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September 2010 Vol.11, No.9

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Corrections & Letters

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



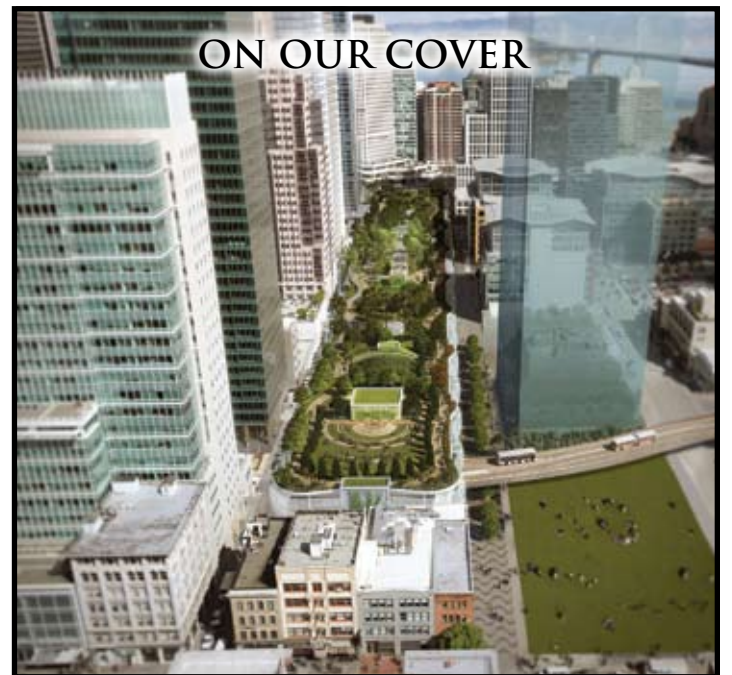
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ON OUR COVER

The \$4.2 billion Transbay Transit Center, which promises to be the "Grand Central Station of the West," broke ground in downtown San Francisco on August 14. When the new Center emerges on the site of the old Transbay Terminal in August 2017, it promises to launch a new era of urban transportation. It will link eight Bay Area counties with 11 bus and rail systems — in one modern, regional hub. See the article on the groundbreaking on Page 7, and a photo gallery bidding farewell to the old Transbay Terminal on Page 8. Image courtesy of Pelli Clarke Pelli Architects. Rendering courtesy of Transbay Joint Powers Authority.

BAYCROSSINGS

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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**

WATERFRONT NEWS

Another 'Ghost Ship' Removed From Suisun Bay for Scrapping



Bay Ship & Yacht, located in Alameda on San Francisco Bay, has completed hydro-blasting the hull and superstructure, and finished its seaworthiness inspection of, the decommissioned *USS Florikan*. The ship, shown above, was brought to the shipyard's 388' x 84' drydock prior to being towed to Texas for scrapping.

The *Florikan* will be one less ship in the U.S. Maritime Administration's Reserve Fleet at Suisun Bay, which has been the subject of much concern and a high-profile environmental lawsuit. Originally numbering more than 100 ships, the "ghost fleet" has now been reduced to only 57 ships, as one ship after another has

the Coast Guard-enforced Invasive Species Act, and towed to Texas for scrapping. There are currently no licensed facilities for scrapping ships on the west coast; however, plans are underway to establish a ship recycling facility at the former U.S. Navy facility at Mare Island in Vallejo.

There are currently no licensed facilities for scrapping ships on the West Coast; however, plans are underway to establish a ship recycling facility at the former U.S. Navy facility at Mare Island in Vallejo.

The *Florikan* was a Chanticleer-class submarine rescue ship. She was launched in June 1942 by Moore Dry Dock Co., a shipyard once located in Oakland, across the estuary from Bay Ship & Yacht's present shipyard in Alameda. During World War II, the *Florikan* served at Pearl Harbor, Midway, and Kiska, Alaska. She has a displacement of 1,780 long tons, a length of 251 feet, a beam of 42 feet, and a draft of 14 feet, 3 inches.

Port of Oakland Recycles Its Mammoth Cranes

BY PATRICK BURNSON

The Port of Oakland has added state-of-the-art super-post-Panamax cranes over the past decade to handle the larger container ships that now transit the globe. When the Alameda Naval Air Station was in service, however, Oakland used thousand-ton “low-profile” cranes to accommodate flight-path safety issues.

Since the base closure, those cranes are no longer needed here. In the meantime, the Massachusetts Port Authority (Massport) needs low-profile cranes due to the proximity of its container terminal to Boston Logan International Airport. The Port of Oakland and Massport have recently cooperated so that the cranes from Oakland can be re-used at the east coast facility. The first part of this engineering feat has been completed; in August, the cranes were loaded aboard a barge and pulled away from Berth 37 at the Port of Oakland.

Port of Oakland Maritime Director James Kwon said, “We are pleased that our low-profile container cranes are going to be put to good use at Massport. This demonstrates how the port industry is making conscious decisions

for the environment whenever possible. With the re-use of these cranes, we are reducing waste and saving resources, and Massport gets cranes that are ready to be put in service.”

The two Kocks cranes’ total weight equals approximately five million pounds. They use electrical power to operate, so there are no emissions in the port area when they are in use. The barges taking the cranes to the Port of Boston are beginning a month-long, 6,300-mile waterborne journey that will take them through the Panama Canal and up the east coast to their new home at Conley Container Terminal.

The Kocks container cranes from the Port of Oakland have a boom outreach of 150 feet. Each crane can lift as much as 50 Long Tons (112,000 lbs.) in one lift. These cranes are 132 feet high (about the height of a 12-story building) and are expected to arrive in Boston by mid-September. Rigging International of Alameda (a member of the Sarens Group, Belgium) is responsible for the entirety of the cranes’ journey and for their setup in Boston. The low-profile cranes in Oakland were replaced by Evergreen’s new super post-Panamax cranes that arrived in March of this year. The new Evergreen cranes had to be fully operational before the low-profile cranes could be removed.

World Maritime Day to Combat Climate Change

When the United States Coast Guard hosted the primary World Maritime Day in New York last year, a similar event gained traction here in the Bay Area. Now ports around the country are holding their own observances to provide valuable education, awareness and publicity on the maritime community’s efforts to combat climate change.

The Navy League of the United States Pacific Merchant Marine Council will have a program on 2010 World Maritime Day “Year of the Seafarer” at its luncheon on Monday, September 20. The Council welcomes other organizations to participate in this luncheon on the *S.S. Jeremiah O’Brien* or to host activities of

their own. The council desires to be kept abreast of other World Maritime Day activities.

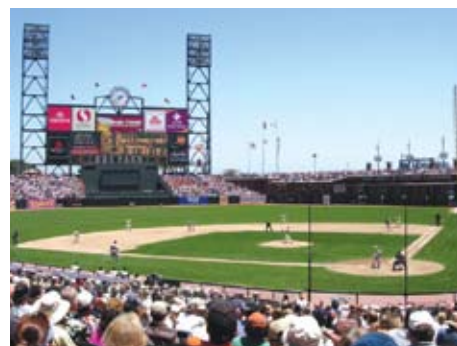
The “Year of the Seafarer” in 2010 will provide an excellent opportunity to convey to seafarers (1.5 million strong worldwide) a clear message that the entire shipping community understands the conditions under which they operate, shows compassion for the sacrifices they make, and does care for them.

For more information, Bay Crossings readers may contact Phelps Hobart, President of the Pacific Merchant Marine Council at (415) 544-0100.

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WATERFRONT ACTIVITIES

- 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 break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! On September 1st this sail is on the Seaward, an 82' schooner, followed by a free BBQ! Cost is \$40.
- September 4** **10AM – 2PM - Kayak Basics: Oakland Estuary, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Are you ready to try kayaking? Maximize your fun on the water! This half-day class 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. Cost is \$59, includes coupon for future rental, good for 2 hours!
- September 7** **7PM – 10PM - Navigation 1, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Consider this course the nuts and bolts of navigation. Everything a sailor needs navigationally to successfully day sail in the US. Cost is \$25 and reservations are required.
- September 11** **8:30AM – 5PM - Charter Share Sail Out the Gate, Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Climb on board one of our offshore equipped boats with some fellow sailing buddies and get a taste of the open sea as you head "out the gate" to the San Francisco Buoy and back. Cost: Members: \$120 /Non-Members: \$160
- September 11** **9AM – 5PM - Sailboat Motoring, Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn to become a master at maneuvering a 31' sailboat. Must have US SAILING Basic Cruising Certification or equivalent skills. Cost: Members: \$222 /Non-Members: \$295
- September 12** **9AM – 5PM - Taste of the Bay Charter Share Sail - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Go sailing with skilled sailors and stop at a local waterfront restaurant for lunch. Meet new sailing buddies and have a great time! Limited space available! Cost: Members: \$75/ Non-Members: \$100 (Lunch not included). Call for reservations.
- September 18** **4PM – 6PM - Monthly FREE BBQ-OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come sail with us on an Introduction to Sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- September 24** **7PM – 10PM - Moonlight Kayaking, Jack London Square, California Canoe & Kayak, 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. Call or reserve online. Cost: \$49, includes kayaks, equipment, and guides.
- September 25** **8AM – 3PM - 9th Annual Support Strokes Paddle, Jack London Square, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Paddlers and non-paddlers are welcome to participate in this benefit for breast cancer. Courses range from novice to expert. Half price classes and kayak rentals available for new paddlers. Register online at www.calkayak.com or call 510-893-7833. Funds collected are donated to 4 local breast cancer profits.
- September 25** **7PM – 9PM - Knot Tying Seminar, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Take your knot tying skills to a whole new level. Learn all the knots that are utilized in sailing and have all your knot-related questions answered. Cost is \$25 and reservations are required.



