after they began heading upwind that ORACLE TEAM USA showed that they still clearly had a speed advantage heading into the wind. After a pair of lead changes, they passed Team New Zealand in the third leg of the race and never looked back, eventually winning by 44 seconds to claim the 34<sup>th</sup> America's Cup in front of a capacity crowd of 25,000 people at the America's Cup Park on Piers 27/29.

This marks the second America's Cup win for defender ORACLE TEAM USA and skipper Jimmy Spithill, which won the 162-year-old trophy in Valencia, Spain in February 2010. "It was a fantastic race. We wouldn't have it any other way," said Spithill. "We came from behind, the guys showed so much heart. On your own you're nothing, but a team like this can make you look great. We were facing the barrel of a gun at 8-1 and the guys didn't even flinch."

"This was a wonderful match of teams," said Regatta Director Iain Murray, who's been involved with the America's Cup since 1983. "In the case of a boat coming from behind, 3-1 down as was the case with Australia II in '83, the shoe is on a different foot this time around.

Then it was the challenger behind and this time it was the defender. But in the end we had great competition between two great teams, evenly matched, battling it out to the end."

"Today, the world witnessed the greatest comeback in America's Cup history by Cup Defender ORACLE TEAM USA. I thank and congratulate the crew on a well-deserved victory and thank ORACLE TEAM USA for bringing the America's Cup to San Francisco," said Mayor Ed Lee at the award ceremony. "I also congratulate and thank the 34<sup>th</sup> America's Cup challenger Emirates Team New Zealand for the amazing racing on our Bay, and it was a pleasure to host your many fans in our City."

After it was all said and done, what started out as a bit of a drag with little competition in July, ended up being everything and more that the America's Cup Event Authority has hoped for with worldwide headlines and some of the most thrilling competition in the history of sailing. Now we wait to hear from Larry Ellison as to whether ORACLE TEAM USA plans to stay in San Francisco to defend America's Cup in the future. After the race, he said an announcement would be made in the near future as to the next challenge for the America's Cup.



© ACEA / Photo Abner Kingman

In the end, it was ORACLE TEAM USA's ability to hydrofoil at speeds of over 30 knots upwind that proved to be deciding factor in its victory.



# America's Cup Wrap-Up

BY CAPTAIN RAY

**W**hile the magnificent spectacle of America's Cup now behind us, here are a few quick and random observations from a Bay Area sailing instructor who has dedicated his life to sailing.

- What a tremendous comeback for ORACLE TEAM USA! Think of a football game where you are down 59 to 3 with five minutes to play, you tie it up at the two minute warning, and go on to win in the last 30 seconds. That's what ORACLE TEAM USA did in September. Because of penalties imposed by the international jury, the team actually started at -2, and had to win 11 races to get the 9 points needed to win. After the first 11 races, they were down 8 points to 1. Emirates Team New Zealand needed just one more victory, but from that point on, ORACLE TEAM USA was unbeatable and won eight straight races. We have just seen one of the greatest comebacks in the history

of competitive sports. Well done!

- On Saturday, September 14, the class I was teaching had to cross the Bay from Ayala Cove on Angel Island to Clipper Cove between Yerba Buena and Treasure Islands. Our timing (just a coincidence) was such that we were near the finish line for the first (and as it turned out, only) race that day. In my 26 years of teaching/sailing here, I have never seen so many boats on the Bay. The number far surpassed the Fleet Week Parade of Boats, the Blue Angels, and the Fourth of July fireworks. There was certainly plenty of interest within the sailing community. However, sailing is not a popular sport in the United States; only one tenth of one percent of Americans call themselves sailors. One of the many reasons given for holding the America's Cup in San Francisco Bay was that it is a "natural amphitheater" for the event. People would be able to view



© ACEA / Photo Gilles Martin-Raget

ORACLE TEAM USA rounding mark number three and heading upwind on the penultimate leg of the finals well ahead of Emirates Team New Zealand.

the racing from the shorelines for the first time in the long history of the Cup. This, it was suggested, would lead to an awakening of interest in sailing among the American public.

- With the Team Artemis accident and the death of Andrew "Bart" Simpson in May, the wind speed restriction was reduced dramatically, from 33 knots to 23 knots. Additional adjustments (usually downward) were also imposed depending on the state of the current. But, hey, this is San Francisco Bay! The wind *blows* here. To have wind restrictions that are below the normal wind patterns of the Bay led to too many races being postponed and too many disappointed spectators. Imagine the frustration of getting to the Marina Green, whether due to traffic and parking issues, or the joys of depending on mass transit, only to find the race postponed. This was not the best plan for generating interest among non-sailors, and it tried the patience of even dedicated sailors.

- Having read the letters to the editor in the *Chronicle*, it seems that the visiting Kiwis have been enjoying themselves. Kudos were earned by the San Francisco hospitality industry and the organizers of the Cup's shoreside facilities. The ability to view an America's Cup race from the shoreline (in this case, the city front) was one of the major differences of this Cup defense from previous races far off-shore, and it has been excellent!

- I am not a racing sailor—quite the contrary, actually—but it has been a real pleasure to watch the entire America's Cup event evolve from some very boring one-boat races to this magnificent competition where anyone could view it. Personally, I'm glad for this outcome and look forward to seeing America's Cup competition in San Francisco Bay again; perhaps with less hype beforehand, slightly smaller (and much less expensive) boats, more realistic wind limits, and with the same fabulous spectator venue.

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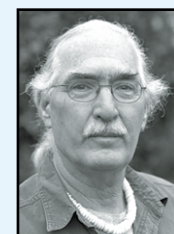
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**Ray Wichmann**, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and 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.





