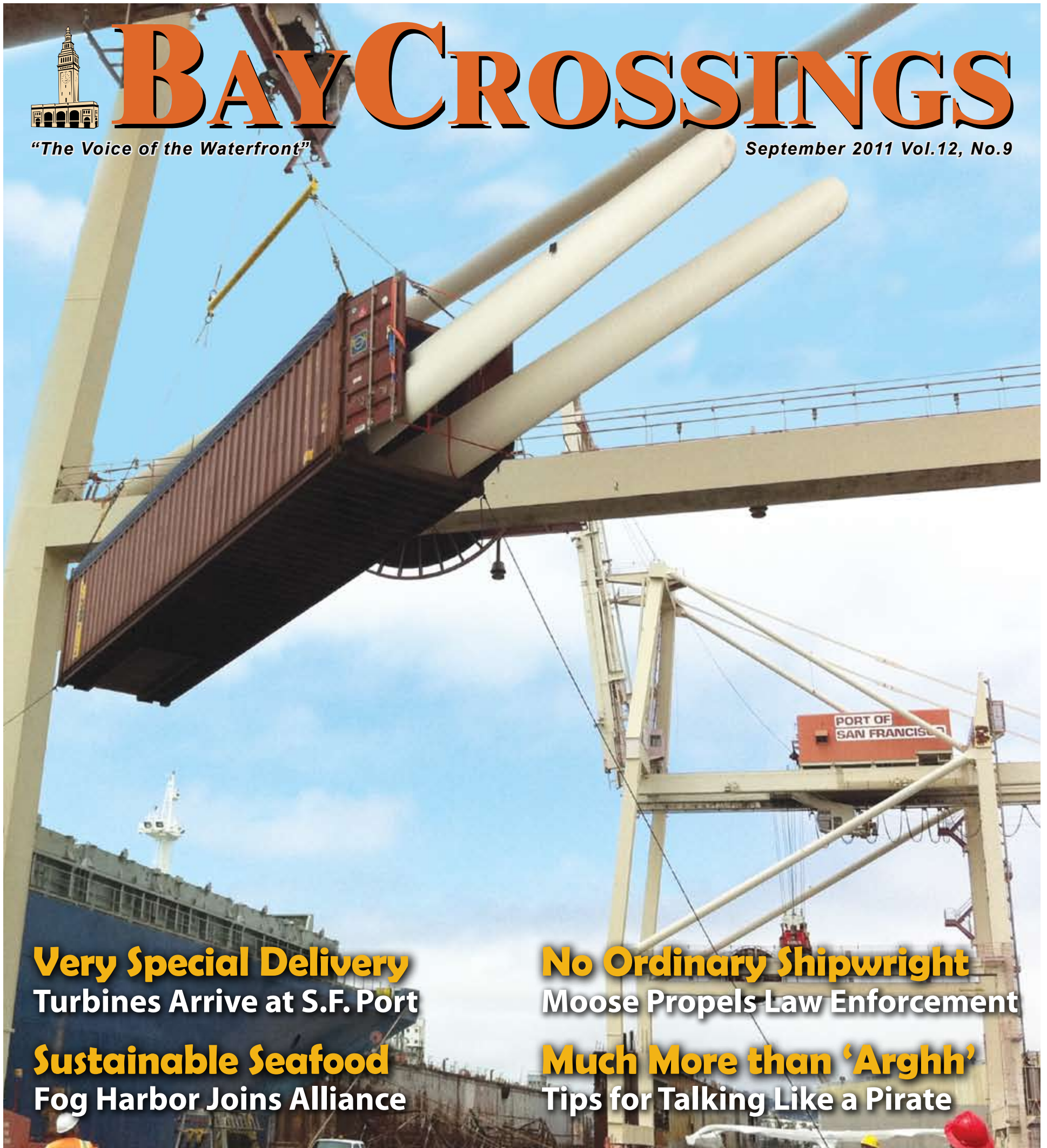




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September 2011 Vol.12, No.9



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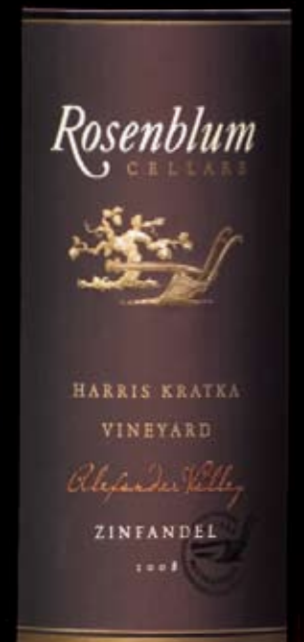
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A crane at San Francisco's Pier 80 lifts parts for a Halus Power Systems wind turbine. The Port of San Francisco's Pier 80, operated by Metro Ports, is a 70-acre facility that includes over nine acres of covered storage. Pier 80 is the only marine terminal in Northern California able to handle containers, breakbulk and heavy lift cargoes simultaneously. The Port of San Francisco, an enterprise agency of the City and County of San Francisco, oversees a broad range of commercial, maritime and public access facilities along the City's waterfront that are held in public trust for the people of California.

Photo by Jim Maloney

Corrections & Letters

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

GOP Assaults on Clean Water Act Continue

BY JASON FLANDERS

As the U.S. House and Senate return from their August recesses, debates over legislation to gut essential Clean Water Act protections will test the environmental leadership of key California legislators, and the President, as never before. Two major bills, H.R. 872 and H.R. 2018, have already passed the House and await a vote in the Senate, while dozens more stealthy “appropriations riders” may hold the budget process hostage.

The first anti-Clean Water Act bill to pass the House this summer was H.R. 872, a bill promoted by the agri-business

and chemical manufacturer lobbies to overturn a major judicial victory by San Francisco Baykeeper to require that pesticides applied directly to water bodies be regulated under the Clean Water Act. Baykeeper filed suit in response to a 2007 U.S. Environmental Protection Agency (EPA) rule that pesticides sprayed into waters were not required to comply with Clean Water Act standards, so long as the pesticides were appropriately labeled, and the label instructions were followed.

The federal court invalidated EPA’s rule, holding that pesticides could not simply be exempt from the Clean Water Act, and requiring that aquatic pesticide applicators obtain a Clean Water Act permit with water quality controls. On the eve of EPA’s new permitting program, agri-business lobbyists