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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Transbay Transit Center Breaks New Ground

BY MARJORIE BLACKWELL

The long-awaited “Grand Central Station of the West” is under way at last — after years of planning and accumulating funds, an international design competition, unrelenting political will from the Bay Area, Sacramento and Washington, DC, and a final boost of federal “stimulus” funds.

The \$4.2 billion Transbay Transit Center in downtown San Francisco broke ground on August 11. When the new Center emerges on the site of the old Transbay Terminal in August 2017, it promises to launch a new era of urban transportation. It will link eight Bay Area counties with 11 bus and rail systems — in one modern, regional hub that will include

an underground train station for future Caltrain and California high-speed train service. And that’s just the first phase.

Phase 2 funding will complete the Transit Center by extending underground rail tracks 1.3 miles from Caltrain’s current 4th and Townsend terminus, enabling the Center to fulfill its mission to bring Caltrain — and ultimately high-speed trains — to the heart of downtown.

In addition to vastly improving regional connections, the Transit Center will redefine living in downtown San Francisco by creating a brand new South of Market neighborhood with 2,600 housing units (35 percent below market), 3 million square feet of new commercial space, and the tallest office tower on the West Coast.

The Transit Center’s striking design is the work of Pelli Clarke

Pelli Architects, which won the highly competitive design contest with its concept of an airy, five-story structure and a five-acre rooftop park that will provide welcome greenery and open space in the dense downtown. The Center’s ground floor concourse, with an entrance off of Mission Street, will feature a Grand Hall with a prominent light column bringing daylight into the building. Two levels up, the bus deck will house 30 bus bays with a direct connection to the Bay Bridge via aerial bus ramps. The bus deck will be used primarily by AC Transit, as well as by Muni buses serving Treasure Island, Westcat, Amtrak and Greyhound. Below ground will be two train levels; the train platform on the lower level will have six tracks for Caltrain and high-speed trains.

The rooftop park will

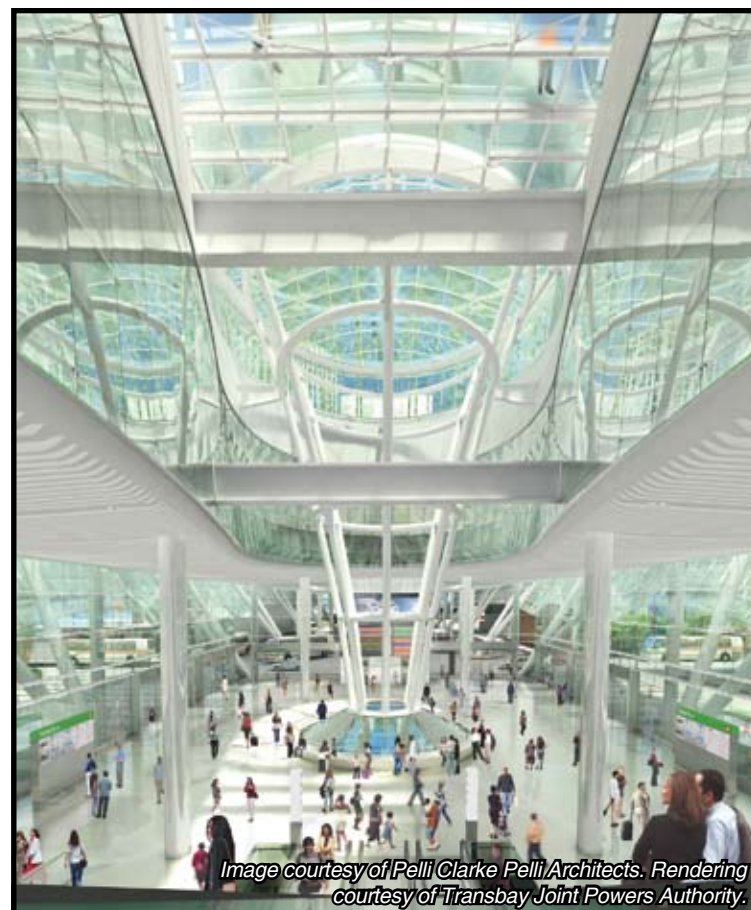


Image courtesy of Pelli Clarke Pelli Architects. Rendering courtesy of Transbay Joint Powers Authority.
A view of the Grand Hall, with its prominent light column bringing daylight into the building.

feature a walking trail, gardens, lily ponds, an outdoor amphitheatre and retail shops. The park also will double as a “green roof” contributing to the transit facility’s environmental features.

In his remarks at the Transit Center’s groundbreaking ceremony, San Francisco Mayor Gavin Newsom extolled the prospect of linking jobs, housing and transit. “One of the things we’re celebrating, is the visionary leadership ... that established a framework of transit first, that recognized the jobs-housing linkage, and that density with transit near and around jobs is our fate and future,” he said, adding that the project “is the ultimate manifestation of smart growth.”

The \$4.2 billion Transbay Transit Center Project is being financed by various government agency partners: the federal government, the state of California, the Metropolitan Transportation Commission (MTC) and its Bay Area Toll Authority, the San Francisco County and San Mateo County Transportation Authorities, and AC Transit, among others.

MTC has set aside over \$350 million in bridge tolls for the project. Of this pot, \$150 million is from Regional Measure 2 funds approved by Bay Area voters. The bridge toll funding is not only helping to finance the new terminal, but also financed construction of the temporary Transbay Terminal and demolition of the old Transbay Terminal.

The funding that put the Transit Center over the top and propelled it into construction was an infusion of \$400 million in “stimulus” funds from the Obama Administration for the high-speed rail portion. Altogether, California has received \$2.34 billion in federal funds for high-speed rail.

According to U.S. Secretary of Transportation Ray LaHood, speaking at the Transit Center groundbreaking ceremony, “California received the most high-speed rail money (in the nation) because you have your act together and have been working on high-speed rail for a decade.”

“California,” he said, “is way ahead of the curve when it comes to high-speed rail.”



Image courtesy of Pelli Clarke Pelli Architects. Rendering courtesy of Transbay Joint Powers Authority.
This cross section of the new terminal shows the bus deck on the top level and the underground train station serving both Caltrain and the California High-Speed Rail system.



