



BAY CROSSINGS

"The Voice of the Waterfront"

July 2010 Vol.11, No.7

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"The Voice of the Waterfront"

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Aerial photographer extraordinaire and frequent *Bay Crossings* contributor [Barrie Rokeach](http://www.rokeachphoto.com) (www.rokeachphoto.com) snapped our cover image, which depicts a few of the ships of the Suisun Bay "Ghost Fleet." Thanks in part to the efforts of San Francisco Baykeeper, the federal government has agreed to clean up the decaying ships, preventing further environmental damage. You can see more of [Barrie Rokeach's](http://www.rokeachphoto.com) stunning images at www.rokeachphoto.com, or contact him in Berkeley at barrie@rokeachphoto.com or (510) 527-5376.

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All-in-One, Reloadable Fare Card Available Free of Charge All Summer

Bay Area Transit Riders Set Sail With Clipper

BY JOHN GOODWIN

“It took eight years, but this little card has turned into an overnight success!” declared Alameda County Supervisor and Metropolitan Transportation Commission Chairman Scott Haggerty at the mid-June ceremony to rechristen the Bay Area’s all-in-one, reloadable transit fare card as ClipperSM, replacing the TransLink[®] moniker in use since 2002.

Clipper is now available for fare payment on all routes and at all stations operated by AC Transit, BART, Caltrain, Dumbarton Express, Golden Gate Transit & Ferry and San Francisco Muni. There are more than 100,000 active Clipper cards in circulation and daily boardings are up from about 25,000 last June to about 63,000 a day now. “That’s roughly equal to every single passenger on Caltrain and Golden Gate Transit combined using Clipper every day,” explained Haggerty.

Haggerty also used the occasion of the rechristening celebration — held dockside next to the historic square-rigger Balclutha at the San Francisco Maritime National Historical Park — to announce that Clipper cards will be available free of charge for all customers through the rest of this summer. The distinctive blue and white cards ordinarily cost \$5, though this cost is waived when customers sign up for Autoload, a feature allowing passengers to add value to their cards automatically from a bank account or credit card.

Riders can order a free Clipper card, add electronic value that is accepted on all transit systems, or add a monthly pass for a specific agency online at www.clippercard.com, by phone (1-877-878-8883) or TDD/TTY (711 or 1-800-735-2929), at select transit agency ticket offices, or at more than 200 participating retail locations — including the Bay Crossings store in San Francisco’s Ferry Building. In addition to the Autoload option, Clipper also offers card replacement and balance restoration for customers who register cards that later end up lost or damaged. Registration is free and can be completed easily online, over the phone or by mail.



Metropolitan Transportation Commission Chair and Alameda County Supervisor Scott Haggerty shows off his brand new Clipper card and an electronic card reader at the launch ceremony for the Bay Area’s regional transit-fare payment card.

Already Shipshape for Most Bay Area Transit Passengers

Transit operators already accepting Clipper for fare payment carry more than 80 percent of all Bay Area transit passengers. SamTrans and the Santa Clara Valley Transportation Authority (VTA) are scheduled to begin accepting Clipper throughout their route and station networks later this year. Eventually, passengers will be able to use the Clipper card to pay fares on all Bay Area transit systems.

San Francisco Muni, which carries the largest number of passengers in the region, is nearing completion of a year-long project to replace aging fare gates throughout its Muni Metro station network with new gates that will only accept Clipper cards. The roughly \$29 million initiative includes the installation of new ticket vending machines, through which customers can purchase new single-use Clipper cards.

“The new fare gates and ticket vending machines will provide a tremendous benefit to our customers,” said Nathaniel P. Ford Sr., executive director and chief executive officer

of the San Francisco Municipal Transportation Agency. “The new equipment will provide seamless transfers among transit systems in the Bay Area, and generate increased use of Clipper on the Muni system. No need for exact change. No hassles. Customers simply load fare value or passes directly on the Clipper card — which can be accomplished automatically by taking advantage of the Autoload feature.”

In addition to eliminating the need for exact change, the Clipper card makes it unnecessary for customers to carry paper passes, tickets or ride books. Several Bay Area transit agencies this year will begin phasing out various paper fare media and will transition customers to the Clipper card. To use Clipper, passengers simply “tag” their cards by touching them to the Clipper logo on the card reader as they board a bus or enter a transit station. The Clipper system automatically deducts

the correct fare and applies any discounts — including transfers — for each trip.

“We chose the Clipper name to evoke the Bay Area’s maritime history and to honor the ‘Clippers’ that have transformed Bay Area transportation through the years,” said Haggerty. “In the 19th century, it was

the tremendous speed of the clipper ships that revolutionized travel from the East Coast to San Francisco Bay during the Gold Rush era. In the 1930s, it was the China Clipper that revolutionized air travel with the first commercial service across the Pacific, cutting the travel time from San Francisco to Manila by

more than a month. Now it’s the 21st century and this new Clipper card is revolutionizing Bay Area transit.”

John Goodwin is a Public Information Officer for the Metropolitan Transportation Commission and the Bay Area Toll Authority.



The distinctive blue and white Clipper card is now available free of charge.

APL Takes Top Spot in Ag Carrier Survey

BY PATRICK BURNSON

APL took the top spot in the 4th annual Agricultural Transportation Coalition (AgTC) Ocean Carrier Performance Survey, the results of which were announced last month at AgTC's 23rd Annual Conference in San Francisco.

AgTC initiated the Annual Survey, which rates agriculture shippers and forwarders nationally, in 2007 in order to address significant shortcomings on the part of some carriers in the area of documentation—specifically, timely and accurate bills of lading. In recent years, the proliferation of government data collection requirements and commercial and financial demands—as well as shifting volumes from imports to exports—has severely challenged both carriers and shippers.

“The objective of the AgTC Ocean Carrier Performance Survey is to recognize those carriers that consistently perform well, and to encourage the others to focus their company, personnel and resources on doing better,” said association spokesmen.

Each year, AgTC has extended an invitation to each carrier to work with the organization and its members to address documentation and other performance practices, in order to make improvements and enhance the shipper-carrier relationship.

According to spokesmen, a demonstration of the positive potential of the survey has been the effort of Maersk to address documentation issues. “Maersk met with ag shippers at the AgTC mid-year conference, established a documentation initiative with dedicated personnel, and heard, directly from the AgTC members, the specific documentation metrics required for the shipper to perform under their contracts to their foreign customers,” said spokesmen.

The confidential survey asks each shipper to “assign a number that

reflects your overall experience with the booking, equipment and space allocation, documentation and customer service practices of the carriers with whom you ship: 1. Among the best; 2. In the upper half; 3. In the bottom half; 4. Among the worst.”

To calculate a score for each carrier, all the submissions are aggregated and averaged. The submissions of each participating shipper are completely confidential, and after the scores are calculated, all individual submissions are discarded. The complete survey results can be found on the AgTC's website at www.agrans.org

MARAD Director Addresses 'Marine Highway' Concerns

Now that the U.S. Department of Transportation Maritime Administration (MARAD) has established a final rule on its “Marine Highway” strategy, shippers are keen to understand how the tactical implementation will begin. More to the point, however, is the question of how it will enhance trade and improve the movement of domestic goods.

John Hummer, director of MARAD's Northern California Gateway Office, was charged with facing those queries and others at last month's “Ports and Terminals” luncheon staged by the Pacific Transportation Association. Held at Scott's, near the Port of Oakland, the event attracted its share of skeptics who took issue with some of Hummer's rosier projections.

“How does MARAD quantify the return on investment?” asked one shipper, who said that not enough “hard numbers” had been produced before the plan was pushed through.

Hummer admitted that MARAD's five-year plan to ease congestion by using barges and tugs as alternatives to trucks was going to deliver a “net value” yet to be measured. “But it's our best shot at the moment,” he added. “And worth a try.”

According to the “National Strategy

to Reduce Congestion on America's Transportation Network,” congestion is costing the United States an estimated \$200 billion a year. And this figure is rising. Nearly 98 percent of all domestic freight—including freight that enters through ports—moves on the nation's Interstates and railroads. A Federal Highway Administration study, “Estimated Cost of Freight Involved in Highway Bottlenecks,” indicates that, on average, there are currently 10,500 trucks per day per mile on the Interstate Highway System. But by 2035, that volume is expected to double to 22,700 trucks, with the most heavily used portions of the system seeing upwards of 50,000 trucks per day.