managed a legislative end-run. This summer, the U.S. House has passed H.R. 872 to strip aquatic pesticides from the Clean Water Act. But California Senator Barbara Boxer continues to block a companion bill in the Senate, S. 718. The Bay Area’s urban creeks are already listed by the Regional Water Board as “impaired” by pesticide toxicity, and desperately need the protection of the Clean Water Act for recovery.

Next came H.R. 2018, also known as the euphemistically entitled “Clean Water Cooperative Federalism Act of 2011,” which would gut EPA’s authority over the Act. The bill passed the House by a vote of 239-184. Primarily written to facilitate mountaintop-removal coal mining in West Virginia, H.R. 2018 would have other far-reaching effects: eliminating minimum standards for waterways that cross state lines; weakening water quality standards for dredging activities; and giving states free reign to loosen water quality standards across the board. In short, H.R. 2018 would revise the Clean Water Act’s fundamental framework of individual state implementation guided by U.S. EPA oversight, a framework that has resulted in cleaner waterways for nearly 40 years. Although the Obama Administration has suggested that the President may veto this bill if passed, it will still be assigned to a Senate committee in September, where senators on both sides will be placed under mounting pressure for environmental rollbacks.

Most recently, a spate of stealthy “appropriations riders” were attached to major funding bills in the U.S. House, in an assault on Clean Water Act protections of all kinds. The unseemly strategy of attaching these riders to major appropriations bills, including appropriations for the Department of Agriculture, Department of Energy, Department of Homeland Security, and the Department of the Interior, thwarts the democratic process by holding agency funding hostage in order to chip away at regulatory safeguards completely unrelated to the appropriations. For instance, EPA

has recently undertaken an effort to clarify which water bodies are and are not “waters of the United States,” subject to Clean Water Act protection, in response to the U.S. Supreme Court’s muddled and widely criticized decision in *Rapanos v. United States*. Recently, Baykeeper has been forced to devote considerable resources in litigation to prove that certain Bay Area creeks are protected by the Clean Water Act. But the Interior appropriations bill would preclude EPA’s new guidance, and keep this significant legal issue in limbo. This Interior appropriations bill will soon make its way to the Senate Appropriations Subcommittee on Interior and the Environment, where California Senator Dianne Feinstein will have a major role in its fate.