Photo by Noah Berger

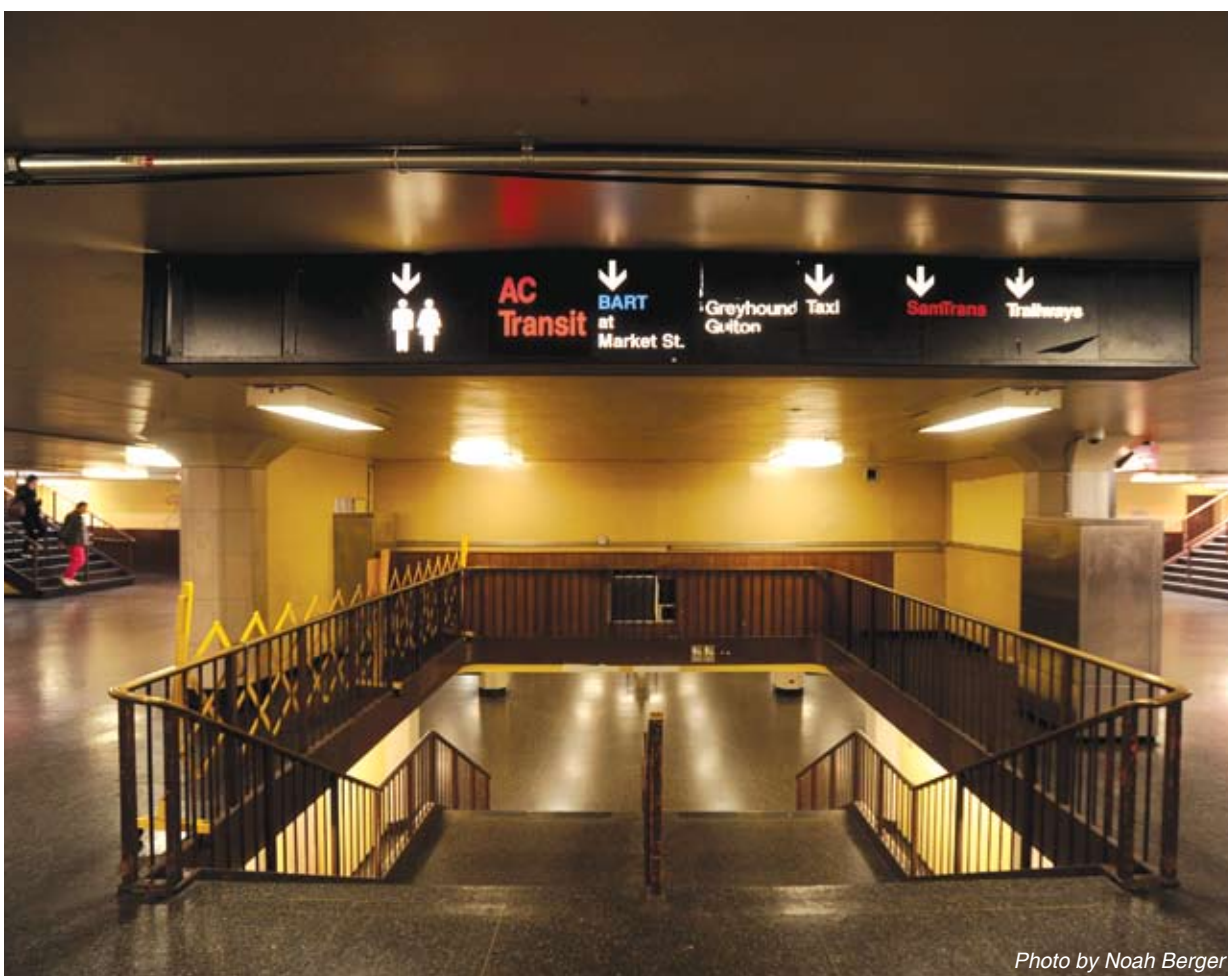


Photo by Noah Berger



Farewell Album

Turning Out the Lights at

BY MARJORIE BLACKWELL

San Francisco's Transbay Terminal is going, going... gone. In the next few months, the gray concrete monolith that has dominated Mission Street between Fremont and First streets since 1939 will become a pile of rubble. The lights went out for good on the deteriorating Terminal at midnight on August 6, when the last AC Transit bus headed out to Alameda. In a well-coordinated plan, a few hours later, lights went on and bus service began in the new, temporary terminal two blocks away between Main, Beale, Howard and Folsom streets. Demolition of the terminal began a week later on August 14, starting with the freeway-connector ramps that loom over Howard Street — and over the new temporary bus terminal.

Although the Transbay Terminal has been a bus station for the past 51 years, it was designed and built as a railway station. Designed by prominent architect Timothy Pflueger, it was an adjunct to the San Francisco-Oakland Bay Bridge, serving passenger trains that traversed the Bay Bridge to East Bay cities, Sacramento and beyond. Beginning in 1939, three rail systems carried passengers from the Terminal across the Bay Bridge: the Interurban Electric Railway, the Sacramento Northern and the Key System. The Key System long outlived the other two, shuttling thousands of daily commuters across the Bridge for the next 19 years. The electric trains, powered by a third rail, ran on the lower deck of the Bridge, alongside trucks, while automobiles crossed in both directions on the upper deck. During rush hour, 10-car trains arrived at the Terminal every two minutes for a 30-minute — or less — trip to East Bay destinations in Oakland, Alameda, Piedmont and other East Bay cities. The Terminal, which was financed by 50-cent Bay Bridge tolls, was designed to handle up to 35 million people a year. At its peak,



Photo by Noah Berger



© Tom Paiva Photography



© Tom Paiva Photography

the Old Transbay Terminal

however, it was used by only 26 million passengers a year. Ridership began to decline after the end of World War II when gas rationing was discontinued, and more people began to buy automobiles. By the early 1950s, train ridership was down to 5 million a year. In 1958, the train tracks on the bridge were dismantled, and the bridge was given over entirely to vehicle and bus traffic. In 1959, AC Transit took over the Key System routes, and, although the Terminal continued to be part of the Bay Bridge and was owned and managed by the state of California, it was converted into a bus station, primarily for AC Transit's transbay buses.

Remnants of the Terminal's railroad heydays lasted for years, until the 1989 Loma Prieta earthquake damaged the building, and Caltrans boarded up and walled off many of the old sections. One railroad component continued in use until the Terminal closed this summer, however: The elevated loop that AC Transit buses used to drop off and pick up passengers was the same one used by trains.

Shortly before the Terminal was closed for good, Caltrans gave the once vibrant building a last hurrah by opening up some of the old boarded up spaces. On July 30, the public had a chance to glimpse the terminal's past and see some of the building's original features, including the large waiting room with curved wooden benches, a 1930s-era diner with green plastic seats and curved counters, a onetime popular bar, a state police office with an adjoining jail cell, a shoeshine stand, a news stand and a long spiral staircase to an underground parking garage.

The Transbay Joint Powers Authority (TJPA), which is building the new Transbay Transit Center on the old Terminal site, is collecting positive memories about the Transbay Terminal and its place in San Francisco's history. You can share your memories by emailing memories@transbaycenter.org. They will be posted on the TJPA website (www.transbaycenter.org) in the coming weeks.



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Photo by Noah Berger



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Sports and Performing Arts Fuse at AT&T Park and Golden Gate Fields

BY PAUL DUCLOS

While Giants fans wait to see if their team will be playing postseason baseball in “the yard,” there will be another major cultural event taking place there this month.

San Francisco Opera partners with the San Francisco Giants and Webcor Builders once again to bring grand opera to AT&T Park, home of the San Francisco Giants baseball team, with a free live simulcast of Verdi’s *Aida* on Friday, September 24 at 8 p.m.

Conceived by David Gockley as a way to further the San Francisco Opera’s community involvement, the Company’s four previous simulcasts at AT&T Park have allowed nearly 100,000 music lovers to experience grand opera for free

in one of San Francisco’s most beautiful locations. Through state-of-the-art technology made possible by the Koret-Taube Media Suite, these simulcasts are transmitted in high definition (HD) to AT&T Park’s 103-foot wide scoreboard—one of the highest quality outdoor scoreboards in the nation—live from the stage of the War Memorial Opera House.

Concert quality audio and AT&T Park’s huge screen create an unmatched operatic experience for attendees sitting in the stands and on the baseball field. Traditional baseball game concessions are available, providing audiences the rare opportunity to eat hot dogs, peanuts and popcorn while enjoying glorious opera.

The celebrated cast of principal singers features Italian soprano Micaela Carosi making her Company debut as *Aida*, a signature role that she has sung around the world to great acclaim.

Verdian mezzo-soprano and former Adler Fellow Dolora Zajick returns to sing Amneris, and tenor Marcello Giordani makes his role debut as Radames. Returning after his highly-praised performances in last season’s *Otello* is baritone Marco Vratogna as Amonasro, and baritone Hao Jiang Tian sings the role of Ramfis.

While the SF opera company uses a sporting venue to attract new fans to the performing arts, Golden Gate Fields across the Bay will be introducing racing aficionados to popular music. And at the same time, GGF comes to the aid of the budget-minded when it presents six “Dollar Day” programs during its 2010 summer horse racing season.

The 27-day session runs through Sunday, October 3. Golden Gate Fields will offer “Dollar Day” cards—featuring \$1 general parking, \$1 general admission, \$1 racing programs, \$1 hot dogs, \$1

beers, and \$1 sodas—every Sunday of the meeting. In addition to a full card of horse racing, the Sunday programs will include live musical entertainment, and beginning September 12, live television coverage of all NFL games via the NFL Sunday Ticket.

Golden Gate Fields’ Summer Concert Series begins this month with Busta Groove on September 5, The Spazmatics on September 12, Pop Fiction on September 19, Love Fool on September 26, and the Cheeseballs on October 3.

Busta Groove will play back-to-back dates at Golden Gate Fields as the band will provide the tunes for the track’s “Family Day” celebration on Labor Day, Monday, September 6. Fans attending the Labor Day program will receive a free picnic blanket, and the track’s “Family Day” festivities will include many free activities for kids, including pony rides, bounce houses and face painting.

