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"The Voice of the Waterfront"

September 2013 Vol.14, No.9



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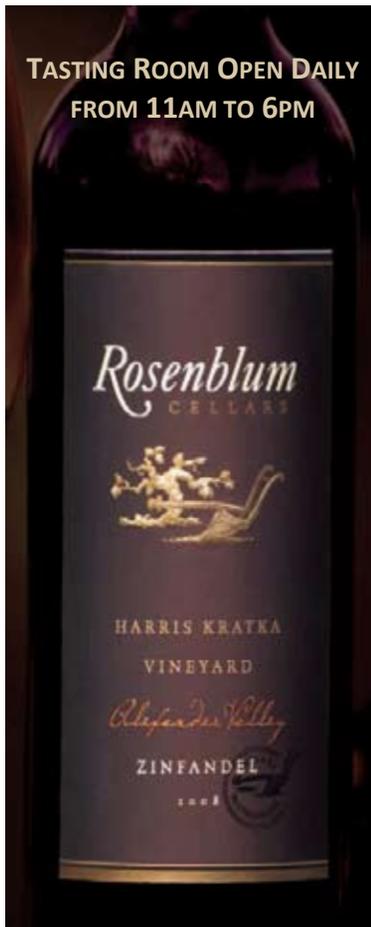
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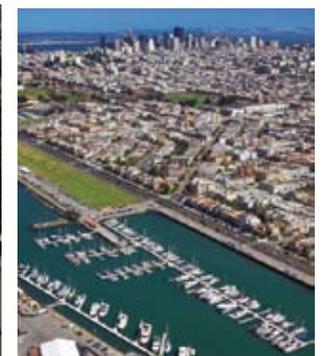
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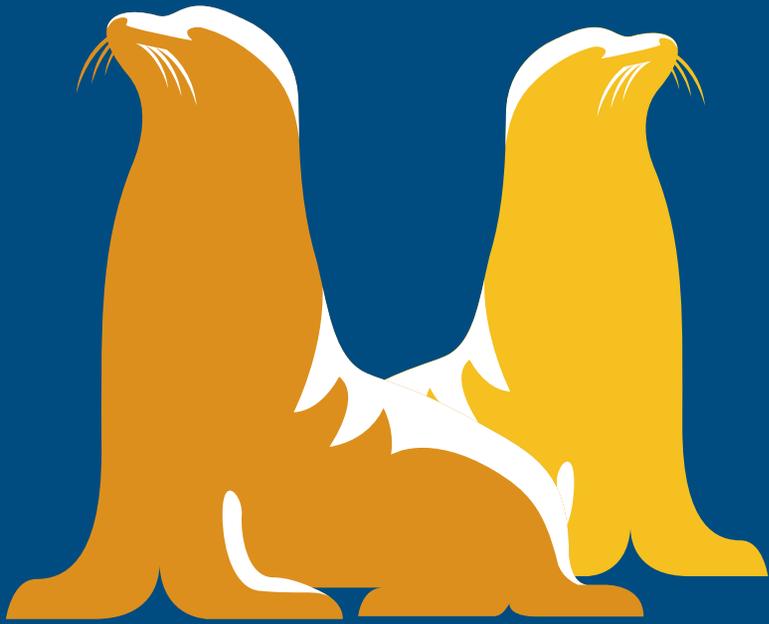
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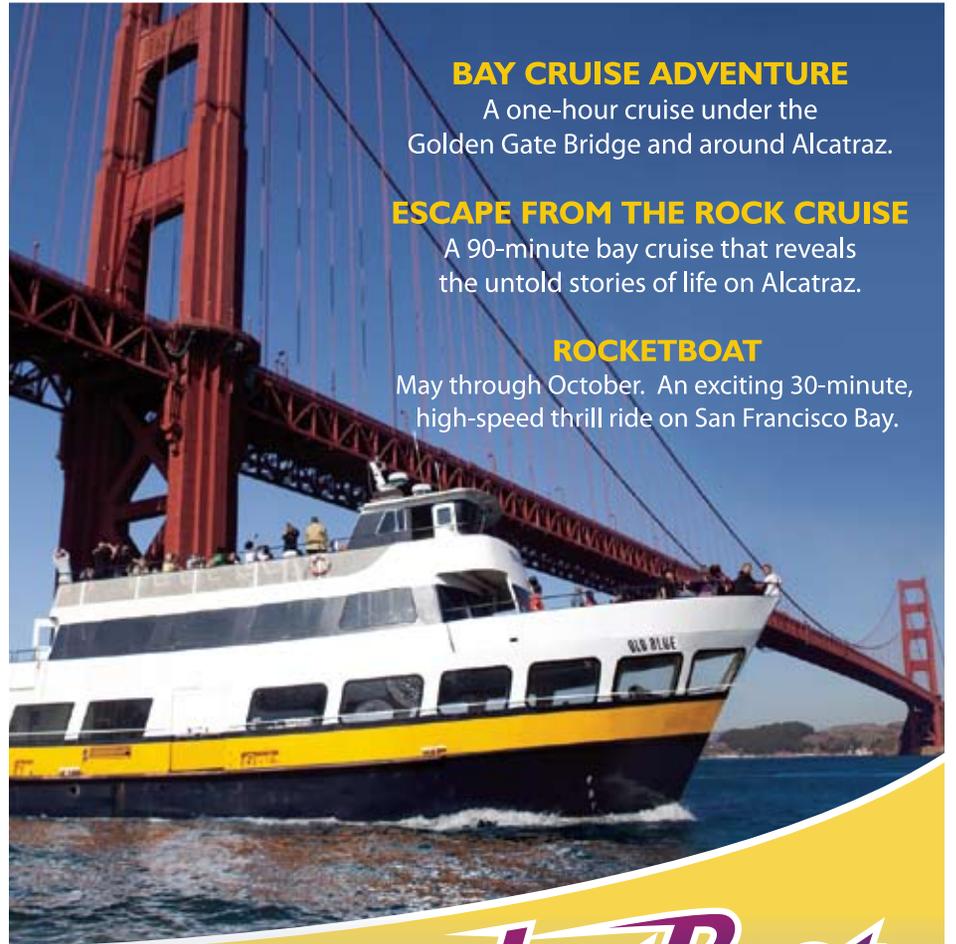
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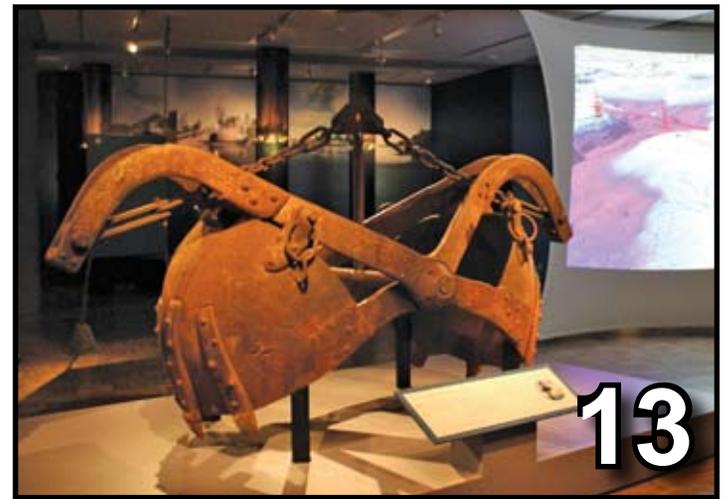
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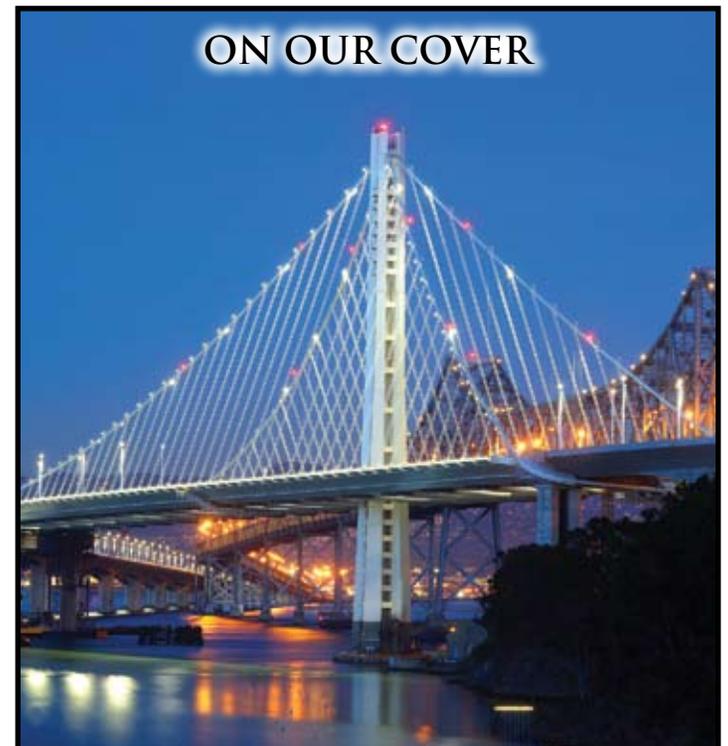
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Reports on Procurement and Exports Address Bay Area Shipper Concerns

BY PATRICK BURNSON

San Francisco-based BSR and Hilton Worldwide recently released a new report highlighting year-one findings from the Center for Sustainable Procurement (CSP), an initiative launched in May 2012 to help global business procurement managers integrate sustainability into their purchasing decisions.