“By linking the Northern California ports of Sacramento, Stockton, and Oakland, a great deal of that surface mode pressure can be relieved,” said Hummer. “Short-sea shipping is hardly a new concept, and now that the Obama Administration has given us the funding, it's worth a try.”

Other concerns raised about the plan were brought up by members of the International Longshore and Warehouse Union (ILWU). One dockside worker was assured by Hummer that all container hand-offs would remain with the ILWU—which controls all three ports. The implications of a wildcat strike or sudden work slowdown were not addressed, however.

WATERFRONT ACTIVITIES

- Every Saturday** **12PM – 2PM - Intro to Sailing Course! OCSC SAILING, Berkeley, (510) 843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Reservations Required. Cost: \$40/person. Call for more information.
- Every Wednesday** **6PM – 8PM - Wednesday Night Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to take a mid-week break and get on the water for a few hours to watch the sunset. The sail is followed by a party in the OCSC Clubhouse from 8-10pm. Reservations Required. Cost: \$40/person. Call for more information.
- July 4** **7:30PM – 10:30PM - 4th of July Fireworks Sail, OCSC SAILING, Berkeley, (510) 843-4200, www.ocscsailing.com**
Don't get stuck on land this year! Join us for a fireworks sail on the 82' Schooner Seaward and get the best seat in the house for the Independence Day festivities. Reservations Required. Cost: \$95/person. Call for more information.
- July 10** **10AM – 11:30AM - Line Handling Seminar, Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn techniques for handling lines that will improve your seamanship on any boat. Coiling, securing and stowing lines has never been easier. Reservations Required. Cost: FREE Call for more information.
- July 11** **8:45AM – 4PM - Beginning Sea Kayaking, Oakland Estuary, Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Enjoy a day on the water learning how to paddle a sea kayak with our expert instructors. Be prepared to get wet! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. \$99; Includes boat, wet suit and paddling gear, and free coupon for a future rental!
- July 17** **8:45AM – 4PM - Beginning Sea Kayaking, Oakland Estuary, Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Enjoy a day on the water learning how to paddle a sea kayak with our expert instructors. Be prepared to get wet! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. \$99; Includes boat, wet suit and paddling gear, and free coupon for a future rental!
- July 18** **10AM – 2PM - Kayak Basics, Oakland Estuary, Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Are you ready to try kayaking? This half-day class (4 hours) allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks, and Sit-on-Tops. Learn the basic strokes and the difference between boat types. This class emphasizes basic water safety, but saves capsized recovery practice for the Beginning Sea Kayaking class. \$59; Includes coupon for future rental, good for 2 hours!
- July 24** **6PM – 8PM - Anniversary Open House & Crew Party, Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
We're turning 30! Come help celebrate with us! Learn about our club, mix and mingle with members and staff and enjoy munchies and beverages. FREE! Reservations required. Call for more information.
- July 24** **7PM – 11PM - Night Sailing Seminar! Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Gain night time experience. Head out after dark on a sailboat and get acclimated to night cruising and provide you with tips and tricks to make it fun! Reservations Required. Cost: Members: \$109/Non-Members \$145 Call for more information.
- July 24** **7:30PM – 10:30PM - Moonlight Kayaking, California Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. \$49 includes all equipment, and guides.

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.



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With Toll Hike Looming, FasTrak® Enrollment Soars

BY JOHN GOODWIN

With a toll increase on the Bay Area's seven state-owned bridges going into effect July 1, thousands more drivers are opting to get on the FasTrak®. Enrollment in the region's prepaid toll collection program has surged in recent weeks, with more than 4,000 new customers receiving electronic toll tags during the first full week of June — an 80 percent jump from the 2,200 new enrollees registered in the first week of May.

To meet the growing demand for FasTrak toll tags, the Bay Area Toll Authority (BATA) this spring expanded its FasTrak retail distribution network to include more than 125 Walgreens stores around the region. FasTrak toll tags also are available at some 100 Safeway supermarkets and two dozen Costco warehouses. New customers who pick up a FasTrak toll tag at a participating retailer by July 15 can get up to \$10 in free tolls. A complete list of participating locations is available on the FasTrak Web site at bayareafastrak.org.

"With the toll tags available at Walgreens, Costco and Safeway, FasTrak enrollment becomes a lot more convenient for a lot more people," said Napa County Supervisor and Metropolitan Transportation Commission (MTC) member Bill Dodd, who chairs the BATA Oversight Committee. "And convenience is really what FasTrak is all about. Because FasTrak customers prepay their tolls, they don't have to stop to pay cash at a toll booth. The correct toll is deducted electronically from a customer's prepaid account when they pass through the toll plaza. Having the tags available at Walgreens is especially timely for carpool commuters because they will have to use FasTrak to qualify for the new discounted carpool toll that begins July 1."

New Toll for Carpools, Congestion Pricing on Bay Bridge

The new \$2.50 carpool toll, which is half of the new \$5 regular toll (and a \$3.50 discount off the new \$6 peak-period toll on the San Francisco-Oakland Bay Bridge), will be assessed for carpool vehicles that cross the region's state-owned toll bridges in designated carpool lanes on weekdays from 5 a.m. to 10

a.m. and from 3 p.m. to 7 p.m. With the recent lane restriping on the approaches to the Richmond-San Rafael and Antioch bridges, dedicated carpool lanes are now available at the toll plazas at all seven state-owned toll bridges. A new \$3 carpool toll (half the regular \$6 cash toll) also goes into effect at the Golden Gate Bridge, which is owned and operated by a separate agency, the Golden Gate Bridge, Highway and Transportation District. Carpoolers at the Golden Gate Bridge must pay their toll with FasTrak and must stop briefly at a toll booth for an attendant to verify the vehicle's occupancy.

July 1 also will mark the debut of congestion pricing — also known as time-of-day pricing — on the Bay Bridge, which is by far the region's busiest toll bridge. Beginning July 1, auto tolls on the Bay Bridge will vary from \$4 during weekday off-peak hours, to \$5 all day on Saturdays and Sundays, and to \$6 from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. on weekdays. The regular auto toll will rise to \$5 from the current \$4 at all times on the six other state-owned toll bridges: the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges.

BATA began distributing FasTrak toll tags through Costco warehouses and Safeway stores in 2007 as part of a comprehensive plan to expand and improve electronic toll collection in the Bay Area. Currently, there are more than 900,000 FasTrak account holders in the nine-county region. During peak periods, FasTrak-equipped vehicles account for more than 60 percent of peak-period traffic on Bay Area toll bridges. FasTrak can be used in all lanes at all Bay Area toll plazas.

BATA, which is directed by the same policy board as the Metropolitan Transportation Commission (MTC), administers toll revenues from the Bay Area's seven state-owned toll bridges. Toll revenues from the Golden Gate Bridge are administered by the Golden Gate Bridge, Highway and Transportation District, which joined with BATA to operate a single regional FasTrak customer service center in San Francisco.

John Goodwin is a Public Information Officer for the Metropolitan Transportation Commission and the Bay Area Toll Authority.

Cash Tollpayers Must Stay Right on Richmond-San Rafael Approach

Toll plaza changes designed to speed travel for carpoolers are now in place at the Antioch and Richmond-San Rafael bridges.

Carpoolers who travel across the Antioch and Richmond-San Rafael bridges during peak commute periods will be able for the first time to take advantage of dedicated high-occupancy vehicle lanes at the far left side of the bridges' toll plazas—eliminating the need to stop at a staffed toll booth. Carpool commuters at these bridges previously used mixed-flow cash/FasTrak® lanes, and were required to stop briefly at a staffed toll booth for occupancy verification.

In addition to the new dedicated carpool lane, work crews restriped the westbound Interstate 580 approach to the Richmond-San Rafael Bridge toll plaza to add a second FasTrak-only lane. During peak commute periods, carpoolers and other FasTrak customers will share the far left lane, while the center lane will be reserved for drivers who pay their tolls with FasTrak. Drivers who use cash to pay their toll will be restricted to the right lane of the toll plaza approach. Cash tollpayers may experience additional delays as drivers become accustomed to the new configuration.