In short, as the Clean Water Act approaches its 40th Anniversary in 2012, the U.S. House of Representatives has put the Act in its crosshairs, launching a comprehensive attack on water quality. Their efforts would roll back virtually every facet of the Clean Water Act framework in place over the last four decades. And as with the debt ceiling clash this summer, elimination of these long-standing clean water protections is likely to be demanded as a ransom for holding major appropriations hostage. As a result, the environmental integrity of California’s senators and the President will be severely tested.

Stay up to date by signing up for monthly e-news at www.baykeeper.org or “like” San Francisco Baykeeper on Facebook.

Jason Flanders is the Staff Attorney for San Francisco Baykeeper, representing Baykeeper before municipalities, regulatory agencies, and in federal court, on all water quality issues.



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Alameda's Bay Ship & Yacht Receives Grant from U.S. Department of Transportation

In August, U.S. Transportation Secretary Ray LaHood announced \$9.98 million in grants to 13 small shipyards throughout the United States to modernize facilities, increase productivity and help make the country's small shipyards more competitive in the global marketplace. In the Bay Area, Alameda's Bay Ship & Yacht received a \$400,000 grant that will be used for an air compressor and various electrical upgrades.

"We are extremely pleased with the award of this U.S. Maritime Administration [MARAD] Small Shipyard Grant to Bay Ship & Yacht, which gives us additional resources to improve our operations to better service our customers," said Alan Cameron, Bay Ship & Yacht's general manager.

Over 50,000 Americans are employed by small shipyards in more than 30 states. The facilities vary in size, from family-owned businesses employing a few dozen workers to state-of-the-art facilities with hundreds of employees. "These grants will help improve our ability to build and repair ships in the United States, strengthening our economy and helping position these small businesses and shipyard workers to be better prepared to

win the future," said Secretary LaHood.

MARAD's Small Shipyard Grants Program provides money to help this vital segment of America's maritime industry invest in production equipment, provide technical skills training for employees, and maintain and create well-paying jobs by keeping these businesses competitive.

"Over the course of the last few years, we have embarked on an aggressive program to develop BS&Y as the premier 21st century shipyard," said Bay Ship & Yacht's Cameron. "Activities have included instituting a number of physical yard improvements and upgrades, state of the art tooling additions and skills training for our craftsman and project management teams. This MARAD Grant further supplements our efforts to be our customer's first choice for planned and emergent work ranging from a quick pierside repair to a major retrofit and refurbishment. Our programs continue into 2012 with a major emphasis on safe work practices through employee training and education."

Speaking more generally, U.S. Maritime Administrator David Matsuda noted, "This money will help train workers and buy new tools and equipment. Having these essential needs taken care of

will help these small shipyards be more productive, efficient, and able to sustain good jobs for American workers well into the future."

MARAD received over 118 grant applications requesting \$105 million in assistance. The grants fund a variety of projects, including infrastructure improvements and modernizing equipment to increase the efficiency, competitive operations, and quality construction of vessels in U.S. shipyards.



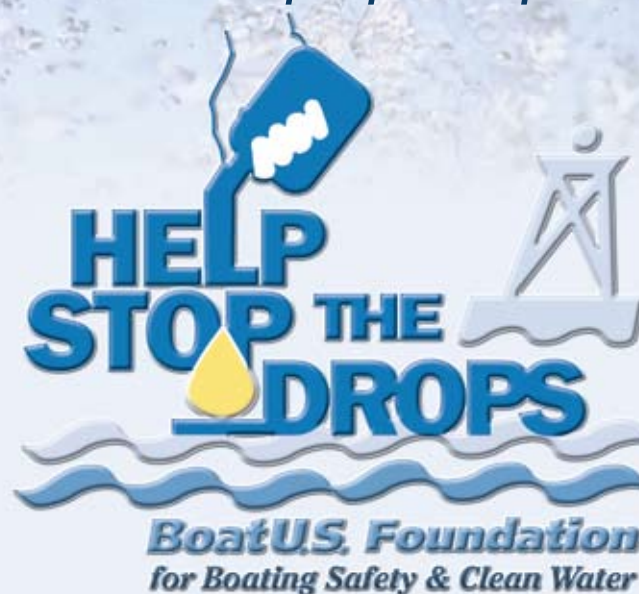
Photo courtesy of Bay Ship & Yacht

Alameda's Bay Ship & Yacht received a \$400,000 grant that will be used for an air compressor and various electrical upgrades.