The research is the first published work of the CSP and draws lessons from three yearlong pilot projects with AT&T, Best Buy and Dell, as well as from Hilton Worldwide's work integrating sustainability criteria for product procurement into its proprietary LightStay performance-management system.

"Procurement directors are über-consumers—charged with buying thousands of the same product types for

their companies—and they must weigh many factors in these decisions, from price to quality to delivery timing," said Eric Olson, a senior vice president at BSR. "While sustainability should be a critical factor, there is a dearth of information on how to integrate it into these decisions."

The CSP's research and analysis included interviews with seven global companies that are currently leading on responsible supply chain efforts, three multi-stakeholder efforts focused on product-level sustainability, and extensive desk-based research on the current landscape of sustainable procurement initiatives. In the first year, experts from the CSP analyzed three products with BSR member companies to examine how product sustainability information could be included in procurement decisions.

Commenting on the report, William Kornegay, a senior vice president at Hilton Worldwide, said, "Procurement managers

have long struggled to access the resources or the guidance they need to make strategic and sustainable purchasing decisions. The CSP addresses that gap and aims to equip those managers with the tools they need to purchase more sustainable products."

The report outlines four key lessons from these case studies:

Align the strategy with the nature of the category and supplier relationships: For simple products, the preferred business and sustainability specifications can be written by the company and then sent to suppliers for a competitive bid. But as products increase in complexity, companies must work strategically with suppliers to enhance the product's sustainability characteristics over time.

Involve the right players: Include the broad range of internal stakeholders that influence the design, specification, and use of purchased products and services.

Establish a clear business case: Given the range of attributes procurement directors have for purchasing decisions, it's important to emphasize how sustainability attributes support those needs—for instance, through reduced costs or savings over the life of the product.

Start with what is measurable: Achieving the ultimate goal of lifecycle sustainability will take significant time and effort, making it important for companies to start simple and build momentum through early wins.

California Exports Flat in June
California's exporters essentially treaded

water in June, according to Beacon Economics' analysis of foreign trade data released by the U.S. Commerce Department. Nominally, California exports this June (\$15.23 billion) were higher than last June (\$15.18 billion), however, that apparent 0.3% gain was negated by inflation.

"June was another of those 'apparently up but actually down' months," said Jock O'Connell of Beacon Economics. California's exports of manufactured items rose nominally from \$9.71 billion last June to \$9.81 billion this June. Meanwhile, the state's exports of non-manufactured goods (chiefly agricultural produce and raw materials) also edged up, from \$1.59 billion to \$1.64 billion.

However, re-exports declined from \$3.89 billion to \$3.79 billion. Through the first half of the year, California's overall \$80.92 billion export trade is running slightly behind the \$81.97 billion recorded in the same period last year. This slowness reflects trends seen at the national level, where exports are roughly the same as last year through June.

But this is not fundamental to the U.S. or California economy, according to Christopher Thornberg of Beacon Economics. "With the U.S. dollar 20 percent weaker (in real terms) today than it was a decade ago, products produced here are more competitive than they have been in a long time," said Thornberg. "The issue is that global trade has more or less stopped growing with Europe in a recession and China seeing slower expansion."

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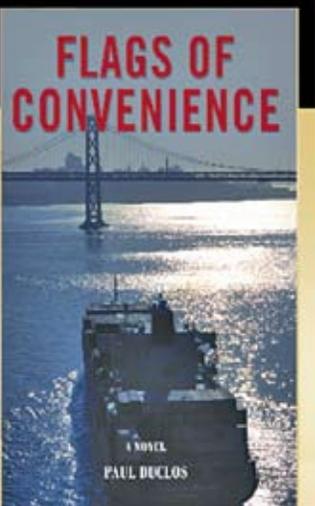
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Senior Deckhand Tim Patrick

BY MATT LARSON

Tim Patrick, senior deckhand for Blue & Gold Fleet, has been working the San Francisco waterways for the past 18 years, but he has been on the water for most of his life—from the Great Lakes all the way to the South Pacific.

Working for Harbor Bay Maritime for the first 16 of his 18 years on the Bay, Patrick was a deckhand on the Harbor Bay commute every working day. The Harbor Bay route was acquired by San Francisco Bay Ferry about two years ago, which uses Blue & Gold crews. After 18 months of trying out some new Blue & Gold runs, Patrick is excited to be back with the Harbor Bay crowd.

"I'm in a relationship with 600 people that we ferry home every day, and I've known those people for 18 years," said Patrick. "It's family. That's probably the best part of my day is being able to visit with everyone."

From meeting the commuters over the years, Patrick has been invited to birthday parties, holiday parties, even weddings and funerals. "Blue & Gold rotates through shifts, but for 16 years when you're on the same boat you know everybody. You know

their kids, their pets, you know where they work. It's a great job. There's a lot of wonderful people."

Patrick has many memories of working on the Bay—from the passengers, the wildlife and even the weather. "The most memorable time out on the Bay was traveling from Harbor Bay back to San Francisco—it started snowing," Patrick said. "We turned on all the search lights, pointed them straight out and just drove into the snow. It was probably only for a minute, but they were nice fluffy flakes." It was around 1997 and was the only time he's seen it snow over his 18-year career. "That was pretty amazing."

A Michigan native, Patrick grew up with the Great Lakes as his playground. He would deliver yachts from Florida to Detroit via New York, up the Hudson River to the Erie Canal. In 1991, in a quest for something new, Patrick ventured out to New Zealand, then on to Fiji, mingled his way into the boating community and delivered yachts around the South Pacific as well. He later co-founded a surfing company in Rio de Janeiro that he eventually sold.

"I don't go in the water here anymore," said Patrick. "If I do it's Bolinas; maybe Half Moon Bay. But if you've spent any time in Brazil, surfing the warm water with beautiful girls, and you come back



Photo by Matt Larson

Senior Deckhand Tim Patrick worked on the Harbor Bay Ferry from Alameda to San Francisco for 16 years before it became part of the Blue & Gold crew. Today he is back on the Harbor Bay route and couldn't be happier.

to central California? Forget it." He still goes surfing in his spare time, but heads down to places like Big Sur, Malibu and Ventura to do it.

Every year Patrick takes a group of people to San Clemente for a surfing trip. "It's a really good group of guys and girls that come down," said Patrick. "Quite a huge group of ferry boat employees as well. Most of them have retired. It's sort of become Blue & Gold's retirement party." He started this trip 14 years ago with Dan McSweeney, who used to work the Vallejo boats. Patrick doesn't advertise it but says the trip is open to anyone. If you'd like to attend, he said, "You know where to find me."

Patrick has enjoyed these last two years with Blue & Gold Fleet. He is

appreciative of all the passengers—and he particularly mentions his favorite passenger ever, David Salintine, "May he rest in peace."

But Patrick is especially grateful for those on the Harbor Bay run who have kept him and his crew afloat for all these years. "Without you guys I would have been out of a job 10 years ago," he said. "Harbor Bay Maritime was always on the verge of going out of business. There was a small period of time where we did because the dock at Harbor Bay broke. A lot of the passengers that took the Harbor Bay boat went to the community meetings and really lobbied to keep us going. I think that's why I've always kept working. Thank you all for continuing to take the Harbor Bay boat."



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Volunteers Will Flock to Coastal Cleanup Day

BY MALLORY JOHNSON

This September 21 will mark the 28th annual Coastal Cleanup Day, the largest volunteer event in California. Organized by the California Coastal Commission in 1985, close to 2,500 people came out for California's first-ever Coastal Cleanup Day. The number of volunteers for this yearly event has been steadily growing, and in 2012, over 65,000 volunteers helped pick up trash. Nearly 770,000 pounds of trash and recyclables were removed from California's beaches, lakes and watersheds in one day, marking a huge success for Coastal Cleanup Day.

Most of the debris found in the ocean comes from inland sources, and 90 percent of the marine debris found is plastic, all of which is harmful to the ocean and the animals inhabiting it. Often, animals end up ingesting plastic after having mistaken it for food, which causes the animals to become severely malnourished. Animals can also be harshly affected by debris in the ocean by becoming entangled in netting and other plastic items.