# America's Cup-Themed Painting Exhibition in Sausalito

This month, the BayWood Artists, a unique painting group with an environmental mission, will present a major exhibit of paintings depicting the beauty, diversity and charm of the San Francisco Bay Area with a special emphasis on boating and the excitement of the America's Cup competition. *BayWood Artists on the Bay: A Salute to America's Cup* opens October 4, with a public reception from 6 p.m. to 8 p.m., and runs through October 26 in the Bay Model Exhibition Gallery, 2100 Bridgeway in Sausalito. Gallery hours are Tuesday through Saturday from 9 a.m. to 4 p.m.

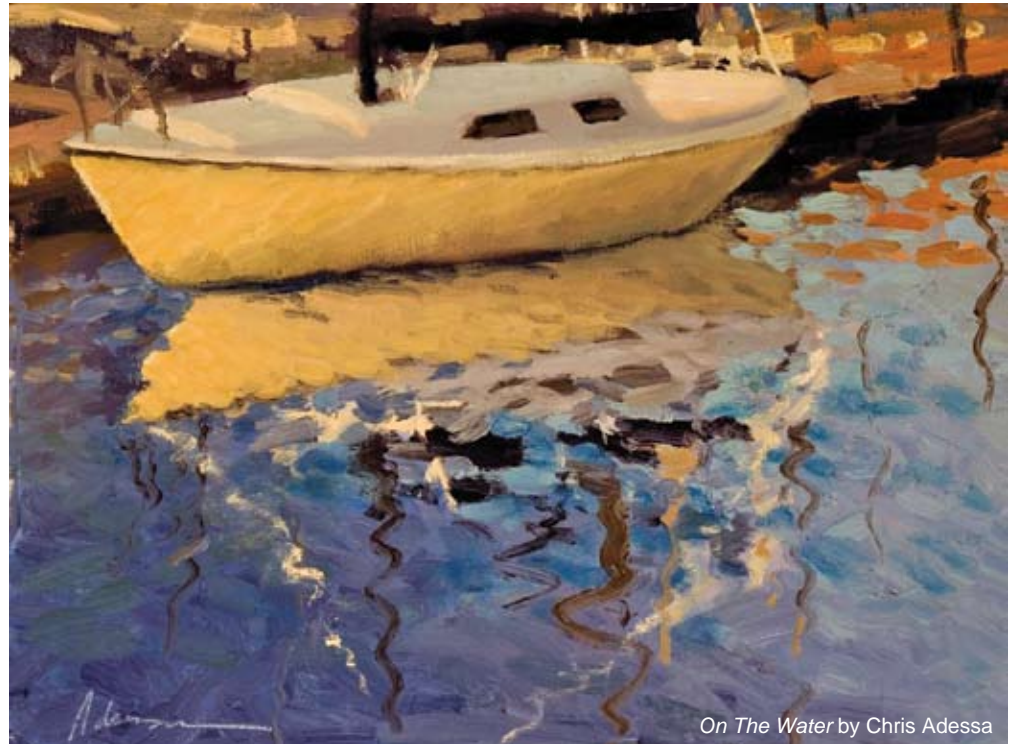
The funds raised from sales at this exhibition will benefit Friends of the Bay Model for the Education Program, which provides comprehensive learning resources for children and adults. "We are fortunate and excited that the BayWood Artists have selected the Bay Model to be their beneficiary this year," said Chris Gallagher, park manager of the Bay Model Visitor Center. "We are proud to have played a small part in their efforts to help save and preserve Bay Area lands, shores and waterways. We are honored to have hosted the BayWood Artists Exhibitions for the last 13 years, and this year is

especially exciting as we focus on the America's Cup."

Since 1997, BayWood Artists has worked to save the lands they love, the first painting group in the San Francisco Bay Area with an environmental mission. This group was established solely to protect and preserve the lands that inspire their art. Bill Long, chairperson of the Marin Open Space Trust said, "BayWood Artists' dazzling paintings bring beautiful open spaces into our homes. They remind us on even the darkest days of our spectacular surroundings and the need to preserve them for future generations."

BayWood Artists include Chris Adessa, Krystal Allen, Christin Coy, Ben Farnham, Jon Francis, Sherrill Miller, Victoria Mimiaga, Zenaida Mott, Lissa Nicolaus and Tom Soltesz. The guest artist for this show is Robbie Collins.

Organizations the BayWood Artists have supported include Marin Open Space Trust, Marin Open Space District, Save Mount Diablo, Angel Island Association, Marin Agricultural Land Trust, Save the Bay, Russian Riverkeepers, Golden Gate National Parks Conservancy and Point Reyes



*On The Water* by Chris Adessa

*BayWood Artists on the Bay: A Salute to America's Cup* opens October 4. The exhibit will present paintings depicting the beauty, diversity and charm of the San Francisco Bay Area with a special emphasis on boating and the excitement of the America's Cup competition.

National Seashore Association. "We were overwhelmed by the response of the public to their works of art—and it was a wonderful way to tell the story of this sacred park," said Suzanne Badenhoop, president of the Angel Island Association,

of their show with the BayWood Artists.

Please visit [baywoodartists.org](http://baywoodartists.org) for up-to-date information and images for the current partnership show. BayWood Artists is a fiscally sponsored project of MarinLink.

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# The Sweet Life

BY PAUL DUCLOS

Ferry commuters in Maine play a major role in San Francisco Opera's world premiere of composer Tobias Picker's opera *Dolores Claiborne*. That's hardly the only reason to see it, however.

Picker's opera reconceives award-winning author Stephen King's 1993 novel *Dolores Claiborne* for the operatic stage. The book was previously adapted into a 1995 feature film starring Kathy Bates, Jennifer Jason Leigh and Judy Parfitt. Spanning a time period from the spring of 1950 to the winter of 1992, the opera takes place on a working class island in rural Maine and follows its title character as she fiercely deals with the terrible adversity she is dealt by those around her. Mezzo-soprano Catherine Cook stars in the two remaining performances this month.

Last month we wrote about Feinstein's at the Nikko, and the cabaret revival that is being staged there on an ongoing basis. Readers should also be aware that a storied venue on Nob Hill is also a destination for great live entertainment.