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Getting Hitched With a Green Twist

BY BILL PICTURE

Bay Area wedding planner Ema Drouillard provides environmentally conscious intendeds with a unique opportunity to start their life together on a green foot, as well as to share their passion for sustainability with friends and family members.

Drouillard is encouraging couples to take a less-is-more, anti-*Bridezilla* approach to planning their big day. That approach minimizes the wedding's impact on the environment, and, Drouillard believes, keeps the joy and beauty of a couple's commitment to building a life together from getting buried under the bells and whistles of a traditional "big wedding."

"Keep it small," she says. "That's the key. Minimize wherever possible."

Drouillard first got her feet wet in the wedding business in 1971, when she was ordained as a minister so that she could officiate the wedding of her brother and his then-fiancée. "He ended up not marrying her, of course. And when he finally did get married many, many years later, he didn't even use me," she jokes.

Friends, however, did call upon



Photo by Ema Drouillard

There are lots of little things that couples can do to minimize the impact of their "big day" on the environment without guests even noticing. Among them is using flowers harvested from sustainable resources, and serving local and organic food at receptions.



Photo by Ema Drouillard

The average American wedding costs just under \$28,000 and requires the services of 43 vendors. Minimizing the number of vendors will reduce costs, and minimize carbon emissions from vehicles used to transport equipment and Landmark locations require no decorations or set up.

Drouillard to officiate their ceremonies. And, after receiving several glowing reviews, she decided to market her services to the public. "And wedding planning kind of evolved from there," she says. Drouillard now offers full-service wedding planning, and has recently won a Betty Furness Award for Intense Consumer Advocacy from the Environmental Forum of Marin.

Starting at home

Drouillard's own passion for environmentalism led her to seek small ways to green her business practices long before the green movement took shape. "I started with small things," she explains. "For instance, I only run errands on my way to or from an appointment so that I don't do any unnecessary driving. I don't spend money on printed

marketing materials, and I reuse and recycle whenever and wherever possible. And, when I take pictures for clients, I only use rechargeable batteries. Even contracts are signed electronically."

Those efforts were all back-end ones, however. That is, they required little, if any, participation on the part of the wedding party. According to Drouillard, until very recently, most couples weren't willing to forego less environmentally friendly traditions for the sake of having a greener wedding.

"It's really only in the last few years that people have started incorporating their interest in the environment into more aspects of their lives," she says. "They're even seeking out the services of businesses that share that interest. And that segment is definitely growing."

Those shifts in attitude and spending

prompted Drouillard to better align her business practices with her at-home ones, which she describes as "aggressive." That has meant marketing herself as a green business—her business, Ceremony Way, was certified a green business by the County of Marin a few years ago—and encouraging clients to reprioritize, putting the health of the environment before those traditions that add flair to a ceremony, but little, if anything, else.

Small changes, big results

"It all comes down to our individual footprints; and every choice we make can help reduce that," Drouillard explains. "All those little choices add up."

A good place to start, according to Drouillard, is with the guest list, which any married couple will tell you can quickly get out of control.



“When you have a 300-person guest list, the bride and groom become hosts,” she says. “The focus is less on celebrating the couple’s commitment to each other and more on making sure that everyone else is being taken care of. Also, I find that the guests at smaller, more intimate weddings are more present.”

Next is choosing an appropriate venue. “Try to find a venue that can host the ceremony *and* the reception. It’ll cut down on the driving for your guests. Also, look for a venue that has its own equipment, and that requires a minimum amount of dressing or decoration. Whatever you need for your event that the venue can’t provide in-house, will have to be rented and trucked in. Plus, decorations often can’t be reused or recycled.”



Photo by Ema Drouillard

Green wedding planners say it keeps the focus on the bride and groom, who are often reduced to party hosts at large weddings.

When it comes to printed invitations, the question is: “Should we or shouldn’t we?”

Printing on 100% recycled paper and using soy-based inks is the least that an environmentally responsible couple can do. For those willing to go the extra green mile, Drouillard recommends doing away with printed invitations altogether and going electronic.

“It’s one less thing that will end up in the garbage,” she says. “Actually, it’s at least five things if you count the mailing envelope, the invitation, the insert that’s usually inside, the reply card and the reply envelope. An e-vite is just as effective, and just as acceptable nowadays.”

At the wedding, Drouillard recommends flowers harvested from sustainable resources. Should a couple decide to serve a meal at the reception, Drouillard recommends serving local and organic food—or choosing a caterer that does. After the wedding, Drouillard suggests posting photos online for guests to enjoy, rather than printing copies or burning CDs.

“I just heard that the average wedding employs the services of 43 vendors,” Drouillard adds. “Can you believe that? Again, minimize. The fewer vendors you use, the greener your event is. Not only are you reducing carbon emissions from the trucks used to transport things, you also have to think about how green each

vendor’s office practices and purchasing procedures are.”

Check, please

When it comes to weddings, keeping it simple (and small) is not only better for the environment. It’s also more economical, which is a big concern for couples given today’s financial climate. According to TheKnot.com, a wedding resources website, the average American wedding costs just under \$28,000. Drouillard specializes in weddings for under 25 guests and offers packages starting at around \$500.

Of course, keeping it small means that some distant relative, family friend or coworker isn’t going to make the cut. For those couples that would prefer to not have to deal with the headache of creating a guest list, who would prefer to have just a few very close loved ones on hand for the ceremony, or who would simply prefer to keep costs to an absolute minimum, Drouillard suggests another option—eloping.

“We call them ‘destination weddings’ now,” jokes Drouillard. “When you hear that someone is ‘eloping,’ you think of people sneaking off in the middle of the night to get married. Nowadays, it’s a viable alternative to a bigger wedding, with people planning them up to a year in advance. Sometimes it’s just the bride and groom; sometimes they invite along a few close friends and family members. These kinds of weddings represent 20 percent of the market now.”

The number of destination weddings is increasing so quickly that wedding industry conferences have begun including seminars to help wedding planners meet the demand.

“Wedding planning is just like any other business. You have to change with the times,” Drouillard says. “You have to constantly be morphing. I’m always looking to see how I can improve the process, to make it simpler for the couple, greener and more cost-efficient.”



Photo by Ema Drouillard

Twenty percent of couples are now choosing to elope to escape the high cost and headaches of traditional big weddings. The wedding industry has renamed these intimate affairs “destination weddings.”

For more information on Ema Drouillard and her green wedding packages, visit www.ceremonyway.com.

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Embarcadero Adds Rocketship to Its Transit Offerings

Last month, Mayor Gavin Newsom joined the Black Rock Arts Foundation (BRAAF) and the Port of San Francisco to celebrate the unveiling of Raygun Gothic Rocketship, a 40-foot-tall sculpture created by a team of Bay Area artists lead by Sean Orlando, Nathaniel Taylor and David Shulman. The Rocketship, poised as if to board passengers for a typical run to a nearby stellar destination, will remain at the Pier 14 Tidal Plaza, at the base of Mission Street, on the Embarcadero for a 14-month temporary exhibition.

The 40-foot-tall artwork offers a retro-futuristic, highly-stylized vision of space travel circa 1930s-1940s science fiction and is the latest in a series of temporary public art exhibitions sponsored by BRAAF to enliven and activate public spaces. The sculpture will be accompanied by

a companion piece, the Rocket Stop designed by Alan Rorie, which tells the story of the Rocketship's exploits, providing route, schedule and other information. The installation will be illuminated for nighttime viewing.

"We are very proud to have the work of local artists of this caliber represented along San Francisco's iconic waterfront," said Mayor Gavin Newsom. "Sean, Nathaniel and David's Raygun Gothic Rocketship is an important piece of our City's strong temporary public art program that adds an important vibrancy and a vitality to our public spaces."

"We at the Port are charged with creating opportunities for residents and visitors alike to connect with San Francisco's spectacular waterfront," said Port Executive Director Monique Moyer. "As the third in a series of large-scale sculptures to be installed temporarily at Pier 14, we

are confident that this compelling piece will engage people and enhance their experience of the area. Pier 14 provides a fitting and fantastic backdrop for this whimsical work of art."

More than 70 artists and makers participated in the creation of Raygun Gothic Rocketship, including members of Five Ton Crane, a collective of Bay Area artists and inventors. "It's remarkable what creative heights people can reach when they work together," said lead artist Sean Orlando. "The whole idea behind Five Ton Crane is that artists working in concert can accomplish so much more than any one person could working alone. The Raygun Gothic Rocketship project is a perfect example of that idea in action."

"I believe the Raygun Gothic Rocketship team uniquely captured the emotion and wonderment each kid has felt with space travel at some time in their childhood," said Joel Walker, Director, Center Operations,

NASA Johnson Space Center, "I applaud the team for tapping that emotion in a unique and creative way. I believe it has the potential to make a personal and significant impact to all who encounter it."