According to the California Coastal Commission's website, the most common items picked up from 1989-2012 were cigarette butts, which are especially harmful to the environment due to their plastic filters and other toxins. Other commonly found items include paper and plastic bags, plastic cups and plates, and glass and plastic beverage bottles.

If you're interested in getting involved this year, come out for Coastal Cleanup Day on Saturday, September 21, to help keep trash off the streets and out of the ocean. Aquarium of the Bay will be at Aquatic Park, where it will not only be cleaning up the beach, but the water as well. Kayakers and paddle boarders will clean trash from the surface of the water, while divers will clean debris from underneath the waves. To find out more about how you can participate, visit www.aquariumofthebay.org.

Top ten items picked up from 1989-2012 according to California Coastal Commission:

- Cigarette Butts – 6,489,979
- Bags (paper and plastic) – 1,801,430

- Food wrappers/containers – 1,743,634
- Caps/lids – 1,435,417
- Cups, plates, forks, knives, spoons – 941,094
- Straws/stirrers – 684,445
- Glass Beverage Bottles – 564,135
- Plastic Beverage Bottles – 428,286
- Beverage Cans – 421,646
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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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Curbing Industrial Storm Water Pollution in San Francisco Bay

BY DEB SELF

Even those of us who commute by ferry may not realize that the Bay Area has more than 1,300 industrial facilities that collectively are responsible for one of the Bay's greatest pollution problems. The dirty facilities that dot our warehouse districts and frontage roads are largely out of sight of residential areas, though you can see a few from some of the highways that hug the waterfront.

Many industrial activities, such as metal scrapping and waste collection, result in contaminated dust that eventually settles onto outdoor work

yards and nearby streets. When the rainy season comes, rainwater washes that contamination right into storm drains that lead to San Francisco Bay, without filtering or treatment.

Industrial runoff typically contains high concentrations of pollutants such as toxic metals and petroleum hydrocarbons. These contaminants place a heavy burden on the Bay's fish and other animals. For example, salmon exposed to copper pollution lose their sense of smell and their ability to find their spawning streams. Nickel is lethal to birds.

Under the Clean Water Act, industrial facilities are required to implement controls to limit the flow of chemicals to local waterways, but many have



Photo courtesy of San Francisco Baykeeper

failed to put those pollution controls in place. Unfortunately, with California's enforcement agencies drastically—and increasingly—underfunded, the enforcement backlog is tremendous.

Baykeeper recently uncovered data showing that 95 percent of Bay Area industrial facilities have self-reported violations of the Clean Water Act to the State in recent years, though fewer than five percent of those facilities have been inspected or held accountable by the government for known violations.

Anticipating just such an enforcement gap when it passed the Clean Water Act 30 years ago, Congress included a “citizen suit” provision that allows citizens and groups like Baykeeper to bring lawsuits against polluters to enforce the law when state and federal regulators do not.

Founded 24 years ago as the Bay's pollution watchdog, Baykeeper has come to play a critical role in filling this enforcement gap. We now have a long history of bringing successful Clean Water Act litigation to reduce industrial storm water pollution in San Francisco Bay—one facility at a time. But last year, when our research showed that this particular cause of pollution had been largely ignored by regulators, we decided to launch a concerted effort, the Bay-Safe Industry Campaign, to rein in the pollution from the many facilities with significant ongoing problems.

Since the beginning of our Bay-

Safe Industry Campaign last spring, we have won pollution controls and better practices at a dozen industrial facilities with bad pollution problems. Bringing scientific expertise to the table, we work with facility engineers to develop cost-effective improvements in operations and pollution controls. Typically, the agreements require facilities to employ measures such as placing covers over exposed work sites; positioning absorbent barriers to collect runoff; and installing storm water treatment systems on site.

We also have developed a program for training crews of volunteer investigators to help us with field research. Baykeeper volunteers are out now walking around the edges of industrial sites, looking for telltale signs that include dust and liquids accumulating on the property, machinery and toxic waste stored outdoors and grimy tire tracks. Later, when it rains, staff and volunteers will return to collect samples of runoff from these sites to test for pollution.

San Francisco Bay once teemed with salmon, oysters and other wildlife. Millions of migratory shorebirds using the Pacific flyway still depend on the Bay as a resting spot. Curbing industrial runoff pollution is a vital step toward restoring the Bay. Together, we can help the Bay become, once again, a place where wildlife can thrive and all who fish, swim, boat, kite and surf can enjoy safe water and clean shorelines.



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



Major Oakland Exhibition Explores Human Relationship With the Bay

BC STAFF REPORT

Climate change, commerce and transportation, changing populations, recreation, invasive species, and environmentalism are a few of the dynamic themes to be explored in the Oakland Museum of California's (OMCA) major multidisciplinary exhibition, *Above and Below: Stories From Our Changing Bay*, on view now through February 23, 2014. This special exhibition, on view in the museum's Great Hall, explores the dynamic stories of how the residents of and visitors to the San Francisco Bay Area

have shaped and been shaped by the Bay over the last 6,000 years.

The first major exhibition to be presented with all three of OMCA's transformed galleries of California Art, History, and Natural Sciences open to the public, this multidisciplinary exhibition highlights historic and contemporary place-based stories about the Bay, and engages viewers in discussions about the Bay's future. Through an extensive use of media featuring oral histories, community voices, and interactives, the exhibition explores how human engineering and natural forces have come together over time to shape and reshape the land and water around the San Francisco Bay, and how sea-level rise, wetlands restoration, invasive species, and climate change are central topics in determining the future of the Bay.

"We are thrilled to be presenting this major exhibition on the historic occasion of the opening of the new East Span of the San Francisco-Oakland Bay Bridge, and to offer an opportunity for exploration of the history of the bridge in the context of the broad and rich story of the San Francisco Bay," says OMCA Director Lori Fogarty. "This topic is ideal for the Oakland Museum of California as we bring together the natural, cultural and creative histories of the Bay—which has defined this region since human habitation began here."

Exhibition Highlights Include:

- An evocative gallery environment revealing objects, projections, and artifacts about life underneath and above the Bay
- Dramatic high-resolution film taking visitors on a sweeping journey 500 feet above the edge of the Bay



Image courtesy of Oakland Museum of California.

Clamshell dredges like this one scoop out material from the Bay's bottom. Much of that material is deposited on the floor of the Bay, depicted in a simulated flyover projected in the exhibition Above and Below: Stories From Our Changing Bay.



Image courtesy of Oakland Museum of California.

A section of the Gallery focuses on the ways humans have shaped and shifted the bottom of the Bay, featuring quirky stories like these cannonballs. In the 1860s, soldiers on Alcatraz shot these 15-inch cannonballs towards Angel Island for target practice. Many of them still remain on the floor of the Bay, pushed around by ocean currents or washed up on the shore of Angel Island.

- A "fly-through" of the bottom surface of the Bay, which is not flat
- Science stations where visitors can monitor the health of the Bay, its water, sediments, plants, and animals
- Oral histories and original film footage documenting the construction of the San Francisco-Oakland Bay Bridge opening day festivities in 1936, and the work it took to keep the bridge running over the course of the 20th century
- A 22-foot high, 3D projection of the reconstructed Emeryville Shellmound—an original burial ground of the Native Muwekema Ohlone Tribe—and artifacts recovered from the mound, interpreted by living descendants of the mound builders
- "Bay Futures Lounge" where visitors can discuss current and controversial issues pertaining to the Bay, including sea-level rise, wetlands restoration, invasive species, and climate change, and make choices about the future of the Bay
- Stunning aerial, panoramic photographs of the Bay's colorful salt ponds, which are becoming one of the world's top experiments in habitat restoration
- Drawbridge hunting "shack," featuring interactive doors and windows that reveal stories about the history of this now ghost town—abandoned in 1979—in the marshes of the South Bay
- Large-scale digital photo matrix showcasing the surface area of the Bay, which has gotten significantly smaller over time due to human activity, through contemporary imagery and historical maps
- Overview of the history of the Bay's vast military presence, from World War II to the Cold War, featuring an original Nike missile launch station from Angel Island, and images exploring the complex legacy of these military sites today.

OMCA is located at 1000 Oak Street, at 10th Street, in Oakland and is situated between downtown Oakland and Lake Merritt. Museum admission is \$12 general; \$9 seniors and students with valid ID, \$6 youth ages 9 to 17, and free for members and children 8 and under. OMCA offers onsite underground parking and is conveniently located one block from the Lake Merritt BART station, on the corner of 10th Street and Oak Street. For more information, visit museumca.org.