After several seasons of presenting shows in a variety of elegant showrooms, Bay Area Cabaret found a permanent home two years ago when it was invited to reopen the Fairmont Hotel's historic Venetian Room, which had been dark as an entertainment venue for over 21 years. Following a gala opening (featuring Oscar, Grammy, Tony and Pulitzer Prize-winning composer Marvin Hamlisch), the company presented its most successful season to date, featuring such musical legends as Chita Rivera, Anika Noni Rose and Lillias White and its first ever Bay Area Teen Idol competition, with judges from *American Idol* and *Wicked*. Having been awarded exclusive music booking rights to the Venetian Room, Bay Area Cabaret returned last season with another stellar line-up, and now begins its third year in

residence to present Bay Area Cabaret's Ninth Season.

From 1947 to 1989, the Venetian Room reigned supreme as the city's premier showroom. It was here that Tony Bennett introduced his signature song, "I Left My Heart in San Francisco," and show business legends like Ella Fitzgerald, Marlene Dietrich, Tina

Turner, Peggy Lee, Nat 'King' Cole and many others held forth for more than four decades. Said Marilyn Levinson, founding executive producer of Bay Area Cabaret, "The City's music patrons have given an enthusiastic reception to Bay Area Cabaret's first two seasons in the Venetian Room, and visitors to the hotel seem thrilled that the grande dame of showrooms has been brought back to life. With performances by top caliber artists, and a renovation of the Laurel Court restaurant and its menu, San Franciscans are flocking to Nob Hill to enjoy the glamour reminiscent of the city's golden age."

Bay Area Cabaret (BAC) is a not-for-profit organization. Through its concert series and wide-ranging outreach activities, BAC aims to expand the definition of cabaret and broaden the audience for intimate entertainment, featuring Great American Songbook offerings from Harold Arlen and Stephen Sondheim to Jonathan Larson and Stevie Wonder. Past seasons have featured Sutton Foster, Barbara Cook, Christine Ebersole, jazz vocalists John Pizzarelli, Nnenna Freelon, and Jane Monheit, *Rent* stars Anthony Rapp and Adam Pascal, among many others.

For more information, visit [www.bayareacabaret.org](http://www.bayareacabaret.org).

*The Art of Bulgari: La Dolce Vita & Beyond 1950-1990* is an exhibition of approximately 150 pieces created by the renowned Italian jeweler over four decades. This exclusive exhibition will highlight jewelry that defined a pivotal period in Italian design, and will include many pieces from the personal collection of Elizabeth Taylor. The

This exclusive exhibition will highlight jewelry that defined a pivotal period in Italian design, and will include many pieces from the personal collection of Elizabeth Taylor.

exhibition will be on display at the de Young Museum through February 17 of next year.

Bulgari notably began to create its own trademark in jewelry in the 1960s by embracing boldly-colored combinations of gemstones, use of heavy gold, and forms derived from Greco-Roman classicism, the Italian Renaissance and the 19th-century Roman school of goldsmiths. The company helped to develop a look that would come to be known as the Italian school of jewelry design. Pieces in the exhibition display the jeweler's eclectic creativity and invention during this period.



"Tremblant" brooch, 1959 Platinum with fancy colored diamonds and diamonds 8 x 5.6 cm Formerly in the collection of Elizabeth Taylor Private collection © Antonio Barrella Studio Orizzonte

Works in the exhibition also include those from the 1970s and 80s, a particularly innovative period for the jeweler and one influenced by



"Star Spangled Banner" earrings, ca. 1975 Gold with coral, lapis lazuli, and diamonds 3 x 2.3 cm Bulgari Heritage Collection © Antonio Barrella Studio Orizzonte



Sautoir, 1969 Platinum with sapphires and diamonds Chain: 74 x 1 cm. Pendant/brooch: 4.9 x 4.9 cm Formerly in the collection of Elizabeth Taylor Bulgari Heritage Collection, inv. 6675 N2170 © Antonio Barrella Studio Orizzonte

pop art and other contemporary trends. "The hard-edged designs of the 1970s included a whole range based on the Stars-and-Stripes motif, while in the 1980s the *Parentesi* collection had a smoother, modular, almost architectural presence;

both show how the jeweler could lead in new directions with a strong sense of design," said Martin Chapman, curator in charge of European Decorative Arts and Sculpture at the Fine Arts Museums of San Francisco.



# Federal Budget Cuts Decimate Fleet Week

BY JOEL WILLIAMS

San Francisco and Fleet Week share a long and storied history that originated in 1908 with the arrival of the “Great White Fleet” to the Bay during its round-the-world 14-month voyage. Consisting of 16 battleships of the Atlantic Fleet and various smaller vessels, this legendary flotilla featured hulls painted white except for the gilded scrollwork on their bows.

Over the years, millions of San Franciscans have welcomed the United States Navy, Marine Corps and Coast Guard, making the City’s Fleet Week one of its most treasured traditions. Under

the leadership of then-Mayor Dianne Feinstein, the modern Fleet Week tradition began in 1981, honoring the dedicated men and women of the U.S. Armed Forces and their colleagues.

This year will be different. Major General Mike Myatt, chairman of the San Francisco Fleet Week Association, released a statement on April 9 saying that “the United States Navy Blue Angel Demonstration Team has cancelled the rest of the 2013 air show season which includes their appearance at San Francisco Fleet Week.”

The Department of Defense made it known that the Blue Angels cancellation was due to the federal government sequestration budget cuts. These cuts also prevented the deployment of any

U.S. Navy ships for Fleet Week, forcing the cancellation of the annual Parade of Ships. The government mandated military cuts forced the cancellation of Fleet Week celebrations all across the country, with New York City being one of the first to go this spring.

Although the Navy will not be sending any ships to the Bay Area this year, San Francisco’s Pier 45 at Fisherman’s Wharf is already home to the SS *Jeremiah O’Brien*, one of two remaining fully functional Liberty Ships of the 2,710 built and launched during WWII. The *O’Brien* has the distinction of being the last unaltered Liberty Ship and remains historically accurate.