The temporary exhibition of the artwork is made possible through funding provided by the Black Rock Arts Foundation, aided by a \$15,000 grant from the Port of San Francisco. Significant contributions and key services have been contributed by: Degenkolb Engineers, Leslie Pritchett Public Art Consulting, Paul and April Buchheit, Loren and Rachel Carpenter, Freddy and Helvetica Hahne, Rock Paper Scissors Foundation, and the Edwards Family Fund. To find out more about this project visit www.blackrockarts.org/projects/raygun-gothic-rocket.

During Mayor Newsom's tenure, there have been more than 20 temporary public art exhibits around various neighborhoods of San Francisco—including the Arts in the Storefronts exhibits; Zhang Huan's Three Heads Six Arms, currently on display in Civic Center Plaza; and several highly successful projects undertaken in concert with the Black Rock Arts Foundation, such as The David Best Hayes Green Temple Project and the award-winning Panhandle Bandshell Project.

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Photo by Renée Dunn Martin

The Raygun Gothic Rocketship will remain at the Pier 14 Tidal Plaza, at the base of Mission Street, on the Embarcadero for a 14-month temporary exhibition.




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NOTICE OF PUBLIC HEARING
TO RECEIVE PUBLIC COMMENT ON PROPOSALS TO PROPOSED CHANGES TO GOLDEN GATE FERRY

FERRY FREQUENT RIDER FARES AND SCHEDULES

PUBLIC HEARING DATE/LOCATION

Thursday, October 7, 2010, 9:30 a.m.,
Board Room, Administration Building, Golden Gate Bridge Toll Plaza, San Francisco, CA

In recognition of its \$132 million five-year projected deficit, the Golden Gate Bridge, Highway and Transportation District (District) will hold a public hearing to receive public comment on proposals to:

- 1) Reduce the discount rate for the Golden Gate Ferry "Frequent Rider" Program available through the use of Clipper cards to a standard 30% from the basic adult cash fare; and,
- 2) Implement schedule adjustments to the Larkspur and Sausalito schedules that will improve operational efficiency and generate cost savings.

PROPOSED CHANGES TO WEEKDAY GOLDEN GATE FERRY SCHEDULES

There are currently 41 weekday crossings scheduled between Larkspur and San Francisco and 18 weekday crossings scheduled between Sausalito and San Francisco. The modifications to the weekday Larkspur and Sausalito ferry schedules are proposed to better accommodate commuters' work start times in San Francisco, maximize crew availability, and provide cost savings associated with reduced fuel consumption.

Proposed changes to the Larkspur Ferry WEEKDAY schedule include the following:

1. Adjustment to the departure and arrival times of 13 crossings
2. Elimination of 3 crossings
3. Elimination of 2 crossings during the fall/winter season
4. Elimination of 3 additional crossings year-round
5. Conversion of one trip from a high-speed catamaran crossing (30 minutes) to a Spaulding Class vessel crossing (45 minutes).

Proposed schedules and additional information can be found at http://goldengate.org/financialplan/ggf_fares-schedules.php. For transit information to the public hearing, visit www.goldengate.org or call 511 (say "Golden Gate Transit" then "operator"), TDD 711. To request special assistance at the public hearing due to a disability, please call 415-923-2223 at least three days before the hearing date.



PROPOSED CHANGES TO GOLDEN GATE FERRY FARES							
<i>Frequent Rider Program Fares – Available only by Using Clipper™ Card</i>							
Ferry Route	Current Clipper Fare	Current Clipper Discount off Adult Cash Fare	Proposed Clipper Fare	Proposed Clipper Discount off Adult Cash Fare	Effective Proposed Fare Increase	% of Passengers using Clipper	Current Daily Weekday Ridership
Golden Gate Larkspur Ferry	\$5.15	46%	\$5.80	30%	+\$0.65 or	58%	4,500
Golden Gate Sausalito Ferry	\$4.40	38%	\$5.80	30%	+\$1.40 or 31.8% fare increase	31%	1,500

Public comments will be received at the Public Hearing, by email at publichearing@goldengate.org or in writing to (no later than 4:30 p.m., October 7, 2010):

Jan Tarantino, Secretary of the District
Golden Gate Bridge, Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, CA 94129-0601

I Love When You Talk Sailor to Me!

BY CAPTAIN RAY

Can you believe that another year has come and gone? Aye matie, the 19th of September is officially ‘Talk Like a Pirate Day’! To help you participate more fully and to continue my tradition, I’d like to tell you about some common (and uncommon) phrases that come from the sea. Without further ado:

On a full-rigged ship (a ship with at least three masts, all square rigged), there were over 250 different pieces of running rigging, lines that were adjustable and used to control the sails. When a seaman apprentice had learned the function and location of all of these lines, he earned his promotion to seaman, because he “knew the ropes.”

Sometimes all of us are trapped by unforeseen circumstances. An example of this for sailors is when they anchor in water

so shallow that, when the tide goes out, the vessel is left “high and dry.”

One definition of a barge is a powerless vessel used to carry cargo. They can be towed alongside or behind, pushed ahead, or (in the past) towed through canals by horses, mules, and sometimes, even people walking on the canal bank’s towpath. Because they were unwieldy and difficult to control, they were often involved in collisions. By extension, any person who creates an unwelcome and surprising interruption can be said to “barge in.”

During the age of sail, the guns aboard naval vessels were not very accurate and it was necessary to get close to the enemy in order for them to be effective. In order to avoid being fired upon while “under the guns” of their foes, they would fly the ensign of a neutral country and were said to be operating under “false colors.”

The guns aboard a naval vessel in the late 1700s and early 1800s were massive

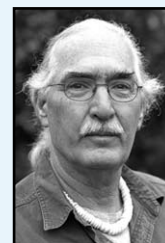
things. A small ‘6 pounder’ (the approximate weight of the shot) weighed more than half a ton and a ‘32 pounder’ could weigh as much as two and one half tons. Imagine the chaos and destruction if one of these guns was to break loose from its tackles and begin careening about the ship as it rolled in the waves—hence the term “loose cannon” for anyone dangerous and out of control.

While on the subject of a ship’s guns, here’s one more expression for you. The cannonballs were stacked in pyramids alongside the guns on a brass plate called a monkey. (Although cannonball is a commonly used term, it is incorrect on two counts because the ship’s guns were always referred to as guns, never cannons, and the balls were properly called shot.) Long periods of cold weather would cause the metals to contract at different rates, which would disrupt the neatly stacked balls, thereby causing them to fall off the monkey and roll about the deck. It was said to be

cold enough to “freeze the balls off a brass monkey.” There is no written proof of the origin of this expression, but it is just risqué enough to have survived in our colloquial speech, with most folks not knowing its less prurient origin.

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.



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Salmon Make September Memorable

BY KATI SCHMIDT

Pacific salmon are central to the culture, cuisine and ecology of the entire west coast—and the San Francisco Bay Area in particular. Two species of salmon, the giant Chinook (or King) salmon (*Oncorhynchus tshawytscha*) and their close cousins, steelhead trout (*Oncorhynchus mykiss*), migrate through our Bay. With The Bay Institute co-sponsoring SalmonAID's Salmon Month at Aquarium of the Bay throughout September, and the fall run of Central Valley Chinook salmon swimming towards the Golden Gate as they prepare to return to freshwater, now is a perfect time to take a deeper look at these animals as well as key issues threatening their vitality.

"Salmon are remarkable creatures, and are an important component of our aquatic ecosystems," said Tina Swanson, executive director of The Bay Institute. "Salmon support valuable commercial and recreational fisheries, and are an iconic cultural resource. Over their life span, salmon forge a living connection between our rivers, estuaries and the ocean."

Like sturgeon, salmon are anadromous, meaning they are born in fresh water and will then make their way to open oceans, where they will spend between one to five years feeding and maturing before returning to spawn in fresh water. One of salmon's many remarkable attributes is its instinctive ability to return to the same river—often even the exact same stream of its birth—to spawn. With the exception of steelhead, Pacific salmon are also semelparous, meaning they die shortly after spawning.

Chinook, coho, sockeye, chum, pink salmon and steelhead trout once populated nearly every coastal river or stream from southern California to Alaska. California's salmon runs used to be among the largest in the world, with many millions of fish returning to spawn in the Central Valley and coastal rivers each year.

However, in recent years, wild salmon have made headlines for their staggering population declines. Both the winter and spring runs of Central Valley Chinook salmon are protected as endangered



Photo courtesy of Aquarium of the Bay

In recent years, wild salmon have made headlines for their staggering population declines.

species; similarly two populations of steelhead in the San Francisco Bay watershed are endangered. The long-term decline of these once-robust populations is attributed primarily to dams and their associated large-scale water diversions. In the San Francisco Bay watershed alone, nine of the 10 largest tributary rivers are blocked by large storage dams, limiting access for salmon to spawn.