Dressed in Brilliant White, the New Bay Bridge East Span Makes Her Debut

© 2013 Barrie Rokeach

BY BRENDA KAHN

The new Bay Bridge East Span is finally opening for business. Nearly 25 years after the 1989 Loma Prieta earthquake damaged the original 1936 span, the Bay Area public will be able to drive on a contemporary and seismically safe new bridge designed to ride out an earthquake of a magnitude predicted to strike only once every 1,500 years.

The new bridge is as beautiful as she is strong, accenting the natural and built environment and redefining what a

suspension bridge is all about. Designed into the monumental structure are several architectural references to other iconic structures. The tapering, 525-foot tower was inspired by the shape of the Apollo missions' Saturn V launch rocket, while the bridge's asymmetrical triangular profile and brilliant white color are a nod to the distinctive white shipping cranes that define the Port of Oakland's busy container operation.

Under construction for more than a decade, the new East Span was erected in two main phases: first the Skyway, a streamlined, curving concrete causeway that stretches from Oakland to a midpoint in the Bay, and then over the last several



Photo by Martin Chandrawinata

The bike-ped path along the new East Span is set to open as well, although it won't extend the full length of the new span yet.

years, the focus was on the more complex steel self-anchored suspension span that closes the gap between the Skyway and Yerba Buena Island. Whereas the old East Span is double-decked, the new bridge features side-by-side roadways, a design that will enhance earthquake resistance while opening up new vistas to motorists.

From the start, much of the focus has been on the self-anchored suspension span that will carry traffic over the deep shipping channel near Yerba Buena Island. Accounting for just 2,047 feet of the nearly 2.8-mile new East Span, this element has been the most challenging in terms of engineering and fabrication, but also the most dramatic portion visually. The SAS, as it is referred to in engineer's shorthand, shares some suspension DNA with the 1936 West Span of the Bay Bridge as well as the 1937 Golden Gate Bridge and the 2003 westbound Carquinez Bridge, and forms another link in the necklace of suspension bridges ringing San Francisco Bay.

During construction, the fine bones of the SAS centerpiece were somewhat obscured by ever-present scaffolding on the tower and falsework underneath the deck. In the spring of 2013, the SAS' massive load was successfully transferred to the newly completed suspension cable system, and workers were able to remove the underpinnings and scaffolding as well as the catwalks, for the first time fully revealing the SAS' profile and delicate-appearing but sturdy web of cables.

It was at this point that the bridge hit a major snag that threatened to derail the planned 2013 Labor Day weekend opening: problems with high-strength bolts holding down seismic gear at the east end of the SAS. The Toll Bridge Program Oversight Committee — made up of the Bay Area Toll Authority, Caltrans and the California Transportation Commission — sprang into action, investigating the root cause of the bolt problem and engineering a fix. And when it became apparent that the fabrication and installation of new parts to compensate for the failed bolts would stretch into December 2013, a team of independent experts recommended an interim fix that put the Labor Day weekend opening back on track — albeit without the much-anticipated public celebration.

Officials hope to reschedule the celebratory trans-bridge walk, bike ride and run at a future date, and in the meantime, the public will be able to experience the new East Span up close via the bicycle-pedestrian path, which will open close to the same time as the traffic lanes (although the bike-ped path won't extend the full length of the new East Span until the old bridge is removed).

In mid-August, Caltrans tested

the nighttime roadway lighting system, a marvel of architecture and engineering in itself. Bathed in the glow from the LED light fixtures and set against San Francisco's golden skyline, the new Bay Bridge East Span showed her true colors, a debutante in sparkling white ready to join the other icons on the Bay.



Photo by Tom Paiva

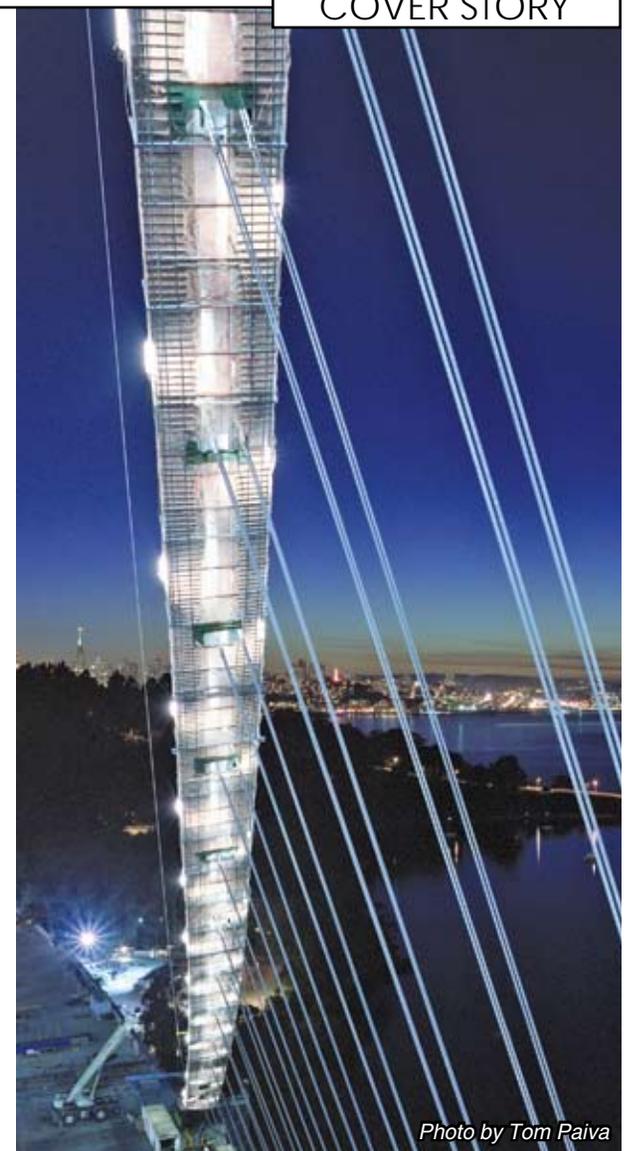


Photo by Tom Paiva



Photo by Noah Berger

In place of the double-deck configuration of the old East Span (shown to the right in the top left and bottom photo), the new East Span will feature side-by-side decks and wide-open vistas. The canopy of cables — shown in all three photos — will create a cathedral-like feeling as drivers pass underneath.

61st Annual Sausalito Art Festival

With the Bay Bridge closed over Labor Day weekend, there's no better way to get across the Bay and still have a good time than to take the ferry to Sausalito, where you can experience one of the most prestigious art festivals in the United States.

Featuring plenty of fine art, music, wine and food, the Sausalito

Art Festival continues to set the standard for quality, variety, innovation and sheer scope of art on display, as well as for a celebrated entertainment line-up and special exhibits.

Over 260 artists from around the world will be exhibiting paintings, sculpture, drawings, jewelry, ceramic, glass, fiber arts, woodwork, photography, mixed media and more.

In addition to exploring hundreds of unique art pieces and partaking in fine California wines and micro-brews, guests will be able to rock to top-name entertainers each day of the festival at two music stages. Performers for 2013 include Dave Mason, Lisa Marie

Presley, Credence Clearwater Revisited, American Idol star, Crystal Bowersox, Super Diamond and acclaimed Beatles tribute band the Fab Four, as well as the English Beat and the Psychedelic Furs. A complete list of performers is at www.sausalitoartfestival.org.

Seaworthy Art

With the much-heralded 34th America's Cup sailboat races in San Francisco Bay just around the corner, this year's festival is celebrating all things nautical, including the largest "marine sculpture" on site—a 120-foot historic tall ship that is under construction just inside the festival entrance.

There will also be a special exhibit and retrospective of legendary marine photographer Diane Beeston, who chronicled decades of activity on the San Francisco Bay and was especially renowned for her stunning photographs of sailboats.

To complete the nautical theme, Jim Dewitt, a noted marine artist, is the festival's official poster artist this year (see poster on right).



Photo by Amy Hart

Guests of the 61st Annual Sausalito Art Festival will be able to rock to top-name entertainers on two stages.

By Land or By Sea

Getting to the festival has never been easier. The Blue & Gold Fleet offers a combined ferry/art festival ticket package and transports festival attendees from Pier 41 in San Francisco directly to the festival pier. The Golden Gate Ferry (leaving from the Ferry Building in San Francisco) will add extra ferries for the Festival and sails to downtown Sausalito, where passengers can catch a free shuttle bus to and from the festival. Free valet bicycle parking is also provided.

The three-day festival is Labor Day weekend: Friday, August 31 from 9 a.m. to 6 p.m., Saturday, September 1 from 9 a.m. to 6 p.m.; and Monday, September 2 from 9 a.m. to 5 p.m. Tickets are \$25 for general admission; \$15 for seniors 62+; \$5 for children ages 6 – 12; and free for children under the age of 6. Avoid lines and order tickets online in advance. For tickets, more information or to volunteer for the event, visit www.sausalitoartfestival.org. The festival hotline number is (415) 331-1492.