Determined to not allow government cuts to “sequester” its fun, the *Jeremiah*

*O’Brien* will host a Fleet Week Lite cruise on Saturday, October 12 from 10 a.m. to 2 p.m. “If the fleet can’t come to us, then we’ll go to them,” said Captain Pat Moloney, acting executive director of the National Liberty Ship Memorial, adding “we will cruise out around Alcatraz, out to the Golden Gate Bridge, back along the San Francisco waterfront to the Ready Reserve Fleet in Alameda, then return under the new East Span of the Bay Bridge.” Tickets are \$125 per passenger with complimentary drinks (water, soda, beer and wine) and food for purchase along with live music provided by Natural Gas Jazz Band. For more information or to purchase tickets, visit [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org).

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# New Program Brings Oasis to Richmond Food Desert

BY BILL PICTURE

Limited access to fresh produce is a challenge faced by residents of some urban communities like Richmond that are grappling with disproportionately high instances of obesity, particularly childhood obesity, and diet-related health issues such as diabetes and heart disease.

To address this issue, the Contra Costa County Board of Supervisors handpicked the Richmond Community Foundation (RCF) in 2008 to find a way to bring affordable, locally grown produce from farms in eastern Contra Costa County to dinner tables in western Contra Costa County as part of a pilot program. The result was Richmond Farm 2 Table, a collaboration of RCF, Contra Costa County, County Supervisor John Goya, EcoVillage Farm Learning Center and the Brentwood Agricultural Land Trust launched in 2009.



To make it convenient for subscribers, Richmond Farm 2 Table established pickup locations throughout the area, with varying hours to accommodate just about any schedule.

“Richmond was one of several areas in the west part of the county with neighborhoods identified as ‘food deserts,’ meaning there’s no supermarket or place to buy fresh fruit and vegetables,” said Jim Becker, RCF’s vice president of community investments. “The irony was that a bounty of produce was being grown just 50 miles to the east.”

While farms in Brentwood and nearby communities are perhaps best known for sweet and delicious stone fruits, the region’s agricultural repertoire also includes top-notch vegetables, including corn, kale, squash, string beans and asparagus, thanks to an extended growing season.

Under the Richmond Farm 2 Table program, an assortment of these locally grown goodies are packed into a box for pickup twice a month by subscribers to the program, who each pay \$50 per month to

**Richmond Farm 2 Table currently serves more than 300 households. The goal is to reach 500.**

enjoy the fruits of nearby farmers’ labor. To make it convenient for subscribers, Richmond Farm 2 Table has established pickup locations throughout the area, with varying hours to accommodate just about any schedule.

## Out-giving the competition

Richmond Farm 2 Table is not the only game in town, and it is competing for a share of the market with businesses whose fees include delivery to subscribers’ doors.



Thanks to an extended growing season, farms in Brentwood and nearby communities produce top-notch vegetables, including corn, kale, squash, string beans and asparagus along with the sweet and delicious stone fruits the region is best known for.

What sets Richmond Farm 2 Table apart from the others is that a portion of each subscriber’s monthly fee helps subsidize a box of treats for a qualifying low-income household.

“Our goal from the beginning was to afford equal access to local, sustainably grown produce for everybody,” Becker said. “So we asked ourselves, ‘How can we be competitive and offer this added social benefit?’ What we realized was that we could offer an even better box than the others at a comparable cost if we didn’t home-deliver.

This way, subscribers get more than their money’s worth, more than \$50 worth of really great produce.”

To help Richmond Farm 2 Table meet its goal, several local farms generously offered their wares at discount prices. “Like Dwelley Farms out in Brentwood, they were big supporters,” said Becker. “And Alhambra Valley Ranch in Martinez. This wasn’t just a chance to promote their business; they saw it as an opportunity to contribute something to the community.”

## Going local-er

The pilot program launched in 2009 with 100 households. A new-and-improved Richmond Farm 2 Table was launched in June 2013 with Richmond-based Urban Tilth in the driver’s seat. Urban Tilth is a non-profit organization promoting urban agriculture in western Contra Costa County. Urban Tilth currently oversees 11 small urban farms and gardens, and trains and employs residents from the farms’ host neighborhoods. Its goal is eventually to produce 5 percent of the local food supply.

“The pilot program worked; but there were some financial viability questions,” Becker said. “We had to ask ourselves what could be done to make the program sustainable; and we realized that in order for it ever to be profitable, we needed a grower to be a part of the big picture.”

In addition to managing the program’s day-to-day operation, Urban Tilth’s produce can be found in subscribers’ boxes, which further enhances sustainability. Chain-store-bought produce is often transported hundreds or even thousands of miles aboard greenhouse-gas emitting ships, trains and trucks. By minimizing the distance that Urban Tilth’s food travels, its environmental impact is reduced proportionately. “You can’t get



more local that that,” Becker said.

Under Urban Tilth’s direction, Richmond Farm 2 Table currently serves more than 300 households. The goal is to reach 500. “And we’ll get there,” Becker said. “The new business model seems to be working; and I foresee a day when Urban Tilth can run this as a business, and we can step back.”

**But will they eat it?**

Becker acknowledges that access alone won’t fix the area’s health woes, but rather that eating right is a behavior that needs to be developed and encouraged. So, for instance, putting a bushel of asparagus in someone’s hand doesn’t necessarily mean it will end up on their dinner plate.

“That’s why a big chunk of what we do is education,” he said. “We teach people how to make healthy choices and try to help them understand why that’s

important. Otherwise, the food just goes to waste.”

To that end, Contra Costa County Healthy Services has offered cooking demonstrations as part of their partnership with Richmond Farm 2 Table, and Richmond Farm 2 Table has conducted tours of area farms. “It really helps, I think, for people to have a relationship with their food—to see where it comes from, learn how it’s grown and talk to the people who grow it,” Becker said. “When the food on your plate has a story, it actually makes it a little more special.”