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Photo courtesy of Golden Gate Pedicab

Free Pedicabs supplied by Comcast SportsNet will operate along the Embarcadero and on King Street.

Comcast SportsNet Takes Fans Out to the Ballgame!

Network to Provide Free Pedicab Rides to AT&T Park for Select San Francisco Giants Games

Comcast SportsNet is picking up the tab and providing free San Francisco Pedicab rides to AT&T Park for all San Francisco Giants weekday home games through September. Simply look for the Comcast SportsNet themed Pedicab with the "FREE RIDES" sign. A Pedicab, also known as a cycle rickshaw, is a three-wheeled vehicle designed to accommodate two adult passengers and is powered by one driver.

It's a great way to escape city traffic and to enjoy the scenic beauty of San Francisco on the way to a Giants game. Free Pedicabs rides will only be available prior to the game from 5 p.m. to 7:15 p.m. along the Embarcadero (between BART and AT&T Park) and on King Street in San Francisco.

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Photo courtesy of Golden Gate Pedicab

The free Pedicabs will be available to Giants weekday home games through September.

Rock the Boat and See a Beatle!

Several Ferries Offer Service to AT&T Park Concert

BC STAFF REPORT

Ferry service will be available from Vallejo, Larkspur and Alameda/Oakland to Paul McCartney's "Up and Coming" concert at AT&T Park on Saturday, July 10. This will be McCartney's first appearance in the City of San Francisco since the Beatles played at Candlestick Park on August 29, 1966. The special Baylink and Golden Gate Ferries depart Vallejo and Larkspur at 5:45 p.m. The Alameda/Oakland Ferry will depart from Oakland's Jack London Square at 6:15 and leaves Alameda's Main Street terminal at 6:30. All Ferries will return home 30 minutes after the conclusion of the concert. The roundtrip fares are \$26 per passenger from Vallejo and

\$16 from Larkspur and fare discount do not apply. The roundtrip cost for the Oakland/Alameda ferry is \$14.50 for adults, \$12.00 for active military, \$10.00 for seniors 65 and over and \$8.50 for children from 5-12 years old with advance tickets required. Advance purchase is also highly recommended for the Vallejo and Larkspur ferries due to a limited supply of seats available. The Baylink Vallejo ferry plans to make the ride a party by playing Beatles/Paul McCartney tunes for the voyage while offering spirits and wine and cheese for purchase. Cocktails are also served on both the Larkspur and Alameda/Oakland ferries.

The locations of the ferry terminals offering service to the Paul McCartney concert on Saturday, July 10 are listed at right:



Photo by Joel Williams

Vallejo's Baylink Ferry is one of several Bay Area ferry providers offering service to AT&T Park for the Paul McCartney concert on July 10.

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Alameda Ferry Terminal
2990 Main St. in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

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Tour Operator Brings Green



Photo courtesy of Green Dream Tours

Green Dream Tours' entire fleet of vehicles run on cleaner-burning bio-diesel. Guides use the fleet as a jumping-off point to explain to visitors the growing use of alternative fuels in the Bay Area.



Photo courtesy of Green Dream Tours

Green Dream Tours make all of the usual stops, including the Haight-Ashbury neighborhood. However, the company's founder, a self-admitted history buff, delves more into local history, sharing with visitors interesting details that make each of San Francisco's neighborhoods so unique.

BY BILL PICTURE

Visitors who sign up for one of the programs offered by local tour operator Green Dream Tours can expect more than just run-of-the-mill sightseeing. Incorporated into every outing is a trivia-loaded history lesson, an introduction to the natural beauty of the Bay Area, as well as information on the ambitious steps being taken by Bay Area cities to preserve that beauty and minimize their overall carbon footprints.

"It's important to me," said the company's founder, Elie Sasson. "The natural beauty of the area is one of the main reasons that I moved here from New York City, and the Bay Area is leading the way when it comes to doing things greener. It would be a shame not to work that in somehow."

Green Dream Tours' environmental bent is a reflection of Sasson's own green nature. Sasson took environmental studies courses in college, and has tried to live green for as long as he can remember. Still, the route from friend-of-the-environment to green-torch-bearing tour guide was a rather circuitous one.

"I did a lot of development work for non-profits after college, started a vending machine company, and traveled quite a bit," he said. "Tour guide was never really on my to-do list."

After completing a summer job with a company that organizes hiking and biking tours in Yellowstone, Sasson realized he could make a living by combining his passion for environmentalism, his love of history and his affection for the Bay Area.

"I played tour guide a lot, even before I actually was one," he jokes. "Whenever I had friends in from out of town, I loved showing them around."

As soon he hatched the plan to start his own tour company, Sasson began researching sustainable business practices. The biggest threat posed to the environment by businesses like his, he realized, is the greenhouse gases emitted by tour buses that continually shuttle hundreds of camera-toting tourists from one attraction to the next. A solution, he thought, was to use only biodiesel vehicles.

"Pretty much from the beginning, I said, 'I don't want to do this using conventional fuel,'" he explained. "It costs me probably 20-30 percent more to run on biodiesel, but it's important to me to do it this way. I wouldn't do it any other way."

It's also proven to be useful as a jumping-off point for Sasson to explain to his clients the growing importance of alternative fuels in the Bay Area. "I tell them about San Francisco's biodiesel program, and they're really impressed."

Under San Francisco's Greasecycle program, used cooking oil is collected from participating restaurants and converted into biodiesel for City vehicles. The goal is to eventually convert the City's entire fleet to biodiesel. San Francisco Mayor Gavin Newsom has also paved the way for greener taxi service by requiring cab companies to reduce their greenhouse gas emissions to 20 percent below 1990 levels by 2012. As of March, more than half of the City's taxi fleet is comprised of alternative fuel vehicles, including hybrids and compressed natural gas vehicles.

Sasson also talked about the City's aggressive recycling program, and its ban on Styrofoam and plastic shopping bags. Sasson already uses only recycled paper in his office. In the future, he plans to print all of Green Dream Tours' marketing and promotional materials on recycled paper as well.



Living Into Focus for Tourists

While tourists seem genuinely interested in green efforts like these, Sasson doesn't believe it plays much of a role in the average customer's purchasing decisions. "Only a small percentage of my clients choose me because I'm a green business," he said. "Cost, along with recommendations from concierges and previous customers, are much bigger factors."

Because visitors, in general, are still more concerned with what a tour operator charges than they are with an operator's efforts to minimize its carbon footprint, Sasson says that hotel concierges are less likely to direct customers to green businesses for environmental reasons.

"Hotel staff doesn't take a big interest in stuff like that," he says. "It's their job to give the guests what they want, and what the guests want is a good price. It's a little disheartening."

Still, Sasson says he continues tooting the Bay Area's green horn and incorporating nature into his tours to expose clients to the beauty of the

outdoors, in the hopes that it will inspire them to live greener.

"There's something really wonderful about the look that people get on their faces when they see Muir Woods for the first time," he said. "It's a look of excitement like, 'Wow, that was really cool!' I hope they take that excitement back home with them."

One might guess that, after leading dozens of tours each month, Sasson would be sick of revisiting the same locations over and over again. But nothing could be further from the truth.

"It's still fun for me," he says. "I love this City. I love talking about it, sharing its history with people. I'm definitely not sick of it yet. Plus, I get to re-experience this city through a new set of eyes each time—my clients'. It's like rediscovering it all over again."

For more information on Green Dream Tours, visit www.greendreamtours.com.



Photo courtesy of Green Dream Tours

Green Dream tries to incorporate nature into its city tours as much as possible, whether with a stop at Land's End or a side trip to Muir Woods. The company hopes that, by exposing visitors to the beauty of nature, it can inspire them to live greener.



Photo courtesy of Green Dream Tours

Despite his increasing efforts to do business in a greener, more sustainable manner, Sasson says that visitors are still most interested in price. Nevertheless, he says they are quite impressed with what San Francisco citizens and businesses are doing to minimize their respective carbon footprints.