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East Bay Solar Permits Get Simpler and Easier

BY BILL PICTURE

Nine East Bay cities have collaborated to help minimize the red tape that intimidates and frustrates some property owners, both residential and commercial, who are considering going solar.

Prospective solar customers in each of the participating cities—Albany, Alameda, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Richmond and San Leandro—will still have to secure a permit from their nearest city hall, but the process has been standardized so that the permitting agencies in all nine cities will use the same “structural checklist” when determining whether to approve or deny a project.

The checklist takes into account such factors as a building’s roof slope and rafter size, and allows city officials to assess accurately and confidently the structural soundness of a proposed installation. “The change will be felt most, at least initially, by the companies that install solar panels,” said Neal DeSnoo, energy manager for the City of Berkeley.

Different city, different hoops

Until now, the process of securing a solar permit varied so widely from one municipality to the next that a contractor could find itself jumping through drastically different sets of hoops for nearly identical projects in neighboring cities.

“The solar installers essentially had to have nine different templates—one for each city,” DeSnoo said. “Now, there’s a uniform set of guidelines. The process has been made more predictable for the solar companies.”

The time spent navigating the bureaucracy of a potential solar customer’s local government is reflected in solar companies’ prices. DeSnoo said that,

logically, saving the solar companies’ time and hassle should eventually save their customers money.

Most notably, the new streamlined solar permitting process will drastically reduce the need for solar installers to hire a third-party structural engineer.

“That’s been the case for a lot of older housing stock that doesn’t meet current city codes,” DeSnoo said. “And it’s very expensive.” A structural engineer working on a project can add up to \$3,500 to a solar system’s price tag.

What’s now been developed is a system for determining in many cases without the help of an outside party whether a roof not built to current code is sturdy enough to carry solar panels. “This will help the companies reduce their costs, which hopefully will result in reduced costs for consumers,” DeSnoo said.

And that’s important, he added, because cost is still a major determining factor for many property owners considering making the switch to solar energy. “Technology is driving down the cost of the equipment, which is making the permitting costs and filing fees seem proportionately larger.”

If Richmond Mayor Gayle McLaughlin and Councilmember Tom Butt have their way, Richmond will be the first city to slash its fee for obtaining a solar permit. McLaughlin and Butt plan to propose reducing the city’s solar permit fee from \$615 to \$100 at the Richmond City Council’s September 10 meeting.

At present, Richmond’s fee is the highest of the nine cities participating in the new standardized permit process. If the proposed fee reduction is approved, a permit will cost the same in Richmond as it does in El Cerrito, which is currently the cheapest of the nine cities.

Time is money

Six of the nine cities will now be offering same-day, over-the-counter



Photo courtesy of Sungevity

A new streamlined solar permit process creates a uniform set of structural requirements for nine East Bay cities. City officials say not having to prepare city-specific structural reports will save solar installers time, and could lead to savings for property owners.

permitting, with the remaining three cities now promising permits in-hand within three to seven business days. Until now, the process could take months. So even if permit fees weren’t reduced, if time really *is* money, then time saved is money saved.

“In Germany, there’s a two-page form to get a solar permit,” said Sungevity CEO Andrew Birch, at an event last month announcing the rollout of the new and improved solar permitting process. “But in the United States, each city has different rules. Our customers typically experience a three- to four-month wait from the time they sign up to go solar to when they get the system installed. Standardizing the process will remove 25 percent of that time delay.”

Sungevity is a Berkeley-based solar installer with more than 300 employees. The company serves customers throughout the United States, as well as the Netherlands and Australia. Birch theorized that making it easier for someone to go solar may increase the

likelihood of them encouraging friends and neighbors to make the switch. And as the demand for solar increases, so too would the number of green jobs.

All nine of the participating cities are members of the East Bay Green Corridor, a collaboration between the cities, UC Berkeley, Lawrence Livermore National Laboratory, CSU East Bay and Peralta Community College District. The East Bay Green Corridor was established in 2007 to promote the region as a green tech hub and drive green job development.

“It’s a body that convenes with the intent of identifying and pursuing policies that support green industries and improve the quality of life for people who live and work here,” DeSnoo said. “So what this new permitting process could do for the local economy, let alone the environment, is really exciting.”

For more information on the East Bay Green Corridor, visit www.ebgreencorridor.org.



History of the Cup

BY CAPTAIN RAY

I've covered this territory before, but with the event finally upon us, I wanted to provide an update to my article that appeared over a year ago. The America's Cup is the oldest sports trophy in the world and it represents the longest winning streak in the history of competitive sports. In the sailing world, this is a big deal.

It all began in 1851, when a group of yachtsmen from the New York Yacht Club (NYYC) sailed their yacht *America* to England. They commissioned George Steers to design and build her in order to compete in a series of British yacht races. When they asked, "Is she fast?" Steers responded, "If she doesn't win, you don't have to pay for her!"

He designed a long (101 feet), low schooner (a particularly American rig), painted her black, and gave her sharply-raked masts making her look fast even at anchor. Her appearance made quite an impression and the speed she exhibited caused English yachtsmen to shy away from competing with her. Finally, they invited *America* to compete in the season-ending Round the Isle of Wight Race where—because of the many unmarked shallows and complex currents—it was

thought she wouldn't do well. Not only did she do well, she handily beat all entries. The Cup was taken back to the New York Yacht Club, where it acquired the name America's Cup in honor of the first boat to win it.

American boats established the longest winning streak in the history of competitive sports: 132 years.

In 1857, the surviving owners of *America* deeded the "Auld Mug" (as it is known in the sailing community) to the NYYC as a perpetual challenge trophy "to promote friendly competition among nations." The first challenge (unsuccessful) came in 1870, followed by a long series of unsuccessful challenges. Most of these challenges have been by single boats, funded by one wealthy individual. An outstanding example of this was Sir Thomas Lipton of Lipton Tea fame who mounted five unsuccessful challenges between 1899 and 1930, all with vessels named *Shamrock*.

Both world wars interrupted these contests. Occasionally, legal questions distracted from the racing. The types of

boats changed from the original schooners to include the magnificent J Class yachts of the 1930s, the 12-meter yachts in the years after World War II, catamarans (of several sizes) and one enormous trimaran.

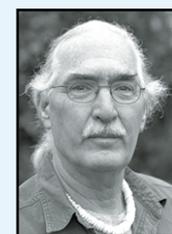
Indeed, the America's Cup races have always been as much a designer's race as a sailor's race. The rules, which have been altered through the years, allow for variations within certain parameters so the boats racing in any particular challenge have never been identical. By the 1980s, technology was having a strong influence on design of the yachts, introducing such things as fiberglass hulls and winged keels. With the advent of carbon fiber construction and rigid wing sails, multihulls are being built that are so light, strong, and fast that underwater foils (generating lift like an airplane wing) elevate both hulls completely clear of the water. This is what we are seeing during the current competition.

American boats established the longest winning streak in the history of competitive sports: 132 years, from first winning the Cup in 1851 until 1983, when Australia took the Cup down under. The United

States promptly won the Cup back at the next challenge, but this time the San Diego Yacht Club won it. From there the Cup traveled to New Zealand (in 1995) and then (in 2003) on to Switzerland. In 2007, Switzerland successfully defended the Cup in Valencia, Spain, but lost in 2010 to Team BMW Oracle Racing, sailing for the Golden Gate Yacht Club (GGYC). Larry Ellison brought the America's Cup to San Francisco Bay, and for the first time in its long history, spectators can easily view the America's Cup races from nearby shorelines. The GGYC selected the AC72, a new 72-foot, wingsail catamaran that has been developed just for this America's Cup challenge.

As the number of boats wanting to challenge for the Cup increased, a separate, preliminary regatta, called the Louis Vuitton Cup, was created to select the challenger. The finals for the Louis Vuitton Cup were held in late August and Emirates Team New Zealand beat the Italian Team Luna Rossa 7-1 to become the challenger of record for the 34th America's Cup against defender Oracle Team USA in September.

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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New Zealand Wins Louis Vuitton Cup

On August 25, Emirates Team New Zealand won the 30th anniversary Louis Vuitton Cup with a 3:20 victory over Italy's Luna Rossa Challenge in the eighth and deciding race. The Kiwis, who beat Luna Rossa in the previous Louis Vuitton Cup in 2007, won the series 7-1.

The victory makes Emirates Team New Zealand the official challenger to ORACLE TEAM USA for the 34th America's Cup in the race beginning September 7. It's the fifth time in the past six America's Cup matches that the Kiwis will be a contestant in the match.

Emirates Team New Zealand led by 16

seconds at Mark 1, 1:31 at Mark 2, 2:58 at Mark 3, and 3:18 at Mark 4.