For more information on Richmond Farm 2 Table, visit [www.urbantilth.org/csa/](http://www.urbantilth.org/csa/). All photos courtesy of Richmond Community Foundation.



Under the Richmond Farm 2 Table program, an assortment of locally grown goodies are packed into a box for pickup twice a month by subscribers to the program, who each pay \$50 per month to enjoy the fruits of nearby farmers’ labor.

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# Western Grebes Arriving at Their Seasonal San Francisco Bay Home

BY DEB SELF

**O**n autumn nights, flocks of western grebes end their migration by alighting on San Francisco Bay, their seasonal home.

These strikingly beautiful birds are about two and half feet long, black on top with white undersides. They have yellow beaks, bright red eyes, and long, swanlike necks. Migrating by night, western grebes (*Aechmophorus occidentalis*) arrive on the Bay between September and November, and stay until May.

Many of these water birds come from summer nesting sites at Eagle Lake

in northeastern California, according to Bob Lewis, Adult Education Chair of the Golden Gate Audubon Society. Clear Lake, north of the Bay Area, is another major summer nesting site. Western grebes also fly here from lakes in the Sierras, the Midwest, and even as far away as Manitoba, Canada. A small number of non-breeding grebes stay on the bay year-round.

Like herons, grebes spear their fish with a quick thrust of the neck. They feast on the bay's winter runs of herring, and also eat other small fish, insects, and crabs.

The majority of the Bay's grebes are western grebes, but they often swim in mixed flocks with Clark's grebes, which look very similar, and also with the smaller



Teddy Llovet, Flickr Creative Commons

Western grebes have an exciting courtship ritual in which two grebes dance across the water in unison, flexing their necks. Then they run rapidly side by side on top of the water, and dive in together head first.

eared grebes and horned grebes.

The official term for a flock of these birds is "a water dance of western grebes." Perhaps this is because of their exciting courtship ritual, in which two grebes dance across the water in unison, flexing their necks. Then they run rapidly side by side on top of the water, and dive in together head first.

Western grebes were hunted in the early 20<sup>th</sup> century for their silky white feathers, which were used in clothing and hats. They are sensitive to pesticides and other types of pollution, but the biggest danger lurking in the Bay is the risk of oil spills.

Western grebes are one of the species most impacted by oil spills. Most oil spills in San Francisco Bay occur during the stormy, foggy months when grebes live here. In addition, grebe feet are almost useless for walking on land, so the birds can't escape onto land from oily water. Thousands of western grebes died after being coated with oil in 2007

when the *Cosco Busan* tanker spilled fuel into the Bay.

Since that disaster, Baykeeper has worked hard to protect these beautiful birds and other Bay wildlife from the threat of oil spills. We supported six state oil spill bills signed into law in 2008 that mandated better protection and more effective cleanup and response. Now, Baykeeper is sponsoring state legislation to keep open the California agency that cares for birds, seals, and other wildlife that gets coated with oil during an oil spill. Without Baykeeper's advocacy in Sacramento, a lack of funds would shut down the Oiled Wildlife Care Network, which includes more than 12 specialized facilities that stay in a constant state of readiness statewide.

Baykeeper's goal is to make San Francisco Bay safe and clean for western grebes and all wildlife. Here's hoping this year is a healthy one for western grebes on the Bay!




Available at  
Bay Crossings store  
in the San Francisco  
Ferry Building

**\$60.00**  
plus tax

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

*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).*





# WATERFRONT ACTIVITIES

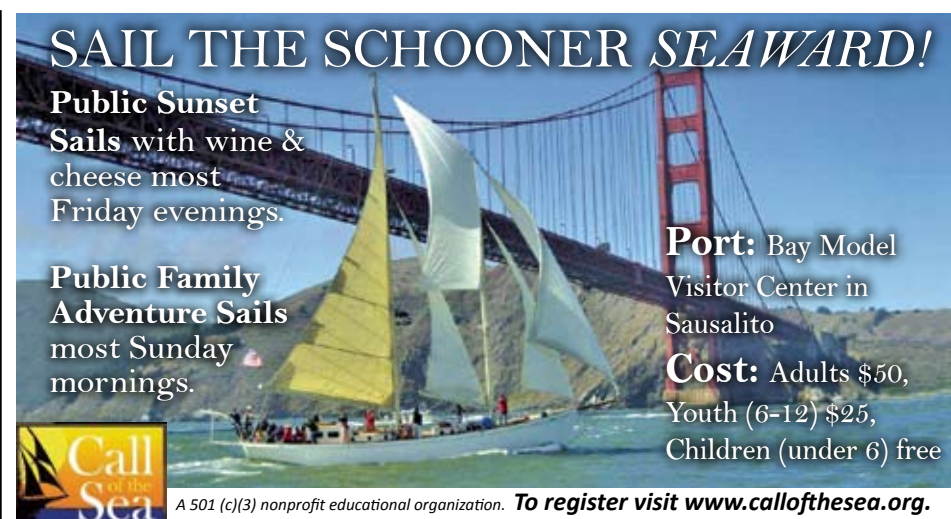
- October 6 10AM – 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, [www.callofthesea.org](http://www.callofthesea.org)**  
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Help the crew raise the sails and steer the boat, or just sit back and 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.
- October 18 6 PM - 8:30 PM - Sunset Sail on Schooner *Seaward* – Call of the Sea, Sausalito, 415-331-3214, [www.callofthesea.org](http://www.callofthesea.org)**  
The classic Schooner *Seaward* departs the Bay Model Pier in Sausalito for sunset sails to the Golden Gate Bridge and San Francisco waterfront. Wine, beer and light refreshments will be served during this delightful end of day sail on San Francisco Bay. The cost is \$50 for adults, \$25 for youth 6-12. Visit [www.callofthesea.org](http://www.callofthesea.org) and click on Public Sails.
- October 19 2:30PM – 4:30PM - Introduction to Sailing / Monthly FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Come sail with us on an Introduction to Sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends! Cost: Intro to Sailing \$60 for Non-Members; Free BBQ from 4-6PM.
- October 20 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.
- October 21 – 25 Able Seamen Course - Maritime Institute, San Rafael, 888-262-8020 [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
The Able Seaman is an excellent starting point for one wishing to transition into the merchant marines. All those wishing to become upper level deck officers will be required to hold an AB ticket. The course also includes Marlinspike Seamanship as a bonus. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- October 23 6PM – 8PM – Moonlight Sailing - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Enjoy a relaxing night on the bay and set sail on one of our larger yachts skippered by a professional OCSC skipper, followed by chowder, chili, chips & salsa, and beverages from 8 – 9:30PM in our club room. Cost: \$60 Retail, \$45 Members
- October 25 6 PM - 8:30 PM - Sunset Sail on Schooner *Seaward* – Call of the Sea, Sausalito, 415-331-3214, [www.callofthesea.org](http://www.callofthesea.org)**  
The classic Schooner *Seaward* departs the Bay Model Pier in Sausalito for sunset sails to the Golden Gate Bridge and San Francisco waterfront. Wine, beer and light refreshments will be served during this delightful end of day sail on San Francisco Bay. The cost is \$50 for adults, \$25 for youth 6-12. Visit [www.callofthesea.org](http://www.callofthesea.org) and click on Public Sails.
- October 26 7PM – 9PM – Outboard Engine Clinic - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Have you ever had outboard engine issues, or are you simply curious about how an outboard engine works? OCSC Core Instructor Bill Kinney will make sure to share all the tips and tricks to help you handle most outboard engine situations. Cost: OCSC Members FREE, Non-Members \$25.00
- October 27 10AM – 5PM – Coastal Navigation – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Learn to navigate your way along the coast using charts, a compass and your own skills. If your GPS stops working, you'll be able to find your way to a safe harbor! Four 6-hour classroom sessions, every other Sunday. Cost: Members \$408.75, Non-Members \$545.00