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PUTTING THE TOXIC G

BY DEB SELF AND SAUL BLOOM

Due to the efforts of San Francisco Baykeeper, Arc Ecology, and the Natural Resources Defense Council (NRDC), the decaying, toxic vessels of the Ghost Fleet will soon haunt the waters of Suisun Bay no longer. In an important victory for the health of San Francisco Bay and for the diverse range of animals that thrives in the unique habitat of Suisun Bay, we have successfully secured an effective cleanup plan for the Ghost Fleet.

Earlier this year, NRDC, Arc Ecology, and San Francisco Baykeeper settled a lengthy lawsuit against the U.S. Maritime Administration to clean up the aging toxic vessels moored in Suisun Bay near Benicia. Under the agreement, the federal agency will be required to remove the loose and peeling paint from the vessels' exteriors this year, and then permanently remove the ships for disposal within seven years, starting with the most environmentally unsafe ships.

Located in northern San Francisco Bay near the Sacramento-San Joaquin Delta, Suisun Bay is vital habitat for several species of endangered fish, including Chinook salmon and Delta smelt. Hundreds of native birds live in the marshy areas of Suisun Bay, and it is in an important winter stopover on the Pacific Flyway, along which thousands of birds migrate during the fall and spring.

Toxic Impacts

The 52 decrepit vessels in the Ghost Fleet were decommissioned and placed in "storage" in Suisun Bay after World War II and the Korean War with the idea that they could be reactivated for wartime use. Many of the vessels are no longer seaworthy, however, and water must be pumped from them regularly to keep them afloat. They are now deteriorating and leaching toxic paint, heavy metals, fuel

and other pollution into the water and sediment. An estimated 20 tons of heavy metals—including lead, zinc, copper and cadmium—have already fallen, blown or washed off the ships into the water, according to the agency's own analysis. In fact, experts estimate that if the ships were to remain in the water, they would dump an additional 50 tons of heavy metals into San Francisco Bay as they further deteriorated.

Pollutants in the sediment directly below the vessels were found to be in concentrations that exceed California's hazardous waste toxicity criteria. After being consumed by sediment-dwelling creatures, these pollutants are introduced into the Bay's food chain, where they impact plants, fish, birds and mammals.

The Long Fight to Clean Up the Ships

Arc Ecology, San Francisco Baykeeper, and NRDC first sued the Maritime Administration in 2007 for violations of the Clean Water Act, the National Environmental Policy Act

and the Resource Conservation and Recovery Act—key federal laws aimed at protecting our natural environment. In 2008, recognizing the pressing need to remove these ships from the Bay, the San Francisco Bay Regional Water Quality Control Board joined the litigation effort.

Our research in preparation for trial revealed that the agency had known about the contamination for more than a decade but had failed to halt the pollution. After several acts of Congress failed to produce a cleanup plan, we filed suit against the agency to require disposal of the ships. At first, the federal agency proved to be recalcitrant, refusing to participate in meaningful settlement negotiations with Baykeeper, NRDC, and Arc Ecology. But with the change in administrations in January 2009, we observed a noticeable shift in cooperation. Then, in January of this year, a federal court issued a preliminary ruling against the Maritime Administration, determining that the agency was illegally polluting the Bay



Photo courtesy of Baykeeper.

Within the next two years, all of the ships have to go through a thorough initial hull cleaning at a local dry dock, where toxic, peeling paint and invasive species can be captured.

GHOST FLEET TO REST

with hazardous waste. This critical decision paved the way for a quick and favorable settlement for the Bay.

Cleaning Up the Pollution

The settlement agreement governing the cleanup of the vessels requires the decks of all 52 abandoned ships to be cleaned within 120 days. The cleaning of the first seven ships has already kept more than 100 barrels of hazardous waste out of the Bay.

Within the next two years, all of the ships have to go through a thorough initial hull cleaning at a local dry dock (out of the water), where toxic, peeling paint and invasive species can be captured. By 2012, the agency must remove the worst 25 ships from the Bay, with all of the ships to be removed by 2017. About 20 additional active ships will remain in Suisun Bay because they pose no environmental threat at this time.

As the vessels await removal, their decks will be cleaned every 90 days to keep peeling paint from blowing into the Bay, and the agency has agreed to inspect the ships monthly and sample storm water runoff for contamination. The Natural Resources Defense Council, Arc Ecology and Baykeeper, have the right to inspect the Ghost Fleet annually.

Can the Ships Be Recycled Locally?

Arc Ecology and Baykeeper are now focused on developing a compelling option for local dismantling of the ships as the best choice over the other two proposals for scrapping of the fleet—in Texas and Saipan. Dismantling the ships locally would be an important step toward responsible environmental stewardship, by allowing for thorough environmental protections, worker safety and citizen oversight, as well as creating green jobs in the Bay Area.

The federal agency's current practice is to tow the ships along our fragile Pacific coastline and through the Panama Canal to the economically and environmentally disadvantaged community of Brownsville, Texas. There, the ships are dismantled and emptied of toxic chemicals by a work force with few protections or public oversight in an industrial canal that connects to the Intercoastal Waterway and Gulf of Mexico. Google Satellite imagery shows the site to be protected by a single boom, with inadequate storm water controls to prevent the toxic materials from being washed into the Gulf.

Perhaps an even worse fate would result from the proposed towing of

the ships across the Pacific Ocean to Saipan, an American territory with murky jurisdiction around environmental and worker safety rules. Should the ships be towed outside the Bay Area, we will work closely with Waterkeepers and other environmental groups internationally to keep an eye on the disposal process and prevent contamination of other estuaries.

Together, San Francisco Baykeeper and Arc Ecology are working to put this toxic reserve fleet to rest for good. With its removal from the waters of Suisun Bay, we have achieved an



Photo courtesy of Baykeeper

Many of the vessels are no longer seaworthy and water must be pumped from them regularly to keep them afloat.

important step toward healthier habitat for our local wildlife and a cleaner San Francisco Bay.

To find out more about the fate of the Ghost Fleet and to support our efforts to keep the Bay safe from vessel pollution, please visit our websites: www.baykeeper.org and www.arcecollogy.org.

Saul Bloom is executive director and a founder of Arc Ecology. He has served on numerous state and local commissions and committees, has testified before Congress on military base pollution issues, and developed the strategy paper that lead to Ship recycling at the Hunters Point Shipyard from 1995-2001. Mr. Bloom is currently finalizing a concept paper on the development of a Green Maritime Industrial and Research Center at San Francisco's Hunters Point Shipyard.

Deb Self is Executive Director of San Francisco Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable. Deb has 25 years of experience in environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.



Photo by Barrie Rokeach

The Ghost Fleet in Suisun Bay consists of 52 ships; most of them are leaching hazardous waste into the Bay's ecosystem.

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Finning Isn't Funny

BY KATI SCHMIDT

Probably as a result of my day job at the Aquarium of the Bay, I enjoy asking people, “What sharks and fishes do you think live in San Francisco Bay?”

The question receives a mix of reactions, including rolled eyes and sighs from friends who have already heard this query escape my lips more than a handful of times. More commonly, though, people respond with furrowed brows, blank stares and other facial movements expressing confusion and uncertainty.

To help you respond to this question should we ever meet, or to allow you to adopt it as one of your own, in this ongoing column I will share tales and tails of the deep—although “deep” in itself is

an exaggeration, as the majority of San Francisco Bay is less than 15 feet from top to bottom—helping you get to know the wide range of underwater locals, as unique and varied as Bay Area land-dwelling residents themselves.

With the recent opening of “Sherman’s Lagoon: Finning Isn’t Funny,” an exhibit that addresses the travesty of shark finning, at Aquarium of the Bay, this month’s spotlight is on the soupfin shark, *Galeorhinus galeus*. The species is identified by its almost iridescent, blue to grey tones and the presence of two dorsal fins. “With their sleek body design, they’re the fighter jet of shark,” said Michael Grassmann, Aquarist II at Aquarium of the Bay.

Soupfin sharks are highly migratory animals, found in the San Francisco Bay and in temperate waters ranging from British Columbia to Baja, as well as Chile and Peru.