"To race for the America's Cup you have to win the Louis Vuitton Cup," said Emirates Team New Zealand skipper Dean Barker. "We've definitely come here to win the America's Cup, so winning the Louis Vuitton Cup is all part of the preparation. The guys are extremely focused. We came up short in Valencia in 2007 and we'll give it our all now in the next few weeks to make sure we're as ready as can be."

Luna Rossa made the final of the Louis Vuitton Cup for the third time in the past four contests. The widely popular team won the Louis Vuitton Cup in 2000 and finished runner-up to the Kiwis in



© ACEA/ Photo Gilles Martin-Raget

2007. The team came into the 2013 Louis Vuitton Cup as a late entrant, but has made great strides since the start of racing last month. In the end, they simply ran out of time.

"Again Team New Zealand did a great job. They managed the pre-start and the race well, good job to them. They are a really strong team and I'm looking forward to seeing them racing in the match," said

Luna Rossa skipper Max Sirena. "We started this team late and the main goal for us was to do well in this Louis Vuitton Cup. We are proud of what we achieved. No one was putting us in the final 18 months ago. I'm proud of all the work done by the team. I said to the guys just before the finish that today starts the new challenge for the next America's Cup. We're going to be stronger next time."

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Fall Fun Returns to Jack London Square

Jack London Square welcomes the return of fall with a month of exciting outdoor events on the waterfront. From foodie festivals to sing-along movie nights, Jack London Square is a fun-filled destination for both locals and visitors throughout September.

The month kicks off with the final Jack's Night Market, a captivating evening of merriment and verve that has been lighting up the waterfront all summer long. September 6 is the last chance for locals and visitors to experience the enchanting entertainment of this outdoor bazaar featuring a fortune teller, free-walking beast, stilt walker, pinball machines, hula hoopers and an out-of-body virtual

experience. Night market-goers will also enjoy local artisans, fine crafts, food and drinks—there is something for everyone!

For three special days from September 27 to 29, Jack London Square will transform into an epic food festival celebrating the best of food—the annual Eat Real Festival. Attendees will learn where food comes from, who grows it and how it's made. The Eat Real Festival presents all things tasty, fresh and handmade with a focus on street food, local wines, handcrafted beers and traditional food craft. Free to attend, all food incorporates regionally sourced and sustainably produced ingredients, and no dish costs more than \$5.

Head down to the waterfront before sundown on Thursday, September 12, for



Photo by Darrell Sano

Free sing-along movie nights in Jack London Square offer unique evening entertainment for both locals and visitors.

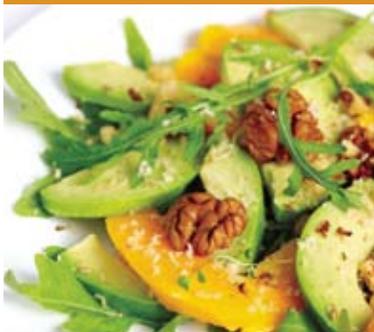
the free Sing-along Cinemas screening of the fan favorite Mamma Mia! A theatrical troupe will lead audiences in an evening of song, dance and fun along with the movie. Cinemagoers are invited to show up in costume dressed as their favorite character and sing along to their favorite songs. Stay tuned for one more sing-along screening, Little Shop of Horrors, in October.

In addition to all the waterfront events, Jack London Square visitors can dine at a variety of contemporary restaurants including Bocanova, Forge Pizza, Haven, Lungomare and more. Visitors can easily bike, ferry or drive to Jack London Square, which offers parking and valet for bikes and vehicles. For additional information, visit www.jacklondonsquare.com.

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Fall: A Rich Vocal and Symphonic Season

BY PAUL DUCLOS

By all critical accounts, the young artists of the Merola Opera Program not only acquitted themselves at last month's grand finale program at the War Memorial Opera House—they distinguished themselves. Surprisingly, many of *Merolini* chose to depart from the canon, and sing instead rarely performed arias by Monteverdi, Purcell and Handel.

Each summer, San Francisco becomes a place where dreams come true for the young artists in the program. Out of hundreds of young hopefuls who audition, approximately 23 singers, five apprentice coaches and one apprentice stage director are chosen to participate. Merola is dedicated to seeking out the finest young opera talent and helping them develop into professional artists of the highest caliber. For more, see merola.org.

Meanwhile, the major league season gets underway this month, as the San Francisco Opera makes single tickets available for the world premiere of *Dolores Claiborne*, a new opera commissioned from composer Tobias Picker and librettist J. D. McClatchy based on the 1992 novel by Stephen King.

The season also features the long-awaited revival of Robert Carsen's acclaimed production of Boito's *Mefistofele*; the Company's official celebration of the bicentennial births of Giuseppe Verdi and Richard Wagner, including productions of Verdi's *Falstaff* and *La Traviata* conducted by Music Director Nicola Luisotti and a new production of Wagner's *Der Fliegende Holländer*, led by Principal Guest Conductor Patrick Summers; the company debut of Jerome Kern and Oscar Hammerstein II's landmark 1927 musical drama *Show Boat*; a new production of Rossini's beloved *Il Barbiere di Siviglia* as well as two special performances of *The Barber of Seville for Families*; and the San Francisco Opera debut of visual artist Jun

Kaneko's visually stunning production of Puccini's *Madama Butterfly*. All performances include the San Francisco Opera Orchestra and Chorus at the historic War Memorial Opera House.

Single tickets for the extraordinary performance of Giuseppe Verdi's choral masterpiece, *Messa da Requiem* on Friday, October 25—featuring the combined orchestras and choruses of San Francisco Opera and Italy's renowned Real Teatro di San Carlo of Naples—are on sale as of August 1. In celebration of the bicentennial of Verdi's birth, this concert will be conducted by Nicola Luisotti and will feature four vocal soloists—soprano Leah Crocetto, mezzo-soprano Margaret Mezzacappa, tenor Michael Fabiano and bass Vitalij Kowaljow. For more, see sfopera.com.

San Francisco Symphony's opening night gala concert program on Tuesday, September 3—featuring Music Director Michael Tilson Thomas, and guest soprano Audra McDonald—is comprised solely of works by American composers, including selections from the American Songbook performed by McDonald, Antheil's *Jazz Symphony* and Gershwin's *An American in Paris*. Proceeds from the opening night gala benefit the orchestra's myriad community and education programs, which provide music education to more than 75,000 Bay Area school children each year.

Celebrations begin prior to the concert with a complimentary wine reception at 7 p.m. in the Davies Symphony Hall lobby, free to all ticketholders. Following the gala concert, all guests are invited to keep the festivities going at a lively indoor and outdoor party in the tent pavilion, which includes food, beverages, live entertainment and dancing.

Formal dinner packages are available for four separate dinners prior to the concert. The Patrons' Dinner consists of a 5 p.m. cocktail reception in Davies Symphony Hall and a 6 p.m. dinner in the Louise M. Davies Tent Pavilion. The Symphony Supper and Symphonix Dinner take place in City Hall's Grand Rotunda



Photo courtesy of San Francisco Symphony

and North Light Court, respectively, and begin with a joint cocktail reception in the South Light Court. The Wattis Room Dinner begins with the 5 p.m. cocktail reception in Davies Symphony Hall with the Patrons' Dinner guests, and a 6 p.m. dinner in the Wattis Room. For more, see www.sfsymphony.org.

Considered one of the premier interpreters of American standards, the two-time Emmy and five-time Grammy nominated Michael Feinstein will bring his new show, *Swingin' Back Home*, to Feinstein's at the Nikko for four

performances only—September 11, 13, 14 and 15. Paying tribute to the great singers who reinvented the popular song, Feinstein will perform some of the most beloved classics—including “Without a Song,” “Just One of Those Things,” and “The Lady Is a Tramp”—in a swing style. Located within Hotel Nikko, the venue presents a wide range of local, regional and national entertainers in an intimate 140-seat cabaret setting. Tickets range in price from \$30-\$65 and are available now by calling (866) 663-1063 or visiting www.ticketweb.com.