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PAUL DUCLOS

Wind Some, Lose Some for Bay Area Shippers

BY PATRICK BURNSON

In August, the Port of San Francisco's Pier 80 Omni Terminal welcomed the *M/V Star Hansa*, which was carrying wind turbine components for San Leandro-based Halus Power Systems. The wind tower sections, blades, nacelles, hubs and other parts for three complete wind turbines were purchased from a windfarm in Germany. The parts moved both breakbulk and containerized, in flatrack and open-top containers that were offloaded using the port's gantry cranes.

"The port is pleased to assist with the logistical needs of Halus Power

Systems," noted Port Maritime Director Peter Dailey. "It is good to see a company like Halus providing renewable energy manufacturing jobs right here in the San Francisco Bay Area."

The wind turbines will be remanufactured at Halus Power Systems' San Leandro plant near Oakland. One turbine has already been sold to the Cuyahoga County Fairgrounds in Ohio; another will be installed at a farm near Ellensburg, Washington. Louis Rigaud, the company's founder and general director, said the 0.5-megawatt windmills were considered state-of-the-art and the largest in the world in the mid-1990s.

The Port of San Francisco's Pier 80 is the only marine terminal in northern California able to handle containers, breakbulk and heavy lift cargoes simultaneously.



Photo by Jim Maloney

Wind turbine components are offloaded from the *M/V Star Hansa* at the Port of San Francisco and prepared for the trip to San Leandro-based Halus Power Systems.

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"Today the standard is 2-3 megawatt wind turbines at the large industrial windfarms. The older models are being cleared out of windfarms in Germany and Denmark to make way for the newer models, but the older models are still more than adequate for smaller-scale users such as businesses and large farms." Halus employs a staff of 10 and recently relocated to a larger San Leandro plant after outgrowing its nearby Hayward facility.

Pier 80, operated by Metro Ports, is a 70-acre facility that includes over nine acres of covered storage. The Port of San Francisco's Pier 80 is the only marine terminal in northern California able to handle containers, breakbulk and heavy lift cargoes simultaneously. In addition to the Halus Power Systems cargoes, the *Star Hansa* also discharged sheet pile and other steel products.

Grieg Star Shipping, owner of the *Star Hansa*, is engaged in breakbulk shipping trades serving North America, the Far East, Europe and South America. The firm is headquartered in Bergen, Norway.

Matson to End One of Its Transpacific Routes

In its quarterly statement to investors, Alexander & Baldwin announced that

Oakland-based Matson would withdraw one of its two U.S.-China ocean carrier services.

"Persistently high fuel prices and overcapacity in the transpacific trade had a significant negative impact on the performance of our two China-Long Beach services (CLX1 and CLX2), which overshadowed the company's otherwise strong second quarter performance," said Stanley M. Kuriyama, A&B president and chief executive officer.

According to spokesmen, weak transpacific fundamentals have had a pronounced impact on CLX2 due to the absence of CLX1's advantage in carrying westbound cargo from the U.S. mainland to Hawaii and Guam. As a result, and because of sustained high fuel costs, CLX2 incurred significant operating losses during the second quarter and first half of the year.

Spokesmen noted, however, that since the service's inception in September 2010, the company was able to achieve a number of CLX2's operating goals, including building a shipper base that allowed it to meet sales volume and vessel utilization expectations.

But spokesmen added that these accomplishments were not sufficient to overcome what is now forecast to be long-term levels of higher fuel prices and

an increasingly uncertain transpacific container rate environment. After evaluating the available alternatives for this service, the company has concluded that CLX2's outlook does not merit continued investment and will discontinue the service.

"While the termination of the CLX2 service is a significant disappointment to us, our remaining services—Hawaii, Guam and CLX1—will not be affected by the termination, and remain fundamentally sound with strong long-term prospects," said Kuriyama.

The ongoing withdrawal of capacity by other carriers does not come as a surprise to many industry experts, who say that even the Port of Oakland may feel the impact. "Expect to see a shift from the West Coast ports towards all-water services to the Gulf Coast ports," said Don Pisano, ocean cargo chairman for the Industrial Transportation League. "This trend will be especially true for lower valued products that are less sensitive to longer transit times."