Photo courtesy of Aquarium of the Bay

While it is known that the Soupfin shark population crashed from overfishing, it is unclear how well the population has rebounded.

They can be found in schools of up to 50 and, like many other Bay Area residents, are jet-setters, traveling hundreds of miles in any given year, but with the intention of breeding. The animals are ovoviviparous, meaning that they incubate eggs inside their body, and can give birth to up to 52 pups, after a yearlong gestation.

With its comparatively large fins, “soupfin” is sadly not just a clever name. In San Francisco and Tomales Bays, important nursery areas, the species was a prized catch to commercial fisherman; during the California fisheries boom between 1935 and 1944, more than 24 million pounds of sharks were harvested. The animals were sold for use in sharkfin soup as well as in vitamins. Soupfin sharks’ livers are rich in vitamin A, giving them their other unfortunate nickname, “vitamin shark.” This overfishing boom decimated the population and crashed the fishery.

“Soupfins are local ambassadors for the plight facing sharks worldwide,” said Grassmann. While it is known that the population crashed from overfishing, Grassmann noted that as with many shark species, it is unclear how well the population has rebounded.

“There’s nothing funny or entertaining about the practice of shark finning, but because my lead character, Sherman, is a shark, I felt like I had to address this important issue and make the public more aware of it,” said “Sherman’s Lagoon” creator Jim Toomey. Toomey collaborated with Aquarium of the Bay in the development of the exhibit.

The exhibit, which will be onsite at the aquarium through Labor Day, features Toomey’s shark finning-focused comics, daily naturalist-led presentations and an action station; visitors of all ages can create

and sign individual letters that the Aquarium will mail to the head of the National Marine Fisheries Service, urging international bans on the horrific act of shark finning.

Worldwide, specialists estimate that 100 million sharks are killed for their fins every year. After having their fins cut off, the sharks are often tossed back into the sea still alive, where they die a slow death. Finning is a widespread and largely unmanaged and unmonitored act that has increased over the past decade. Shark fins are primarily used in shark fin soup, and one pound of dried shark fin can retail for more than \$300, making finning a multi-billion dollar industry.

Through its troubled past, the soupfin shark remains a species of grace and beauty. Grassman notes the animal’s curiosity and comfort level, swimming up to him and his fellow aquarists during daily monitoring. See the Aquarium’s four Soupfin sharks in its Under the Bay exhibit tunnels, and take a stand for the animals by participating this summer in the “Sherman’s Lagoon: Finning Isn’t Funny” exhibit.

Kati Schmidt is the Public Relations Manager for Aquarium of the Bay and The Bay Institute, nonprofit organizations dedicated to

protecting, restoring and inspiring conservation of San Francisco Bay and its watershed. A Bay Area native and aspiring Great American novelist, Kati enjoys the professional and personal muses found from strolling and cycling along, and occasionally even swimming in San Francisco Bay and beyond.



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TAKE THE LONG WAY HOME

BY CAPTAIN RAY

Yes, San Francisco Bay is a beautiful place to sail! Views of the East Bay hills, Tiburon and Mt. Tamalpais behind, the bridges, and the City climbing up and down the hills are spectacular.

On a beautiful sunny day, navigating on San Francisco Bay is also a very visual affair. You can see where you want to go (or at least to the next course change), and hazards and obstacles are easily spotted. Even the strength and direction of the almost ever-present current can be determined by just looking around, if you have a little bit of experience.

Even at night, navigation on the Bay is mostly visual. You look for the lights of buoys and lighthouses, and you consult your chart to identify the light patterns of these various aids to navigation. Sometimes this can be difficult because of the millions of people living around the Bay and the background light created by house lights, street lights and such. In order to traverse the Bay safely, nighttime sailors also look to see the lights of ships—or, even more commonly, the moving “black hole” where a ship blocks the background light.

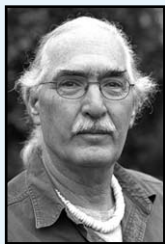
“Naviguensing” changes dramatically, though, when thick fog blankets the Bay. Vision is our species’ primary sense mode and, when removed, we often become disoriented. The aid of a compass is comforting, but the lack of familiar visual landmarks is still unsettling. Holding a steady course can be challenging. With training and practice, you will improve in holding that course, but there is often some small error, and the error can be cumulative. If you are only one degree off course, after sailing one mile your position will be in doubt by plus or minus 100 feet. But, no one can steer within one degree! Even the very best sailors are only able to hold course within plus or minus three degrees. Because of these steering constraints, the uncertainty of our position grows as the length of the course increases. Some way of dealing with this ever growing uncertainty is needed.

One way is to break up these long courses into a series of short legs—that is, to reduce the amount of uncertainty in your position by decreasing the length of each leg. The name given to this technique is “buoy hopping,” because it is common practice to use buoys as checkpoints along the way. The Bay has many buoys and other aids to navigation that make this technique quite feasible.

I have used this trick successfully many times. To make this technique as quick and easy as possible, I usually carry a chart on which I’ve noted the courses and distances between frequently-used locations, useful buoys, and other aids to navigation. It is true that using this procedure will result in a longer and more circuitous route home. The additional time pays for itself, however, with a significant increase in safety and the skipper’s feeling of comfort.

Electronic aids to navigation, such as GPS, have greatly reduced the risk to mariners operating in restricted visibility and provide a much greater sense of comfort. Still, in the past several years I have seen two GPS units dropped over the side. They may well have been waterproof, because the lights were still on as they disappeared. In a situation like this, it’s smart to have simple, tried and true options, like a chart and compass, available.

Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING 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.



Notes made on navigation charts can be used to plot courses and distances between frequently used locations when “buoy hopping.”

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Golden Gate Transit and Golden Gate Ferry fares increase by 5% on July 1, 2010. Discount programs for regular riders, seniors, youth, and persons with disabilities remain in effect based on the new cash fares.

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Cultural Currents: Far East Exotica, Iconic Art, and Silent Movies

BY PAUL DUCLOS

Majestic celestial palaces. Sprawling Mongolian grasslands. Cascading clouds. And that's just the backdrop.

For a limited run at the San Francisco Opera House from July 23-25, Shen Yun Performing Arts will be staging an elaborate—and by some accounts a somewhat riotous—dance show with full orchestra.

Based in New York, Shen Yun Performing Arts is a nonprofit organization that seeks to revive the 5,000-year-old artistic tradition of China that thrived before decades of repression by the Communist party. Shen Yun has already graced many of the world's greatest stages, including New York's Radio City Music Hall, London's Royal Festival Hall, Washington's Kennedy Center, and Paris' Le Palais de Congrès.



Shen Yun Performing Arts will be staging an elaborate dance show with a full orchestra for a limited run at the San Francisco Opera House from July 23-25.

According to organizers, the company “seeks to breathe new life into traditional Chinese culture.” This explains the set: Some of the backdrops begin as a painting; some are created digitally. Many are animated, allowing

flower petals to sweep gently across fields and snow to fall. Come showtime, each is manually operated to integrate precisely with the rhythms of the performance.

No less visually sublime is the first public presentation of the celebrated Fisher Collection, one of the world's foremost private collections of contemporary art. This highly anticipated exhibition is presented by the San Francisco Museum of Modern Art (SFMOMA) through September 19.

SFMOMA recently announced an unprecedented partnership with Doris and the late Donald Fisher, founders of the Gap, to provide a home at the museum for their outstanding collection of more than 1,100 works, most of which have never been displayed publicly. This sweeping exhibition, “Calder to Warhol: Introducing the Fisher Collection,” will offer an extraordinary preview of the depth, breadth, and quality of the Fisher holdings, with iconic works by Alexander Calder, Chuck Close, Sam Francis, Philip Guston, Anselm Kiefer, Ellsworth Kelly, Roy Lichtenstein, Brice Marden, Agnes Martin, Joan Mitchell, Gerhard Richter, Richard Serra, Wayne Thiebaud, Cy Twombly, Andy Warhol and many others. It will also serve as the centerpiece of SFMOMA's yearlong 75th anniversary celebration and exhibition series in 2010, called “75 Years of Looking Forward.”