"Twenty-six populations of Pacific salmon are endangered across the west coast," said Jon Rosenfield, SalmonAID President and conservation biologist with The Bay Institute. "These fish are hardy and adaptable. If they cannot thrive in our rivers and estuaries, then we've done some serious damage, and that's bad news for people."

SalmonAID Hosts Salmon Month at Aquarium of the Bay

Raising awareness for the plight of wild salmon, SalmonAID, a coalition of sport and commercial fishermen, conservation organizations, chefs, First Nations tribes and others are presenting Salmon Month throughout September at Aquarium of the Bay. Don't miss Salmon Cinema & Storytelling on September 15, where Native Americans will share traditional salmon lore and tales of modern-day healing and collaboration for salmon recovery.

Throughout September, SalmonAID partners will interact with visitors

at Aquarium of the Bay, providing information on wild salmon and what individuals can do to protect them. Special exhibits will chronicle the historical importance that salmon have played in our ecosystem as well as to a variety of populations and industries.

As part of this initiative, SalmonAID also calls upon individuals to avoid consuming farmed salmon, which have higher levels of dioxins and PCBs, and can spread parasites to nearby wild salmon. "There is no such thing as sustainable farmed salmon,"

commented Rosenfield. "To feed the farmed salmon, boats must scour the ocean to harvest tons of smaller "forage" fish species. It is comparable to raising wild tigers for meat."

Securing Front Row Seats to Nature's Greatest Show

Beginning during Salmon Month (September) and continuing through early March, depending on the location, you can secure front row seats to the migration of steelhead and fall run Chinook salmon. The Bay Institute, SalmonAID, and the Nature Conservancy have created a map that identifies specific locations and timeframes for viewing salmon in the wild.

Within the Bay Area, Walnut Creek, Lagunitas Creek and Redwood Creek are top spots. In the Central Valley, the number of salmon running up the American River comes to a crescendo in mid-November; the Stanislaus River is a leading location for viewing the animals in action; and the Feather River becomes an underwater interstate for salmon as well as steelhead.

"In addition to visiting these areas, we urge individuals to consider how their actions affect our salmon and the rivers they depend on, to make smart decisions in their own lives about water and chemical use, and to vote in favor of the

environment. It will take all of us working together to protect and restore these species and the valuable fishery that, until recently, they supported," said Swanson.

The salmon viewing map will be available for visitors to pick up throughout Salmon Month at Aquarium of the Bay, or available to view and print online, at The Bay Institute's website, www.bay.org.

Highlights of SalmonAID's Salmon Month at Aquarium of the Bay include:

- September 10: Meet Your Fishermen, including a discussion by Bill Carter, author of the acclaimed book *Red Summer*.
- September 15: Salmon Cinema & Storytelling Circle, featuring films from the Wild & Scenic Environmental Film Festival and discussions by Native Americans.
- September 18-19: Kids Weekend, with hands-on activities led by SPAWN, the Watershed Stewards Project and the Institute for Fisheries Resources.
- September 26: SalmonAID Festival on PIER 39: A free, outdoor celebration featuring two dozen SalmonAID partner organizations.

For additional information on SalmonAID or to purchase tickets for the Salmon Cinema & Storytelling Circle and other events, visit www.salmonaid.org or www.aquariumofthebay.org.

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.

GET THERE BY FERRY

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
5:50 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	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
4:15	4:45	4:55	5:25	Golden Gate Ferry Fares, Effective July 1, 2010			
-----	-----	5:20	6:05	Fares shown are for one-way travel			
5:10	5:45	5:55	6:25				
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.

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	10:15	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

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WETA



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
		1:15	2:30	8:30*	7:55	8:00	8:20
			4:00	9:10*	9:15*	9:15*	10:15*
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				
Senior (62+)	\$20.00	Child (5-11)	\$16.00				
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				
9:45 a.m.	10:05 a.m.	10:10 a.m.	10:30 a.m.				
1:05 p.m.	1:50 p.m.	2:00 p.m.	2:20 p.m.				
-----	-----	3:25	3:45				
Weekends - Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41				
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:35 a.m.				
11:45	12:10	12:15 p.m.	1:40 p.m.				
1:50	2:45	2:55	3:25				
-----	-----	4:30	5:30				
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	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
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				
6:40	7:00	7:15	7:35				
9:35*	8:45*	8:50*	9:30*				
-----	9:55 p.m.*	-----	-----				
Fridays only*							
TIBURON - Pier 41							
Weekdays							
Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. 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	3:45				
3:20	4:15	4:25	4:55				
4:05	4:45	-----	-----				
-----	7:35	7:45	8:20				
8:30*	9:30*	9:35*	10:15*				
* Fridays only ^ Via Sausalito visit www.blueandgoldfleet.com							
TIBURON Weekends and Holidays							
Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41				
9:40 a.m.	10:35 a.m.	10:40 a.m.	11:35 a.m.				
11:45	12:35 p.m.	12:45 p.m.	1:40				
1:50	2:20	2:30	3:25				
3:30	4:05	4:10	5:05				
5:15	6:15	6:20	6:55				
7:05	8:00	8:05	8:40				
FARES:							
Adult	\$9.50	Round trip	\$19.00				
Child (5-11)	\$5.25	Round trip	\$10.50				
20 Ticket Commute Book \$140.00 (Mon. - Fri.)							

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:		
Adult (13-64)	\$13.00	One-way
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 (May - September)			
Returning	10:00 a.m.	11:00	1:00 p.m. 3:00
	10:20 a.m.	11:20	1:20 p.m. 3:30
Weekends (May - September)			
Returning	10:00 a.m.	5:00 p.m.	hourly
	10:20 a.m.	5:20 p.m.	hourly
FARES:			
Adult (13 and over)	Round Trip		(*Limit one free child, ages 2 and under, per paying adult.)
Child (6 - 12)	\$13.50		
Children (3 - 5)	\$11.50		
Toddlers (ages 2 and under)	\$3.50		
Bicycles	Free*		
	\$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...

A Bounty of Angling Is Threatened

BY JAH MACKEY

The Delta has long been one of the nation's premiere fishing grounds. If you enjoy bluegill, salmon, readear, largemouth, smallmouth, and striped Bass, bullhead catfish, channel catfish, shad, sturgeon, crappie, steelhead and the occasional crawdad, then you have found your Shangri-La. The famed striped bass migrate through the Delta twice a year, usually in November and May. However, beautiful fish can be had all year long.

There are over 1000 miles of waterways beckoning you with thoughts of your next fishing adventure. Whether you own the latest Ranger Boat or are pulling your grandfather's aluminum special out of storage—or better yet, are looking for a quiet riverbank—the Delta has a fishing spot for you.

On a recent productive fishing outing on the Mokelumne River, a friend and I ventured to Paradise Point via several sloughs and cuts. As we meandered along, we stopped at Herman and Helen's for lunch on Little Connection Slough. Then, we made our way to King Island Resort on Honker Cut and Disappointment Slough just north of Stockton. As I said, our last destination before we headed home was Paradise Point, located on Bishop Cut and Disappointment Slough, near Eight Mile Road north of Stockton. The scenery was beautiful and timeless, reminding me of *The Adventures of Huckleberry Finn* or *Eve's Bayou*.

Unfortunately, this anglers' paradise is in jeopardy. Once upon a time, the Delta was teeming with huge populations of all kinds of fish and was home to many commercial fishermen. With the passing of the Burn-Porter Act in 1960, the California State Water Project, including the California Aqueduct, was constructed and expanded. Major additions and renovations were completed at recently as 1997 and additional work was to be completed around 2008.

The original plan called for massive pumps that would pump freshwater from Northern California through the California Aqueduct and supply Southern California and the Central Valley with a valuable resource. Due to court rulings on the endangered status of the Delta Smelt, a native to the waterway and a forage fish that makes up one of lower foundations of the Delta food chain, those pumps have been kept quiet for some time.

What has been historically the birthplace of legendary tales of great fishermen has become the site for California's ongoing water wars. The California state government, along with the state's corporate agricultural businesses, has set out to change the flow of the state's most important waterway and freshwater fishery yet again.

The advent of the California Aqueduct and associated projects has decimated the fish populations to the point where the Delta smelt are on the endangered species list and others are dangerously close. Now the California State Legislature and our



Photo by Jah Mackey

There are over 1000 miles of waterways in the Delta beckoning you with thoughts of your next fishing adventure.