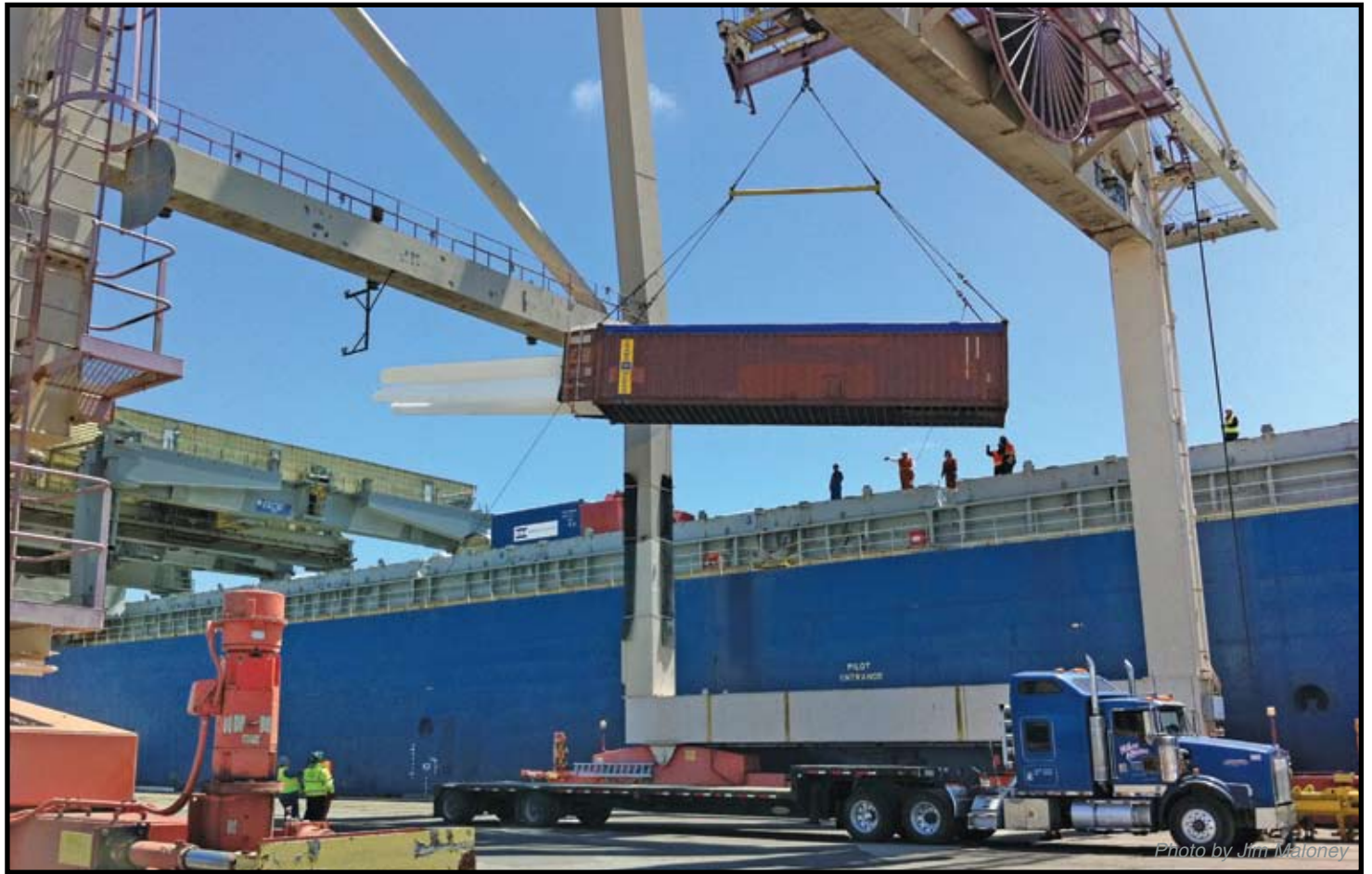


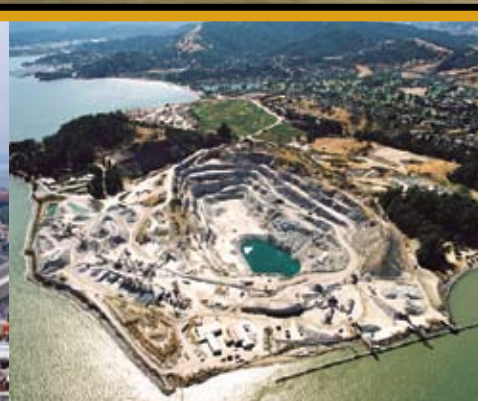
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Sausalito & Tiburon A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

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
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IN MEMORIAM

Wes Starratt, *Bay Crossings* Contributor and Maritime Advocate, Dies at 85

BY BOBBY WINSTON

F. Weston "Wes" Starratt, a contributor to *Bay Crossings* from its earliest days, died on August 6 after a brief illness. He was 85 years old.