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**Confident**

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



**SAIL THE SCHOONER *SEAWARD!***

**Public Sunset Sails** with wine & cheese most Friday evenings.

**Public Family Adventure Sails** most Sunday mornings.

**Port:** Bay Model Visitor Center in Sausalito

**Cost:** Adults \$50, Youth (6-12) \$25, Children (under 6) free

**Call of the Sea**  
A 501 (c)(3) nonprofit educational organization. To register visit [www.callofthesea.org](http://www.callofthesea.org).



# All Bay Area Ferry Schedules in One Place!

## Golden Gate Ferry

### LARKSPUR\*

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

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

### SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	The 5:35 and 6:45 trips do not return to Sausalito.	
6:10	6:35	6:45	7:10	6:45	7:15		
7:20	7:50	7:55	8:20				

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

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

## Blue & Gold Ferry

### TIBURON COMMUTE

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.	6:25 a.m.
6:40	7:05	7:10	7:30
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
8:00*	8:50*	8:55*	9:15*
9:20*	10:05*	-----	-----

TIBURON – Pier 41			
Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:50 a.m.	11:10 a.m.	11:15 a.m.	12:00 p.m.
12:10 p.m.	12:30 p.m.	12:35 p.m.	12:55
1:05	1:25	1:35	2:20
2:30	2:50	3:00	3:20
3:25	3:45	3:55	4:25
4:10	4:50	-----	-----
4:25	5:00	5:10	6:05
-----	7:55	8:00	8:35
8:40 *	9:15 *	9:20 *	10:20 *

TIBURON – Pier 41			
Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
-----	-----	-----	9:35 a.m.
9:45 a.m.	10:30 a.m.	10:40 a.m.	11:35
11:45	12:35 p.m.	12:45 p.m.	1:15 p.m.
2:20 p.m.	2:50	3:00	3:40
3:50	4:50	5:00	5:30
5:40	6:35	6:45	7:15
7:25	8:10	8:15	8:45

FARES:	One-way	Round trip
Adult	\$11.00	\$22.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

BAY CRUISE			
Depart Pier 39			
Weekdays		Weekends	
10:45 a.m.	4:15 p.m.	10:15 a.m.	3:15 p.m.
12:00 p.m.	5:15	10:45	3:45
1:15	5:45	12:15 p.m.	4:30
2:00	6:30	1:15	5:00
3:00	7:00	1:45	

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	\$26.00	Child (5-11)	\$18.00
Junior (12-18)	\$22.00	Senior (62+)	\$22.00

ROCKETBOAT	
Daily, Monday - Sunday	
Depart from Pier 39	Effective through Oct 27, 2013
12:00 p.m.	FARES:
12:45	Adult \$24.00
1:30	Senior (65+) \$20.00
2:45	Junior (12-18) \$20.00
3:30	Child (5-11) \$16.00
4:15	Holiday schedule on Memorial Day (May 27), Independence Day (July 4) and Labor Day (Sept 3)
5:30	
6:15	

### SAUSALITO

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

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:55	11:25	11:35	12:05
12:20	12:50	12:55	1:25
2:20	2:50	3:05	3:40
3:50	4:20	4:35	5:30
-----	4:40	4:55	5:30
5:40	6:10	6:20	7:15
7:25	7:55	8:00	8:45

FARES:	One-way	Round-trip
Adult	\$10.50	\$22.00
Senior (65+)	\$6.25	\$13.50
Child (5-11)	\$6.25	\$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 Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	-----
1:05 p.m.	1:45 p.m.	1:55 p.m.	2:20 p.m.
---	3:10	3:20 pm	4:15 pm

Weekends & Holidays (Depart Pier 41)			
Arrive Pier 41	Depart Pier 41	Arrive Angel Island	Depart Angel Island
-----	9:45 a.m.	10:10 a.m.	10:20 a.m.
11:35 p.m.	11:45 a.m.	12:15 p.m.	12:25 p.m.
1:15	2:20 p.m.	3:10	3:20
3:40	-----	4:20	4:30
5:30	5:45	-----	-----