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WATERFRONT ACTIVITIES

- September 14** **6:30PM – 9PM – 2014 Thailand Flotilla Planning Party - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Have you ever dreamed of sailing in SE Asia? Come for hors d'oeuvres and drinks, meet like-minded sailors interested in international sailing adventures and learn all about our 2014 Flotilla to Phuket, Thailand!! Cost: OCSC Members Free, Non-Members Free.
- September 15** **9AM – Noon – Stand Up Paddlboarding 101 - California Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Give Stand Up Paddling a try in our introductory SUP class. SUPing has become incredibly popular in a few short years because it's so fun, easy, and another GREAT way to get on the water. (It's good for you, too.) No previous paddling or surfing experience is necessary. This 3-hour session in the sheltered water of the Oakland Estuary will get you started, and you'll be cruising in style in no time. Our SUP boards are great for novices – great for rentals, too, once you've completed the class. Cost: \$79.
- September 15** **10AM – 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and Bay ecology. It is a great sail for families, though everyone is invited! Adults \$50/ Youth (ages 6-12) \$25 / Children (under 6) Free.
- September 15** **6PM – 9PM – Moonlight Paddle - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Cost:\$65 per person 3 hour tour.
- September 20** **6PM – 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.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 in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. A relaxing way to end the week! Tickets: \$50Per Passenger.
- September 20** **6:30PM – 9:30PM – Oakland Sunset Kayak Trip - California Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Sunset kayaking is an enchanting experience. The water often turns glassy and calm on the Oakland Estuary late in the day, and twilight adds to the unique ambiance. We'll enjoy a leisurely paddling pace as the sun goes down, setting the stage for a beautiful evening on the water. Weather depending, we'll paddle towards the mouth of the Oakland Estuary, or towards Alameda Island, taking in the quaint sights of this nautical community. You'll stay warm and dry in our cozy double sea kayaks, too. Cost: \$39.
- September 21** **9AM – 2PM – Tomales Bay Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come experience on of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. Cost: \$85 per person 5 hour tour.



OCSC SAILING
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Confident

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www.OCSC.com



OUTBACK
ADVENTURES

Tours - Classes - Sales - Rentals

Now Offering
Stand Up Paddleboarding

outbackadventures.com – 415.461.2222

WATERFRONT ACTIVITIES

- September 21 4PM – 9PM – Monthly BBQ and 2014 Croatia Flotilla Planning Party!!! - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
OCSC is heading back to the Med! Come and meet OCSC Instructors, Members and friends, enjoy food and drinks and stay to learn about our 2014 flotilla to Croatia. Cost: OCSC Members Free, Non-Members Free.
- September 21 7PM – 9PM – Bay Area Weather Seminar with Capt. Ray Wichmann - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
You probably know about San Francisco's famous sea breeze, but do you know what causes it? How about tule fog? Learn all about the complex weather of SF Bay in this informative talk. Cost: OCSC Members Free, Non-Members \$25.00.
- September 22 9:30AM - Noon – Stand Up Paddle Boarding - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. Cost:\$60 per person 2.5 hour class.
- September 27 6PM – 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.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 in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. A relaxing way to end the week! Tickets: \$50Per Passenger.
- September 28 10AM – 2PM – Kayak Basics, Oakland Estuary - California Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Are you ready to try kayaking? This 4 hour class (10AM - 2PM) emphasizes basic water safety using recreational kayaks. You will learn the basic paddle strokes and fundamental kayak maneuvers in a calm water setting. Class fee includes kayak, paddling gear, and a coupon for a future kayak rental (one hour)! Cost: \$59.
- September 28 5PM – 7PM – History and Restoration of the Schooner Eros by Bill & Grace Bodle - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Featured in the current Sept/Oct issue of WoodenBoat Magazine, The Schooner Eros is a 100+ foot, meticulously restored masterpiece, originally built for British royalty! Come to hear her story from the owners themselves, Bill and Grace Bodle. Cost: OCSC Members Free, Non-Members Free.
- September 29 10AM – 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and Bay ecology. It is a great sail for families, though everyone is invited! Adults \$50/ Youth (ages 6-12) \$25 / Children (under 6) Free.

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

California Canoe & Kayak
Jack London Square
409 Water Street
Oakland, CA 94607
510-893-7833
open 10 to 6

calkayak.com

Sales - Rentals - Classes - Trips
Kayaks - Canoes - Stand-up Paddle Boards



SAIL THE SCHOONER SEAWARD!

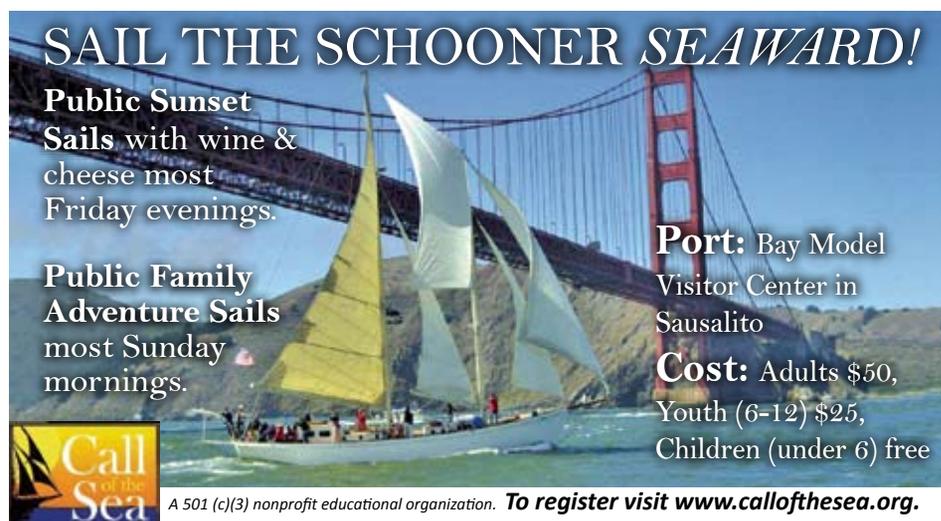
Public Sunset Sails with wine & cheese most Friday evenings.

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.



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	One-way Ferry Fares <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> <tr> <td colspan="3">Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).</td> </tr> </tbody> </table>					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	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).		
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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																						
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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	2:35	3:05	3:25	3:55															
-----	-----	3:30	4:00	3:50	4:20	4:40	5:10															
3:25	3:55	4:20	4:45	4:15	4:45	5:05	5:40															
4:25	4:55	5:15	5:45	5:35	6:05	-----	-----															
5:05	5:35	5:50	6:15	6:00	6:30	6:45	7:15															
6:05	6:35	6:50	7:20	7:30	8:00	-----	-----															
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7:35	8:05	-----	-----																			

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				SAUSALITO FISHERMAN'S WHARF, PIER 41			
Weekdays				Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:35 a.m.	6:00 a.m.	6:05 a.m.	6:25 a.m.	10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
6:40	7:05	7:10	7:30	12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25
7:50	8:15	8:20	8:40	1:35	2:05	2:10	2:40
8:45	9:10	-----	-----	2:45	3:35	3:45	4:15
-----	-----	4:25 p.m.	4:50 p.m.	4:25	5:25	5:35	6:05
4:55 p.m.	5:20 p.m.	5:25	5:50	6:15	6:45	6:55	7:25
5:55	6:20	6:30	6:55	-----	8:10	8:20	8:35
7:05	7:30	7:35	7:55	8:40 *	9:30 *	9:40 *	10:20 *
-----	8:50*	8:55*	9:15*	* Fridays only			
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 *

* Fridays only

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
Bay Cruise does not operate during inclement weather.

FARES:

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

Discount fares available at www.blueandgoldfleet.com

ROCKETBOAT

Daily, Monday - Sunday

Depart from Pier 39		Effective May 13, 2013	
12:00 p.m.	12:45	1:30	2:45
3:30	4:15	5:30	6:15

FARES:

Adult	\$24.00
Senior (65+)	\$20.00
Junior (12-18)	\$20.00
Child (5-11)	\$16.00

Holiday schedule on Memorial Day (May 27), Independence Day (July 4) and Labor Day (Sept 3)

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 - Friday	10 a.m.	Monday - Friday	10:20 a.m.
1 p.m.	3 p.m.	1:20 p.m.	3:30 p.m.
Saturday - Sunday	10 a.m.	Saturday - Sunday	10:20 a.m.
5 p.m. hourly		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 / Schedule Subject to change w/o notice

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelphian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

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

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





San Francisco Bay Ferry

San Francisco Bay Ferry will implement special service schedules to accommodate additional riders during the Bay Bridge closure from Thursday, August 29 through Monday, September 2. For details, visit www.sanfranciscobayferry.com.