Organized by Gary Garrels, the Elise S. Haas Senior Curator of Painting and Sculpture at SFMOMA, “Calder to Warhol: Introducing the Fisher Collection” will provide a window into the vast collection assembled by the Fishers over more than four decades. The entire fourth and fifth floors of the museum, including the rooftop garden, will showcase approximately 160 works of painting, sculpture, photography, and video—a distillation of the Fisher Collection that aims to reveal not only its scope but also its core attributes. Unlike most private collections, it

includes extensive groupings of seminal pieces by 20th century masters and traces their creative evolution through entire bodies of work.

Finally, the San Francisco Silent Film Festival, the largest and most important festival of its kind in North America, will celebrate its 15th Anniversary Festival at the Castro Theatre, itself a majestic silent-era movie palace, this July 15-18.

Since 1996, the Silent Film Festival has dazzled audiences with films from the silent era that exemplify its motto: “True art transcends time.” Bringing to light beloved classics and new discoveries, the festival takes great care to secure the best prints and present the films on the big

screen as they were made to be seen. And remember that these films were never intended to be presented in silence; the Silent Film Festival enlists the talents of an extraordinary collection of musicians from around the world to accompany each movie.

2010 sees the festival expanding from three days to four, with the addition of more films (representing seven countries), more musicians, and a very special program we're calling Variations on a Theme—a presentation that will highlight the creative process that goes into composing music for silent films—with all the festival musicians participating, moderated by a surprise guest. For more info, see www.silentfilm.org.

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5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	09:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur Sausalito			
11:10	11:45	11:55	12:30 p.m.	Daily Daily			
11:40	12:15 p.m.	12:25 p.m.	1:00	Adult Cash Fare \$8.25 \$8.25			
12:40 p.m.	1:15	1:25	2:00	TransLink/Clipper Card Fare \$5.15 \$4.40			
2:15	2:50	3:00	3:30	Youth/Senior/Disabled \$4.10 \$4.10			
2:50	3:25	3:35	4:05	Children 5 and under FREE FREE			
3:40	4:15	4:25	4:55	(limit 2 per fare-paying adult)			
4:15	4:45	4:55	5:25	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	5:20	6:05	Golden Gate Ferry Fares, Effective July 1, 2010			
5:10	5:45	5:55	6:25	Fares shown are for one-way travel			
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

* Direct ferry service is provided to most 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 715 passenger Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding vessel. # To San Francisco via Sausalito.

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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	10:15	10:45	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	4:45	5:15
3:20	3:50	4:00	4:30	5:35	6:05	6:30	7:00
4:45	5:15	5:30	6:00	6:30	7:00	-----	-----
6:10	6:35	6:45	7:10	-----	-----	-----	-----
7:20	7:50	7:55	8:20	-----	-----	-----	-----

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main St. in Alameda

Harbor Bay Ferry Terminal
2 McCartney Drive in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

Sausalito Ferry Terminal
Humbolt St. & Anchor Ave. in downtown Sausalito

Tiburon Ferry Terminal
Behind Guaymus Restaurant & the Intersection of Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Sponsored by

WATER EMERGENCY TRANSPORTATION AUTHORITY



Blue & Gold Ferry

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	-----	12:20 p.m.	12:10 p.m.*	12:50 p.m.	1:05 p.m.		
9:15	9:25	9:45	10:00 a.m.	1:55	1:45*	2:25	2:40		
11:00	10:50*	11:30	11:45	4:00	3:45*	4:30	4:45		
12:45 p.m.^	12:35 p.m.*	1:15 p.m.	1:30 p.m.	5:45	5:30*	-----	6:20		
2:30	2:20*^	3:00	3:10	7:20	7:05*	7:50	8:05		
4:40	4:30*^	5:10	-----	8:55^	8:45*	8:25	9:30		
5:50	5:40*^	6:15	-----	10:30^	10:20*	-----	11:00^		
6:20	6:10*	-----	7:00	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*	8:20	-----	8:30 a.m.#	-----	9:10 a.m.	9:00 a.m.		
8:55^	8:45*	-----	9:25	9:45	10:00 a.m.	10:20	10:35		
Weekdays from San Francisco				11:35	11:50	12:10 p.m.	12:20		
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	1:10 p.m.	1:25 p.m.	1:45	1:55		
-----	6:30 a.m.#	7:15 a.m.	7:05 a.m.	2:50	-----	3:45	3:55		
-----	7:35#	8:20	8:10	4:55	5:10	5:30	5:40		
-----	8:40#	9:25	9:15	6:30	6:45	7:05	7:15		
10:15 a.m.	10:30	10:50^	11:00^	8:10	8:25	8:45	8:55		
12:00 p.m.	12:15 p.m.	12:35 p.m.^	12:45 p.m.^	9:40	9:55	10:15	10:25		
1:45	2:00	2:20^	2:30^	No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day.					
3:45	4:10	4:30^	4:40^	Regular weekday service on Martin Luther King Jr. Day					
-----	5:20	5:40	5:50	FARES:					
5:20	5:45	6:10	6:20	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass	
-----	6:25	6:45	6:55	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
-----	7:25	7:45	7:55	Junior (5-12)	\$3.50	\$7.00			
-----	8:25	8:45	8:55	Child under 5*	FREE	FREE			
* To S.F. via Oakland # To Alameda via Oakland				PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.					
^ Departs immediately after loading									
For the most current schedule, visit http://www.eastbayferry.com/									

Schedule information collected from <http://www.eastbayferry.com>

Blue & Gold Ferry

BAY CRUISE				SAUSALITO			
Depart Pier 39				FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekends and Holidays		Weekdays			
Available through 9/6/10		10:15 a.m.	2:30 p.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:15 a.m.	1:45	11:00	4:00	11:15 a.m.	11:45 a.m.	11:55 a.m.	12:25 p.m.
11:00	2:30 p.m.	12:15 p.m.	5:00	12:30 p.m.	1:00 p.m.	1:10 p.m.	1:40
12:15 p.m.	4:00	1:15	6:00	2:00	2:30	2:45	3:15
1:15	5:45	1:45	6:45	3:20	3:50	4:00	4:55
Available starting 9/7/10		10:45 a.m.	12:00 p.m.	5:10	5:40	5:50	6:20
10:45 a.m.	12:00 p.m.	1:15	2:30	8:30*	7:55	8:00	8:20
1:15	2:30	4:00	5:00	Fridays only*			
For the most current schedule, visit www.blueandgoldfleet.com Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.							
FARES: All prices include audio tour.							
Adult	\$24.00	Junior (12-18)	\$20.00	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
Senior (62+)	\$20.00	Child (5-11)	\$16.00	11:00 a.m.	11:35 a.m.	11:45 a.m.	12:20 p.m.
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm							
ANGEL ISLAND - S.F.							
Weekdays - Daily Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day			
9:45 a.m.	10:05 a.m.	10:10 a.m.	10:30 a.m.	FARES: One-way Round-trip			
1:05 p.m.	1:50 p.m.	2:00 p.m.	2:20 p.m.	Adult	\$10.00	\$20.00	
-----	-----	3:25	3:45	Child (5-11)	\$5.75	\$11.50	
Weekends - Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:35 a.m.	TIBURON - Pier 41			
11:45	12:10	12:15 p.m.	1:40 p.m.	Weekdays			
1:50	2:45	2:55	3:25	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
-----	-----	4:30	5:30	10:50 a.m.	11:10 a.m.	11:15 a.m.	12:00 p.m.
ANGEL ISLAND FARES*							
Adult (12+)	\$16.00						
Child (ages 6-12)	\$9.00						
Child (5 & under)	Free						
* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)							
TIBURON COMMUTE							
TIBURON - S.F. Ferry Building							
Weekdays							
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon				
6:00 a.m.	6:20 a.m.	-----	-----	9:40 a.m.	10:35 a.m.	10:40 a.m.	11:35 a.m.
6:50	7:10	7:15 a.m.	7:35 a.m.	11:45	12:35 p.m.	12:45 p.m.	1:40
7:50	8:10	8:15	8:35	1:50	2:20	2:30	3:25
8:45	9:05	-----	-----	3:30	4:05	4:10	5:05
-----	-----	4:25 p.m.	4:45 p.m.	5:15	6:15	6:20	6:55
5:00 p.m.	5:20 p.m.	5:25	5:45	7:05	8:00	8:05	8:40
5:50	6:10	6:15	6:35	FARES: One-way Round trip			
6:40	7:00	7:15	7:35	Adult	\$9.50	\$19.00	
9:35*	8:45*	8:50*	9:30*	Child (5-11)	\$5.25	\$10.50	
-----	9:55 p.m.*	-----	-----	20 Ticket Commute Book \$140.00 (Mon. - Fri.)			
Fridays only*							