Governor have developed a similar plan to re-route large amounts of freshwater around the Delta in a new conveyance system to Southern and Central California. This plan is very similar to the Peripheral Canal rejected by voters in 1982.

The revised proposal now known as the Bay Delta Conservation Plan will further jeopardize the Delta. The plan (BDCP) calls for the eradication of non-native fish species, a new canal and a series of tide control gates—two permanently in the western Delta and two in the central Delta as long-term temporary solutions—to allow freshwater flow into the system on high tide to be contained as the tide begins to turn for the outflow.

In an effort to restore native fish species, part of the plan is the eradication of (presumably by poisoning the waterway) “non-native predatory species” that proponents of the BDCP say threaten indigenous Delta smelt, longfin smelt and salmonid populations. While not stated, this part of the BDCP specifically targets striped bass, largemouth bass and every other non-native predatory species in the waterway.

So, if you are an avid angler and you enjoy fishing in the Delta, get involved.

Many organizations are opposed to the Bay Delta Conservation Plan, including the California Striped Bass Association (www.striper-csba.com), California Delta Chamber and Visitors Bureau (www.californiadelta.org), California Sportfishing Protection Alliance (www.calsport.org), Restore the Delta (www.restorethedelta.org), Water 4 Fish (www.water4fish.org), several of the Delta water districts and the cities and five counties that comprise the Delta.

Stay informed, stay committed, and stay fishing.

Sharing time with whales is a privilege.



415-331-6267

www.sfbaywhalewatching.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.

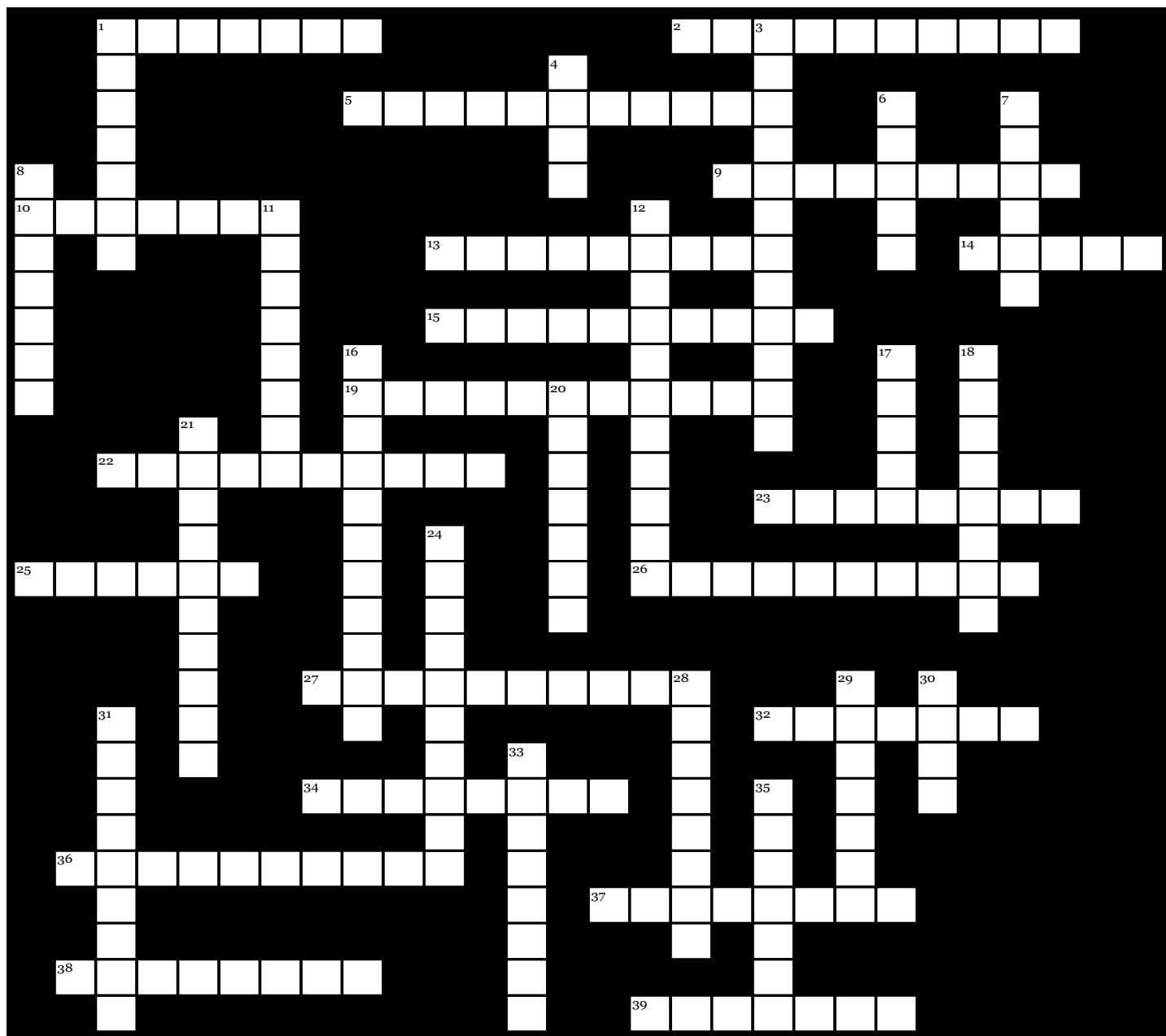
“The Bay and Its Watershed” Crossword Challenge

The San Francisco Bay is remarkably complex. As we take in the scenery along the Bay Trail, ride the ferry to work, or when we wade into the water for a swim, it's hard to comprehend the numerous processes at work to sustain the Bay ecosystem. The Bay's biological communities depend on freshwater inflow from the Delta, continual tidal flushing, a seasonal coastal upwelling, regular cycles of sediment and nutrients and stable water chemistry. These factors come together in a way that makes the San Francisco Bay unique among aquatic systems and allows for a great diversity of organisms to thrive.

The delicate balance of the Bay's systems also makes it vulnerable to pollution from industry, agriculture and urban activities. When any component in the ecosystem is disturbed, it can upset the balanced environment that plants and animals need to survive. Unfortunately, the Bay is under constant threat of pollution, even from sources far beyond the shoreline. Every action in the watershed has the potential to impact the Bay. San Francisco Baykeeper aims to reduce pollution throughout the watershed, knowing that even seemingly distant threats can be harmful.

Last year, the Baykeeper Crossword Challenge tested your knowledge of the mysteries inside the Bay. This year we are expanding the Crossword Challenge into the watershed to find out how much you know about the dynamics of the Bay, the human activities that harm it, and strategies to protect it. Need a hint or two? Email ian@baykeeper.org with your questions.

The first three people to send us a completed and correct puzzle by August 31 will win a prize! Submit your completed puzzle to: Baykeeper Crossword Challenge, 785 Market Street, Suite 850, San Francisco, CA 94103. Submissions also may be faxed to Baykeeper at (415) 856-0443 or scanned and sent to ian@baykeeper.org. An electronic copy can be downloaded on our website at Baykeeper.org. We will also print the correct answers in next month's *Bay Crossings*. Good luck!



Across

- 1 island point of convergence of three counties
- 2 the gradual sinking of Delta islands
- 5 endangered bird found in Bay marshes
- 9 land area that drains to a common waterbody
- 10 degradation of creek banks
- 13 often seen airing-out its wings
- 14 between ebb and flood
- 15 spilled 53,000 gallons of bunker fuel
- 19 one source of excess nutrients to the Bay
- 22 ships finally leaving Suisun Bay
- 23 tide that is below mean lower low water
- 25 gray whale feeding mechanism
- 26 largest source of pollution to the Bay
- 27 fish like salmon, steelhead, and sturgeon
- 32 distinguished by its external ears and long front flippers
- 34 "green" and threatened with extinction
- 36 roofs, roadways, and parking lots are ___ surfaces
- 37 found on the margins of waterbodies, offer natural protection
- 38 this "Rock" provides nesting habitat for seabirds
- 39 the "king" of salmon

Down

- 1 strait named after a ship, not a mammal
- 3 gives ships stability, also carries exotic species
- 4 gravel nest for salmon eggs
- 6 percent of California land area that drains to the Bay
- 7 discarded by the Ohlone, now found in large buried piles
- 8 a toxic legacy from the Gold Rush
- 11 pollution from diffuse sources
- 12 streams and rivers that bring freshwater to the Bay
- 16 returning underground creeks to a more natural state
- 17 where the San Joaquin meets the Sacramento
- 18 San Francisco's style of sewer system
- 20 invasive kelp found in local marinas
- 21 360 feet deep
- 24 the first urban National Wildlife Refuge
- 28 in the Bay, increases as you move west
- 29 fourth busiest container port in the nation
- 30 number of counties surrounding the Bay
- 31 Clean Water Act goal: fishable and ___
- 33 highest level of sewage treatment
- 35 "new" mercury mine in Santa Clara County

AROUND THE BAY IN SEPTEMBER

Legendary Musicians Descend on Sausalito Art Festival

This Labor Day weekend, top-notch music and stars of the contemporary art scene will be showcased on the sparkling bay shores of Sausalito's Mediterranean-like seaside village as Sausalito hosts the West Coast's ultimate Art and Music Experience. This year's musical attractions feature the Bangles, the Fixx and Modern English on Saturday, September 4 and Dave Mason, the Tubes and Pablo Cruise on Sunday, September 5. Monday afternoon features Jefferson Starship, Mavis Staples and the Sons of Champlin. The best local, American, and international artists will bring more than 20,000 original works of art including paintings, sculpture, ceramics, jewelry, fiber art, fine glass, woodwork, mixed media and photography. From functional to surreal, witty to the elegantly decorative, these one-of-a-kind and limited edition artworks form an unparalleled collection that can only be seen once a year. Enjoy the opportunity to meet the artists one-on-one or stretch out on the lawn in the scenic bayside park. Enjoy nonstop entertainment on three stages or gourmet delights with champagne and fine wines. For more information, visit www.sausalitoartfestival.org.