VALLEJO		
VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:10 #	11:30 a.m.
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 FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	
	*see below	60 min. later	
*Ferry departs AT&T Park 30 minutes after the last out.			
FROM OAKLAND/ALAMEDA			
Weekday Night Games 7:15 & 7:35 pm Games			
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T
6:15 p.m.	6:30 p.m.	7:05p.m.	*see below
ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**			
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below
*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants			

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	8:20	8:40	---	12:30 p.m.	12:15 p.m.	1:00 p.m.	1:15 p.m.
9:15	9:25	9:45	10:00	2:15	2:00	2:45 PM	3:00
11:00	10:50	11:30	11:45	4:25	4:10	---	4:55
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.	5:55	5:40	---	6:25
2:40	2:25	3:05	3:20	7:30	7:15	8:00	8:15
4:45	4:30	---	5:15	9:10	9:00	9:40	9:50
5:50	5:40	6:20	---	11:25	11:15	---	11:55
6:20^	6:05^	---	6:50	Weekends and Holidays from San Francisco			
6:55	6:45	7:20	---	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
7:55	7:45	8:25	8:40	8:30	---	9:10	9:00
8:55	8:45	---	9:25	9:45 a.m.	10:00 a.m.	10:20 a.m.	10:35 a.m.
Weekdays from San Francisco				11:35	11:50	12:10 p.m.	12:20 p.m.
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	1:25 p.m.	1:40 p.m.	2:00	2:10
---	6:30 a.m.	7:15 a.m.	7:05 a.m.	3:15	---	4:10	4:20
---	7:35	8:20	8:10	5:00	5:15	5:35	5:50
---	8:40	9:25	9:15	6:40	6:55	7:15	7:25
10:15 a.m.	10:30	10:50	11:00	8:20	8:35	8:55	9:05
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.	10:40	10:55	11:15	11:25
1:45	2:00	2:20	2:35	ONE WAY FARES: Regular Clipper 10 Ticket 20 Ticket Monthly			
3:45	4:10	4:30	4:45	Adult (13+)	\$6.25	\$4.75	\$50.00 \$90.00 \$170.00
5:00	5:20	5:40	5:50	Youth (5-12)	\$3.50	\$3.50	
5:20	5:40	6:00	6:15	Senior (65+) *	\$3.10	\$3.10	
---	6:25	6:45	6:55	Active Military *	\$5.00	N/A	
---	7:25	7:45	7:55	Child under 5	FREE	FREE	
8:05	8:25	8:45	8:55	Scool Groups*	\$2.00	N/A	
^On Giants game days, departure goes directly to AT&T Park instead of Pier 41 from East Bay.				Short Hop**	\$1.50	N/A	
				Short Hop Senior	\$075	N/A	

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
No weekend or holiday service			
ONE WAY FARES: Regular Clipper			
Adult	\$6.50	\$5.00	
Youth (5-12)	\$3.25	\$3.25	
Children (under 5)	Free	Free	
Disabled / Seniors (62 & over)	\$3.75	\$3.75	
Active Military	\$5.25	N/A	
Commuter (book of 10)	\$55.00	N/A	
Commuter (book of 20)	\$100.00	N/A	
Monthly Pass (book of 40)	\$185.00	N/A	
Free MUNI and AC Transit Transfers Provided			

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 SEPTEMBER

Cruise for a Cause

Come celebrate the start of the 34th Annual America's Cup races on Friday, September 6 aboard the historic USS *Potomac*, Franklin Roosevelt's presidential yacht. Enjoy a memorable evening cruise across the San Francisco Bay with a gourmet buffet, libations, live jazz era music, auctions, book signing and more. The event is a fundraiser for YachtAid Global, a humanitarian organization that uses a network of volunteers who coordinate with yacht owners and crew to transport much needed items and aid to schools, medical clinics, cultural centers and other organizations in remote locations like Indonesia, French Polynesia, Vanuatu and more. Featured auction items include a trip to Paris, an African safari, hybrid electric bike and a tour of southeast Asia. The 6-9 p.m. cruise boards at the San Francisco Ferry Building at 5:45 p.m. Tickets are \$250 and can be purchased at www.yachtaidglobal.org.

Sausalito Floating Homes Tour

The 28th Annual Sausalito Floating Homes Tour on Saturday, September 21 will feature 14 waterfront homes dating back to the early 20th century as well as present day pleasure palaces open to visitors. The tour will also include photos of the waterfront in times past and history buffs from the community—stationed at key historic spots along the tour route—will share stories about the community's colorful past and answer questions. Attractions will include a row of arks, which were the forerunners of the floating home lifestyle in the Bay Area. Great food and drinks will be available for purchase.

Advance tickets are recommended as the tour regularly sells out. The tour is from 11 a.m. to 4 p.m. and tickets can be purchased online for \$35 at www.floatinghomes.org. Tickets on the day of the tour will be \$40.

Yerba Buena Family Day

Downtown San Francisco's biggest free family block party is back on Sunday, September 15 for its sixth year! Yerba Buena Family Day is a nonstop day of free indoor and outdoor family fun with free admission to local museums for all ages, hands-on art making activities for kids and special family-friendly performances throughout the neighborhood. Visitors get in free that day to the Contemporary Jewish Museum (CJM), the Museum of the African Diaspora (MoAD), and Children's Creativity Museum, and each venue offers a huge array of free opportunities to see and make art. In addition, SFMOMA On the Go will pop up in the neighborhood to let families roll up their sleeves with creative construction activities, and Yerba Buena Gardens Festival serves up a lively afternoon under the sun with free performances by 2013 Grammy winner Lila Downs, plus other family-friendly performers throughout the gardens. It's an unprecedented opportunity for kids and their caregivers to experience all that downtown San Francisco's Yerba Buena arts district has to offer. Yerba Buena Family Day takes place from 11 a.m. to 4 p.m. at various locations in downtown San Francisco including the CJM at 736 Mission Street, MoAD at 685 Mission Street, Children's Creativity Museum at 221 Fourth Street, SFMOMA Families on

the Go and Yerba Buena Gardens Festival at Mission Street between Third and Fourth. More information and directions are available at www.ybfamilyday.org or by calling (415) 614-3216.

BayWood Artists Paint Point Reyes

This Labor Day weekend the natural beauty of Point Reyes National Seashore will be painted by BayWood Artists, a group of professional Northern California artists dedicated to helping preserve and protect areas recognized as particularly beautiful and important to future generations. The group features some of the best known landscape artists in California. Point Reyes National Seashore is the treasure we behold in our backyard, one that is vital for our future generations' appreciation of natural beauty and the great outdoors. Some of the most famous American landscape artists feature some of their best paintings in this art exhibit. The artists have gone to great lengths to capture the light and beauty of landscape and seascape of areas that are not easily accessible in order to create paintings—a window to the world of nature that we all have come to love. Half of the proceeds from this fundraising event will go to Point Reyes National Seashore Association (PRNSA) to benefit the environmental protection of Point Reyes National Seashore. The exhibit is at the Red Barn at Point Reyes Bear Valley Visitor Center, 1 Bear Valley Road in Point Reyes National Seashore from August 31 thru September 2 noon – 5 p.m. with an artist reception on August 31. Admission is free. For more information, call (415) 663-1200 x309.

Free Shakespeare in the Park Presents Macbeth

The San Francisco Shakespeare Festival presents *Macbeth* for their 31st season of Free Shakespeare in the Park. Shows will take place August 31-September 15 at the Presidio's Main Post Parade Ground Lawn (Graham Street between Lincoln Boulevard and Moraga Avenue) on Saturdays, Sundays and Labor Day Monday at 2 p.m. New this year are shows at McLaren Park's Jerry Garcia Amphitheater on September 21 and 22, also at 2 p.m. There is no intermission during the performance, which runs 100 minutes. Most shows will also feature a short Green show, called *Witchipedia*, 30 minutes prior to curtain where three witches will present a fun and enriching 15-minute orientation to the world of *Macbeth*. Audience members are invited to bring family, friends, a blanket and a picnic to enjoy professional theater at no charge in a beautiful park setting. For more information, call the San Francisco Shakespeare Festival at (415) 558-0888 or visit www.sfshakes.org.

Spirit & Soul Returns to Richmond

Richmond's Spirit & Soul Festival and fundraiser will take place on Saturday, September 21 from 1 to 5 p.m. The outdoor festival is held on Macdonald Avenue between 13th Street and Harbour Way. Proceeds from wine, beverage and raffle sales will benefit Richmond Main Street's mission to support the revitalization of historic downtown Richmond. In addition to great music, Spirit & Soul's outdoor marketplace will feature handmade jewelry, home goods, accessories, clothing, and more crafted by local artisans and entrepreneurs. Local food vendors will dish up healthy and delicious cuisine and a wine and beverage pavilion will offer refreshments for purchase. Attendees can also enter a raffle of exciting prizes that highlight Richmond's diverse products and services, donated by local businesses. Admission is free.

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.



FNOM
friday nights on main 2013

Outdoor Dining • Live Music • Dancing • Main Street, Tiburon • 6 to 9 pm

September 13 - Oktoberfest with the Karl Leberz Band
September 20 - Firemen's Ball with The Fundamentals
September 27 - Olympic Swimmers with the music of Dave Jenkins of Pablo Cruise

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

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

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



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

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

We take a long-term view of the future, and to maintain our position at the forefront of the industry, we've invested heavily in facilities, processes and proven technologies. Our customers expect nothing less of us, which is why they keep returning to Bay Ship & Yacht.

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