Baylink Ferry

VALLEJO		
VALLEJO - SAN FRANCISCO		
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	8:10	-----
7:45	8:55	-----
8:45	9:55	-----
10:00	11:10	11:30 a.m.
11:30	12:40 p.m.	-----
2:00 p.m.	3:30	3:10 p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:35	7:05	6:45
Weekends and Holidays		
7:00 a.m.	8:10 a.m.	-----
8:30	10:00	9:35 a.m.
10:00	11:10	11:30
11:30	12:40 p.m.	-----
2:00 p.m.	3:10	3:30 p.m.
4:30	6:00	5:40
5:35	7:00	-----
7:30	9:00	8:40
FARES: One-way		
Adult (13-64)	\$13.00	
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
Baylink DayPass	\$24.00	
Baylink Monthly Pass (Bus / Ferry) w/Muni	\$290.00	\$345.00
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		

Red & White

BAY CRUISE	
Pier 43 1/2	
Monday through Sunday	
10:00 a.m.	1:45 p.m.
10:45 *	2:30
11:15	3:00
12:00 p.m.	3:45
1:15	4:15 *
FARES:	
Adult (18+)	\$22.00
Youth (5-17)	\$16.00
Child (under 5) Free	
Family Pass	\$69.00
(2 Adult + 4 Youth)	
* Weekends Only	

Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.			
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.
-----	4:30 p.m.	5:35	6:00
5:05 p.m.	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30	-----	-----
No weekend service			
FARES:			
Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board the ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.			
Fare:			
One-way Adult		\$6.50	
One-way Juniors (5-12)		\$3.25	
Children (under 5)		Free	
One-way Seniors (62 & over)		\$3.75	
Disabled		\$3.75	
Active Military		\$5.25	
One-way Commute (book of 10)		\$55.00	
One-way Commute (book of 20)		\$100.00	
Monthly Pass (book of 40)		\$185.00	
Free MUNI and AC Transit Transfers Provided			

Angel Island Ferry

TIBURON - ANGEL ISLAND			
Weekdays			
Monday through Friday ferry service is by advance reservation for groups of 25 or more. Individuals may "piggyback" with scheduled groups.			
Visit www.angelislandferry.com for more information.			
Weekends			
10:00 a.m.	11:00	1:00 p.m.	3:00
10:20 a.m.	11:20	1:20 p.m.	3:30
FARES:			
Adult (13 and over)	\$13.50	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
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 http://www.angelislandferry.com/			
Schedule Subject to change w/o notice			



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

Real Estate Booms: Is the California Delta Next?

BY JAH MACKEY

If you have considered waterfront real estate as an investment, vacation property or commercial location, the Delta may just be for you. The region has commercial and residential real estate at phenomenal prices and great rental rates.

Right now, the Delta is experiencing the same difficulties that many areas have since the real estate market crashed in 2008. We have witnessed the job market dry up, residential property prices plummet and tax revenue fall far short. These, in turn, have affected state budgets; now, commercial lease and sale properties have followed suit. Moreover, while the water in the Delta is a critical resource to California and the nation, the local communities and their respective economies are not immune to the swift economic changes that affect our economy on the state and federal levels.

The net result is a catalog of commercial and residential properties at or below market rate values with owners ready to negotiate.

Now, some of you may think that this is a bad time to make a purchase, but I would encourage you to look at the situation between the lines. In 1997, California completed a needs analysis study carefully identifying the users and the required resources to sustain the recreational economic development of the Delta. The final report determined that the Delta is a playground to an estimated 14 million visitors a year, and each person spends an average of 28 days a year in the Delta.

Now skip ahead 13 years and add in an economy that is showing signs of the recovery from one of the worst recessions we've experienced. You will discover that we have a marketplace ripe with opportunity. In the last decade, state agencies have made infrastructure improvements in and around the local Delta communities in an effort to preserve the history and enhance tourism—the visitor's center in Locke, for instance.

Private industry has also made significant investment in agri-business, tourism and hospitality and of course real estate.

Real estate in core Delta areas—including numerous properties now for sale along Highway 160, or River Road—has traditionally remained family-owned over generations, with very few opportunities ever coming to the open market. This is significant because there is a moratorium on new construction in many areas, as outlined the 2007 Delta Protection Commission Report (www.delta.ca.gov). In other words, there are no new developments being allowed in many parts of the Delta's primary zone.

If you are considering relocating your business or your family and you are worried about the number of small businesses closing down, foreclosures on the rise and the fact that the Delta's future as a sustainable water resource is uncertain, keep in mind many opportunities abound as long as you read between the lines. The Delta is California's "too big to fail" business. With new money coming in, public and private infrastructure improvements and local businesses expanding in the midst of a recession, the Delta is the next possible breakout opportunity.

For more information on residential and commercial properties in the Delta, you should contact a local real estate agent—I have listed two websites in a sidebar on this page to get you started. To get more information on state tax incentives that started when the federal tax incentives expired, visit the California's Franchise Tax Board website, www.ftb.ca.gov/individuals/new_home_credit to identify the state's money-saving opportunities.

Finally, I'd like to highlight two attractions in the Delta's core zone that exemplify why the region is ripe for explosive growth:

Delta Discovery Cruises

Seven days a week, Delta Discovery Cruises (DDC) provides the luxury and excitement of cruising on the California



Photo by Suzanne Black

Seven days a week, Delta Discovery Cruises provides the luxury and excitement of cruising the Delta on board their climate controlled vessels.

Delta on both of their Coast Guard-certified vessels, the Island Serenade and the Island Girl. On board these climate-controlled vessels, DDC offers both public and private cruises.

What makes Delta Discovery Cruises so unique? The passion and experience of owners Steve and Heather Ingram, a husband and wife team hailing from Utah. For 14 years, they gave tours on the Great Salt Lake, until July 2008, when the City of Pittsburg extended an invitation to the company to relocate to the Bay Area. Steve is a Coast Guard-certified Captain and Heather is the marketing genius behind DDC.

To book your private charter or just experience one of the many fantastic cruises offered by Delta Discovery Cruises, call (925) 252-9300 for reservations or visit them at www.deltadiscoverycruises.com.

The Old Sugar Mill

In 1984, American Crystal consolidated and sold their sugar factory to a collection of local growers, forming the Delta Sugar Corporation. They owned it until 1993, when economic pressures forced its closure. In 2000, Carvalho Family Wineries decided to redevelop the building and land for wineries and have

a local facility to crush the grapes grown in the Delta.

To preview the grounds for your next event or to venture out exploring, call (916) 744-1615 and ask for Marni, the event manager. You can also visit them at www.oldsugarmill.com for information about upcoming events and wedding planning.

For more information on Delta real estate, visit:
Coldwell Banker Amaral & Associates www.cbamaral.com
Joe Enos & Association www.riverdeltaland.com

Jah Mackey, is President of Oceanus Marine Group (OMG), which provides outsourced marina management services to public and private marinas.



Mackey is the current commodore of California's first internet-based yacht club, OMG's Delta Yacht Registry, and is an avid boater with over 20 years of boating experience on the San Francisco Bay and Delta Regions.

15 Minutes That Could Save Your Life

Tips from the U.S. Coast Guard Boating Safety Division

Summer and recreational boating just naturally go together. To make sure your vessel is seaworthy and that all essentials are on board, set aside 15 minutes for a quick inspection before every launch.

- Check the operating condition of your boat: motor, steering, battery, hoses, clamps, bilge pumps, wiring, lines, float switches, and lights. Make sure you have sufficient fuel and that the drain plug is in. A missing drain plug has meant an early end to many a boating trip.