ANGEL ISLAND PRICES (Round-trip)			
FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*
Adult	\$17.00	\$14.50	\$30.50*
Child	\$9.50 (age 6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)
Child	Free (5 & under)	Free (4 & under)	Free (5 & under)

\* 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	
Monday - Tuesday 10 a.m. - 1 p.m.	Monday - Tuesday 10:20 a.m. - 1:20 p.m.	
* Mon-Tues: Additional runs may be scheduled		
Wednesday - Friday 10 a.m. - 11 a.m. 1 p.m. - 3 p.m.	Wednesday - Friday 10:20 a.m. - 11:20 a.m. 1:20 p.m. - 3:30 p.m.	
Saturday - Sunday 10 a.m. - 5 p.m. hourly	Saturday - Sunday 10:20 a.m. - 5:20 p.m. hourly	
Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups		
FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)	\$13.50	
Child (6 - 12)	\$11.50	
Children (3 - 5)	\$3.50	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

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

### Bay Area Ferry Terminal Locations

**Alameda Ferry Terminal**  
2990 Main Street

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

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

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

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

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

**South San Francisco**  
911 Marina Boulevard

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

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

## Red & White

### BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	2:30 p.m.	Adult (18+) \$28.00
10:45	3:00	Youth (5-17) \$18.00
11:15	3:45	Child (under 5) Free
12:00 p.m.	4:15	(2 Adult + 4 Youth)
1:10	5:00	
1:40	6:15	

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



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





# 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.
11:30	12:45 p.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		
8:30 a.m. *	10:00	9:40 a.m.
10:00	11:10 # a.m.	11:30 a.m.
11:30 a.m.	12:45 p.m.	-----
2:00	3:10 #	3:30
3:30 #	5:00	4:40
5:15	6:30	-----
7:30 *	9:00	8:40
# To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.		
FARES: One-way		
Adult (13-64)	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry)	\$290.00	
w/Muni	\$349.00	

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

## Service will resume for 2014 Season

Illustration from www.tuscolatoday.com

VALLEJO - ANGEL ISLAND			
Weekends Only			
Depart Vallejo	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
8:30 a.m.	9:30 a.m.	9:45 a.m.	10:10 a.m.
Depart Angel Is.	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Vallejo
4:30 p.m.	6:00 p.m.	6:30 p.m.	7:30 p.m.

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND					
Weekdays to San Francisco				Weekends and Holidays to San Francisco					
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	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.	---	9:00 a.m.	9:10 a.m.	---	9:35 a.m.		
7:05	7:15	7:35	---	10:40	10:25	11:10 a.m.	11:25		
8:10	---	8:35	---	12:30 p.m.	12:15 p.m.	1:00 p.m.	1:15 p.m.		
---	8:20	8:40	---	2:15	2:00	2:45 PM	3:00		
9:15	9:25	9:45	10:00	4:25	4:10	---	4:55		
11:00	10:50	11:30	11:45	5:55	5:40	---	6:25		
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.	7:30	7:15	8:00	8:15		
2:40	2:25	3:05	3:20	9:10	9:00	9:40	9:50		
4:45	4:30	---	5:15	11:25	11:15	---	11:55		
5:50	5:40	6:20	---	Weekends and Holidays from San Francisco					
6:20^	6:05^	---	6:50	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland		
6:55	6:45	7:20	---	8:30	---	9:10	9:00		
7:55	7:45	8:25	8:40	9:45 a.m.	10:00 a.m.	10:20 a.m.	10:35 a.m.		
8:55	8:45	---	9:25	11:35	11:50	12:10 p.m.	12:20 p.m.		
Weekdays from San Francisco				ONE WAY FARES:					
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Regular	Clipper	10 Ticket Book	20 Ticket Book	Monthly Pass	
---	6:30 a.m.	7:15 a.m.	7:05 a.m.	Adult (13+)	\$6.25	\$4.75	\$50.00	\$90.00	\$170.00
---	7:35	7:55	---	Youth (5-12)	\$3.50	\$3.50			
---	7:40	---	8:05	Senior (65+) *	\$3.10	\$3.10			
---	8:40	9:25	9:15	Active Military *	\$5.00	N/A			
10:15 a.m.	10:30	10:50	11:00	Child under 5	FREE	FREE			
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.	School Groups*	\$2.00	N/A			
1:45	2:00	2:20	2:35	Short Hop**	\$1.50	N/A			
3:45	4:10	4:30	4:45	Short Hop Senior	\$0.75	N/A			
5:00	5:20	5:40	5:50	<div style="border: 1px solid black; padding: 5px; text-align: center;">           PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291         </div>					
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:			
Adult	\$6.50	\$5.00	
Youth (5-12)	\$3.25	\$3.25	
Children (under 5)	Free	Free	
Disabled / Seniors (62 & over)	\$3.75	\$3.75	
Active Military	\$5.25	N/A	
Commuter (book of 10)	\$55.00	N/A	
Commuter (book of 20)	\$100.00	N/A	
Monthly Pass (book of 40)	\$185.00	N/A	
Free MUNI and AC Transit Transfers Provided			

ALAMEDA/OAKLAND - ANGEL ISLAND				
Weekends Only				
Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:10 am
Leave Angel Island		Arrive Alameda		Arrive Oakland
3:35 pm		4:10 pm		4:20 pm
Available May 18 - October 27, 2013				

\* Restrictions apply, see sanfranciscobayferry.com for details  
 \*\* One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41. Fares subject to change.