Alameda Rocks Webster Street

More than 30,000 people are expected to jam Webster Street for the 9th annual Webster Street Jam from 10 a.m. to 6 p.m. Saturday and Sunday, September 11-12 in the heart of historic West Alameda on Webster Street between Central and Lincoln Avenues. The two-day international food, music, art and wine festival also includes a special performance by Foreverland, the 14-piece Michael Jackson tribute band, on Saturday evening. All the arts and crafts on sale will be from talented area artisans, and the food will be from local area restaurants reflecting a vast

array of international flavors. Locally-produced Drake's beer and Alameda-based Rosenblum Cellars, Rock Wall and R&B Cellars wines will be sold at the beverage centers. Free, secure valet bicycle parking will be provided by BikeAlameda. For more information, visit www.westalamedabusiness.com.

Jack London Square Goes Green

Enjoy a fun and family-friendly street fair dedicated to all things "green" and explore the latest in green living and energy conservation. The festival, which will extend throughout Jack London Square, will feature live entertainment, speakers, local and national green businesses, an eco fashion show, organic foods, community action groups, a kid zone and so much more. For more information, visit www.goinggreenjls.com. The event takes place on Saturday, September 25 from noon to 7 p.m. and until 6 p.m. on Sunday, September 26.

Winery to Hold 125th Birthday Party

V. Sattui Winery will hold their biggest event ever on Saturday, September 25 when they celebrate their 125th birthday with the "1885-2010 Anniversary Celebration Harvest Ball." The event promises to pull out all the stops with an evening to beat all others. The festivities will begin with champagne flowing on the estate's outdoor terraces with Italian antipasti and live classical music. Later, the crowd will move to a big-top tent where a six-course banquet of the finest cuisine from Lombardia, Italy will be prepared by Michelin-star chef Stefano Masanti. He will match dishes from his native Lombardia with V. Sattui's finest wines, including reserves and older vintages. The evening will then continue in the winery, where Pride & Joy will provide a high-style show of soul-injected dance music. The event is a black tie and the cost is \$225 for non-members. This event sold out last year,

so book early. For more information, visit www.vsattui.com.

Paddle for the Cure at Jack London Square

California Canoe & Kayak is proud to sponsor the 9th Support Strokes Paddle Fundraiser on Saturday, September 25 at Jack London Square. Event time is from 8 a.m. to 3 p.m. This event is open to non-paddlers as well as paddlers from novice to expert. Participants new to the sport have the opportunity to take a kayaking class with California Canoe & Kayak for half price, or to paddle in a tandem with an experienced paddler. This event is not limited to canoes and kayaks—all paddlers, outrigger teams and rowers are welcome and encouraged to participate. Paddlers raise money for breast cancer advocacy, support, research and treatment. All proceeds benefit local Bay Area non-profit organizations working to help women with cancer. Discounted kayak and canoe rentals will be provided to registered participants as needed. Reservations for boats are required. Registration fee is \$20, and each participating paddler is asked to raise a minimum of \$100. Registration includes: t-shirt, lunch, discount class, kayak rental and raffle ticket. All pledges raised will be distributed amongst the beneficiaries based of the donor's choice. Online donations or registration are available at www.calkayak.com. You may also pick up a registration form at California Canoe & Kayak, 409 Water Street in Jack London Square.

Sixth Annual Big Team Regatta to Set Sail

On Friday, October 1, nonprofit Treasure Island Sailing Center will hold its sixth annual Big Team Regatta San Francisco, a corporate sailing challenge that pits Bay Area companies against each other in the pursuit of glory, bragging rights, and opportunity to

raise money for youth and adaptive sailing programs. Training, sailing gear, continental breakfast, lunch and awards ceremony are included. The Regatta takes place at OCSC Sailing in Berkeley and is a great corporate team-building exercise and community service opportunity for companies. Non-sailors are encouraged to participate. Expert coaches from Group Experiential Learning (GEL) and OCSC Sailing will transform your group of non-sailors into a team of racers for the day's Regatta. For information on sponsorship packages, and Big Team Regatta San Francisco, visit www.gelcorp.com/clients/bigteamregattasf2010.html. Companies interested in entering a team of executives in the race can get the information kit at the website, or contact Jay Palace at jpallace@gelcorp.com, or Mary Jane Powell at mjstyles@gmail.com.

Oakland Wine Benefit to Support Foster Kids

The 4th Harvest Crush Wine Benefit held at JC Cellars in Oakland will provide a memorable evening of food, wine and community that supports Adopt A Special Kid's mission to find 'forever' families for waiting children in foster care. Guests enjoy select and premium wine tastings, winery tours and artisan snacks along with opportunities to win raffle prizes, purchase mystery wines and participate in a silent auction. This year's raffle grand prize, valued at \$4,000, is a one-week getaway in a private four-bedroom home on Carmel Point. The event takes place on Friday, September 24 from 6 p.m. to 8:30 p.m. JC Cellars is located at 55 Fourth Street in Oakland. Admission tickets are priced at \$20 for select wine tastings, \$40 for premium wine tastings and \$75 for VIP tickets, while raffle tickets are \$20 each or 6 for \$100. For tickets, call Liz at (510) 553-1748 ext 11.

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.

Great food to celebrate life in the City!
 Enjoy a ten minute walk from the Ferry Building or short hop on the F-Line



Crab House at Pier 39

X Voted 'Best Crab in San Francisco'

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- Romantic Cozy Fireplace
- Stunning Golden Gate Bridge View

Open Daily 11:30 am – 11 pm
 2nd Floor, West Side of Pier 39
 Validated Parking

crabhouse39.com 415.434.2722

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 CRAB RESTAURANT**

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- Bay side of Historic Fisherman's Wharf

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 franciscanrestaurant.com



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Superyacht

It may not look like a typical Superyacht, but at Bay Ship & Yacht, we treat it as one. In fact, some tugs can have more complex systems than those found on Superyachts. Which is why we treat any and every vessel we service and refit with extraordinary care and attention. It's all part of our mission to provide absolute and complete customer satisfaction, every time.

To achieve this, we have put in place systems that ensure on-time repair with every skill and resource required in a 21st century shipyard. Our Alameda yard was designed and built as a state-of-the-art repair facility with machine shops, equipment, supplies and personnel all located as close to the work site as possible.

We know that boat-owners want to receive their equipment back in an expedient manner to allow them to service their own customers. To ensure that, we assign a project manager to each Port Engineer, providing a single point of contact to make sure that the process is smooth and productive throughout. Even before customers arrive, we have assem-



bled material equipment and resources needed to service their boats.

We offer the West Coast's premier Syncrolift transfer system, which is capable of hauling out vessels up to 1,200 tons and 200 feet. Unlike a traditional floating drydock, the Syncrolift allows our team to easily and safely lift your vessel out of the water and transfer it to a dedicated shore-based, dry-berth service station.

As the model for the 21st Century shipyard, we go above and beyond the expected. Which is why we recruit the best people and train them to become the most skilled tradesmen they can be. Why, unlike other shipyards, we have ABS-trained welders. And why we embrace and exceed "green" standards of work. We have fully-certified P.I.C. personnel in place to deal with haz-

mat removal and can obtain all the environmental permits needed for you.

So whatever your boat looks like, contact Mike Anderson or Mike Stoker at (510) 337-9122, and get the service you'd expect from The 21st Century Shipyard.

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



2900 Main Street, #2100 • Alameda, CA 94501 • www.bay-ship.com