- Make sure you have a U.S. Coast Guard-approved life jacket of the correct size and type for you and every passenger aboard. The Coast Guard recommends that you always wear your life jacket when underway.

- If your boat is greater than 16 feet in length, be sure you also have a Coast

Guard-approved throwable flotation device – i.e. buoyant cushion or ring life buoy (kayaks and canoes are exempted from this requirement).

- Check for other required or recommended safety equipment appropriate to the size of your boat and the area where it will be operating; for example, fire extinguisher, visual distress signals, flashlight, tool kit, first-aid kit and sunscreen, paddle, anchor and anchor line, charts of the local area, and a VHF-FM marine radio.

- If applicable, check the boat's capacity plate information to ensure that you don't overload the boat with passengers and gear.

The U.S. Coast Guard reminds all boaters to "Boat Responsibly!" For more information and tips on boating safety, visit www.uscgboating.org.

ALAMEDA | OAKLAND FERRY



Whether you're commuting to work or enjoying a weekend outing with friends or family, the Alameda/Oakland Ferry is a great way to travel the bay.

service between Oakland's Jack London Square, Alameda Main Street, SF Ferry Building and SF Pier 41, Seasonal service to ATT&T Park for Giants game and Angel Island State Park



510.749.5837 | www.eastbayferry.com

BLUE & GOLD FLEET

415.773.1188

www.blueandgoldfleet.com



The enchanting nautical experience begins when passengers board Blue & Gold Fleet boats that sail on San Francisco Bay. Blue & Gold Fleet is the largest excursion and commuter ferry service provider in the Bay Area.



San Francisco Bay Cruise Adventure An hour long cruise along the City's historic waterfront, right past the PIER 39 sea lions, under the Golden Gate Bridge, by Sausalito, past Angel Island and around Alcatraz.

Sausalito & Tiburon A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

Angel Island A California State park and wildlife reserve. Angel Island is both a great picnic destination with hiking, kayak tours, an hour-long fully-narrated TramTour, as well as a historical site dating back to the U.S. Civil War.

Vallejo Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Six Flags Discovery Kingdom theme park.

Alameda & Oakland There's dining in Jack London Square, the Farmer's market on Sundays and jazz nightly.

Blue & Gold Fleet at PIER 39
Beach Street & The Embarcadero
San Francisco

AROUND THE BAY IN JULY

Oakland Zoo Goes Down Under

The Oakland Zoo will debut its new Wild Australia exhibit on Saturday, July 3 at 10 a.m. There will be live entertainment featuring didgeridoo music and honorary guest Liam Mayclem, host of CBS5's Eye on the Bay, will also be in attendance. The new Wild Australia exhibit is accessible via the Outback Express Adventure Train. Guests may board the train in the Rides Area and will begin their journey through an Australian themed exhibit featuring wallaroos and emus. Enjoy this Down Under setting with beautiful views of the Bay Area as a backdrop. This is a family-friendly attraction for all ages to enjoy. Admission for the Outback Adventure train is \$2.50 per person. The grand opening ceremony will take place in the Rides Area at the Outback Express Adventure Train Depot at the Oakland Zoo located on 9777 Golf Links Road, off Highway 580. For more information, visit www.oaklandzoo.org.

Celebrate Independence Day on the USS Hornet

The USS Hornet Museum in Alameda hosts its annual Independence Day party

on Sunday, July 4 from 11 a.m. to 10 p.m. Tours of the famous aircraft carrier will be available throughout during the day until 8 p.m. The USS Hornet Museum will offer plenty of interactive activities starting at 1 p.m. A variety of carnival and table-top games will be located inside the Hangar Deck. On the Flight Deck, there will be a bounce house and inflatable games for all ages. Don't miss a chance to ride the flight simulator through a jet fighter mission. Throughout the day, guests are welcome to explore the many decks of the legendary aircraft carrier. Open for public tour are the flight deck, hangar bays, engine room, flight operations, captain's bridge, ship's hospital, and torpedo shop. Exhibits include the West Coast's largest Apollo Moon Mission Recovery display and more than a dozen aircraft ranging from WWII vintage to modern era. Visitors can get a close-up look at a TBM Avenger, an F-14 Tomcat, and a helicopter from the film Apollo 13. The highlight of the family-friendly event is a concert on the Flight Deck starting at 2 p.m. Guests can enjoy sweeping views of the San Francisco Bay while listening to live music on the ship's flight deck.



Scheduled bands include the Mighty NepTunes, country rock by The Bell Brothers, Celtic rock by Tempest, and our headliner, 3 O'clock Jump. Following the concert, guests are welcome to remain on the Flight Deck to watch panoramic views of Bay Area fireworks. A great selection of food, beer and wine will be available for purchase during the event. All-day admission is \$25 for adults (\$20 in advance) and \$10 for children ages 5-17; museum members receive free admission. The ship is permanently berthed at 707 W. Hornet Avenue, Pier 3 in Alameda and there is ample free parking. For more information or to purchase tickets, call (510) 521-8448 ext. 282 or visit www.uss-hornet.org.

Jazz in the Fillmore

Fillmore Merchants Association and the Fillmore Community Benefit District presents Fillmore Jazz Festival 2010 on Saturday, July 3 and Sunday, July 4 from 10 a.m. to 6 p.m. Blending art and soul in one of the country's most unique neighborhoods, the Fillmore Jazz Festival is the largest free Jazz festival on the West Coast, drawing over 90,000 visitors over the Independence Day weekend. From sunup to sundown, visitors can groove to the sounds of live music from multiple stages, browse the offerings of over eight blocks of fine art and crafts, and enjoy gourmet food and beverages. Asian to Cajun, paintings to pottery, old favorites and new directions, the Fillmore Jazz Festival is not to be missed. This year's entertainment continues the tradition of showcasing outstanding artists from across the Jazz spectrum, at Fillmore between Jackson and Eddy, Fillmore Street, San Francisco. Admission is free. For more info, visit www.fillmorejazzfestival.com or call (800) 310-6563.

An Evening You Can't Refuse!

V. Sattui Winery will host its sixteenth annual Festa Italiana under the oaks at their beautiful St. Helena location on Saturday, July 31 from 6:30 to 9:30 p.m. As in past years, they will be celebrating


V. Sattui's Italian heritage with an outdoor feast straight from the villages of Toscana and Lombardia. The chefs will fill bowls and platters with delicious pastas and garden-fresh salads, then slice and dish up roasted wild boar, grilled tri-tip and fresh salmon. The picnic grove will be transformed once again into a traditional Italian summer festival with the live music, dancing and, of course, your favorite V. Sattui wines. As you socialize and dine at long, family-style tables in the cool of the evening, you will be serenaded by Italice, a talented group of Bay Area Italian musicians who are well-known for their unique and lively style of modern-day Italian music; come prepared to shimmy because the dance floor will be filled all night. Cost is \$79 for the general public. V. Sattui Winery is located at 1111 White Lane in St. Helena. For more information, call (707) 963-7774 or visit www.vsattui.com/festa.

A San Francisco Museum Free For All!

On Friday, Saturday and Sunday, July 16-18, San Francisco's leading museums are having a free for all! It's one big weekend of fun as the de Young Museum, Asian Art Museum, San Francisco Museum of Modern Art (SFMOMA), the Contemporary Jewish Museum, the Museum of the African Diaspora (MoAD), Zeum: San Francisco's Children's Museum and Yerba Buena Gardens Festival take turns welcoming all ages with free general admission, free hands-on art making activities for kids and special family-friendly free performances. It's a marathon of creativity and discovery for all ages, so mark your calendar now. You won't want to miss the family-friendliest weekend that San Francisco has to offer. On Friday, the de Young Museum is free from 5 to 8:45 p.m. On Saturday the Asian Art Museum is free from 10 a.m. to 5 p.m., and on Sunday SFMOMA, Contemporary Jewish Museum, MoAD, Zeum and Yerba Buena Gardens Festival are all free from 11 a.m. to 4 p.m. For more information, visit www.onlyinsanfrancisco.com/target.

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.

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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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