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 ** p.m.	4:55 p.m.	5:40 p.m.
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 *	5:50
6:20	6:55	7:10
*Boat departs from Oakland first. **Boat arrives Alameda first.		
Wednesday & Friday midday SF service		
Depart SSF	Arrive Ferry Building	Arrive Pier 41
9:00 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



# AROUND THE BAY IN OCTOBER

## **PIER39 Waterfront Fireworks Display & Pinktober**

To celebrate its 35<sup>th</sup> anniversary, PIER39 will be presenting a spectacular fireworks display over the San Francisco Bay at 8:30 p.m. every Saturday in October. You can also visit the Hard Rock Cafe on select Saturdays immediately following the fireworks for LIFE Music Nights/PINKTOBER, where some of the Bay Area's most current and up-and-coming artists will present intimate acoustic performances. Katie Cole performs on October 12, Joel Kachel on October 19 and the David Castro Band on October 26. Suggested donations for these performances are \$5 per person and 100 percent of all donations benefit Lazarex Cancer Foundation. Shows are all ages, if accompanied by an adult.



Courtesy of San Francisco Brewers Guild

Brews on the Bay aboard the SS Jeremiah O'Brien.

## **10th Annual Brews on the Bay**

The San Francisco Brewers Guild will be celebrating 10 years of Brews on the Bay aboard the historic SS *Jeremiah O'Brien* at Pier 45, Saturday, October 19

from 12-5 p.m. Beer fans will enjoy over 50 different beers made by San Francisco breweries, while soaking up the salty air, sunshine, live music, food and spectacular views of the Golden Gate Bridge, Alcatraz and San Francisco. Attendees can expect members of the San Francisco Brewers Guild to serve unlimited eight-ounce pours of their latest and greatest IPA, farmhouse ale, session beer, barrel-aged sour, imperial stout and many other beer styles. In addition, San Francisco's best food trucks will line the pier and the Brothers Comatose will play their lively roots music on the ship's deck. Tickets are \$55 and all attendees must be 21 or over. Visit [www.sfbrewersguild.org](http://www.sfbrewersguild.org) for more information and to purchase tickets.

## **Richmond's Home Front Festival**

Richmond's 7th Annual Home Front Festival will be held on Saturday, October 12 from 11 a.m. to 4 p.m. at the Craneway Pavilion located in Richmond's historic Ford Point Building. The 2013 celebration will feature interactive activities for family members of all ages—from kids to grandparents. Piggy backing on Rosie the Riveter's quote "We Can Do It," the Home Front Festival will present "Kids Can Do It," with a focus on engaging youth in their Richmond history. There will also be live music and entertainment, a classic car show and local food vendors. The event is free. For more information, visit [www.rcoc.com](http://www.rcoc.com).

## **Plant-Powered Health & Fitness Expo**

Interested in learning more about diet, health, and fitness from plant-based

experts and fitness gurus? If so, don't miss the first plant-powered health and fitness expo at the Roof Garden in the Kaiser Center in Oakland on October 5. This event welcomes anyone curious about becoming health conscious, as well as those who already lead an active and healthy lifestyle. Along with the knowledge shared by experts and inspirational speakers, there will be plenty of other things you can take away from this unique expo—and it is all sustainable. There will be workshops given on how to train for a marathon, get involved with cross-fit, and much more. A yoga class will be offered in the park by an instructor, along with vendors showcasing the latest fitness gear, and local eateries offering a variety of healthy and organic foods. The event is from 11 a.m. to 5 p.m. and will be jam-packed with activities, vendors, and products for browsing or purchasing. Tickets are \$15 in advance, \$20 at the door and available online at [www.purplepass.com/health](http://www.purplepass.com/health). For more info about the event, visit [www.vegfoodevents.com/health](http://www.vegfoodevents.com/health).

## **Jack's Glow and Fire Show**

Experience a fusion of fire dance and flow art with fire hoopers, fire spinners and fire jugglers on the Pavilion Stage in Jack London Square on Wednesday, October 2. This free performance from 6:30 p.m. to 7:30 p.m. is perfectly timed as an appetizer before a dining at one of the fabulous restaurants in Jack London Square. For more information, call (510) 645-9292.

## **Whale Watcher's Delight**

Join an adventure filled day exploring the rich habitat that is the Gulf of the

Farallones National Marine Sanctuary on Sunday, October 27. In addition to numerous whale species, the sanctuary is home to dolphins, seals, sea lions, sharks, the largest seabird colony in the lower 48 states and much more. Naturalist Peter Winch will provide a world of information about the sanctuary's history, resources, sea life, programs and the conservation challenges it faces. The cruise will be led by Captain Joe Nazar, owner of San Francisco Whale Tours, who is generously contributing his boat *Kitty Kat* for the daylong outing. Your tax-deductible contribution of \$275 per person includes the boat trip, a naturalist-led discussion and wildlife spotting, FMSEA membership, a new member gift item, continental breakfast, light lunch and beverages. For more information, contact Chris Kelley at [ckelley@farallones.org](mailto:ckelley@farallones.org) or (415) 561-6625 x314. Space is limited.

## **East Bay Performing Arts Fall Gala**

The East Bay Center for the Performing Arts will celebrate 45 years of creatively inspiring young people at its Annual Fall Gala on Saturday, October 26 from 6 to 9:30 p.m. at the Community Theater at East Bay Center in Richmond. Co-hosted by jazz great Stanley Clarke, the evening will feature live performances and commemorations celebrating five generations of students, teachers and community supporters. Proceeds from the Annual Fall Gala will support East Bay Center's tuition-free Young Artist Diploma Program, a four-year program for 7<sup>th</sup> – 12<sup>th</sup> graders with the desire to discover and develop their gifts through the path of performing arts. Tickets start at \$250 and table sponsorship starts at \$2,500. For more information or to purchase tickets, contact Andrew Lion at [andrew.lion@eastbaycenter.org](mailto:andrew.lion@eastbaycenter.org) or (510) 323-4817. For more information about East Bay Center, visit [www.EastBayCenter.org](http://www.EastBayCenter.org).

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

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

## Tell us what we're doing wrong.

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

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

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

And we do all this while setting the standard

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

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

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



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



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