Wes wrote countless articles for *Bay Crossings* and for a time served as senior editor. He was a correspondent for *Cargo Business News*, *Professional Mariner*, and *Pacific Maritime Magazine* and for 20 years served as editor of the journal of the National Society of Professional Engineers.

He was also an indefatigable writer of letters to the editor. His trenchant, Cassandra-like missives on regional planning, infrastructure, emergency preparedness—and much more—were, like Wes himself, scrupulously well-prepared and invariably reflected large amounts of determined hard work. His letters appeared regularly in the *San Francisco Chronicle*, *Oakland Tribune* and especially the *Marin Independent Journal*.

Wes had a particular interest in issues

regarding Marin, where he lived for many years in San Rafael with his longtime partner, Dominick. But his overriding passion was reserved for the maritime industry and, in particular, a vision of comprehensive regional ferry service for the Bay Area.

Wes was there at the beginning of *Bay Crossings*, contributing exhaustive accounts of the birthing pangs associated with the founding of what is now the Water Emergency Transit Authority (WETA). He brought a relentless focus to bear on the importance of regional emergency preparation, presaging a mandate in 2008 by the California State Legislature charging WETA with creating

such a regional plan.

Wes was never shy about expressing his opinions, in press or in person, and the more he cared about something, the more pointed his point of view became. Wes cared a very great deal about *Bay Crossings* and, in truth, it wasn't always easy hearing what he had to say. He wanted the best for us, meaning the entire San Francisco Bay maritime and waterfront community. He was a mentor and friend and we miss him very much.



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The Bay Area's First Boat-In Grocery Store Coming Soon to the Oakland Estuary

B.C. STAFF REPORT

When a group of doctors and Bay sailors get together to start a grocery store, you know it's going to be a little different. When Green City Grocery opens in October 2011 in the Brooklyn Basin next to Embarcadero Cove Marina in the Oakland Estuary, it will have its own guest dock to provide boaters with easy access to waterfront shopping and dining. The store's neighbors include Starbucks, Quiznos, and the Homewood Suites waterfront hotel. Plus, Quinn's Lighthouse Restaurant is just down the

street on the Embarcadero. There is also a pump-out station available at the dock.

Green City Grocery will feature all the grocery basics, lots of organic and local food options, plus delicious sandwiches, soups, smoothies, and more. Its 90/90 goal means that the store aim to source 90 percent of its products from the area less than 90 miles from the store. "From chips to drinks to produce, we're committed to supporting local farmers and food producers," said Adrienne Hoshi, one of the founders. "When you shop with us, your money will stay in the community and support local farmers, food producers, and small businesses."

A selection of fine wines, cheeses, fresh bread, and picnic staples will make it a great place to pick up food for a day on the water.

The founders and funders include doctors, chefs and health food experts, and they are still looking for additional partners and investors. "Green City Grocery will be more than just a neighborhood market. We will provide our community with healthier choices in a corner store," said Hoshi. "Our motto is 'Eat well to live well.' Even when you're in a hurry, we want you to do more than just eat—we want you to savor your food. We want you to do more than just make it through your busy day—we want you to enjoy life to its fullest. That's why our beautiful waterfront location will stock only the freshest natural foods, including organic produce, locally grown fruits and vegetables, natural drinks and snacks, and a selection of healthy and delicious lunches."



Green City Grocery will offer its own guest dock in the Oakland Estuary when it opens in October.

For more information visit www.greencitygrocery.com.

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Sustainable Fish in Fisherman's Wharf: Raising a Glass to Fog Harbor

BY KATI SCHMIDT

Rather than spotlight one aquatic species this month, I'd like to salute the ocean-loving work of Fog Harbor Fish House, which recently became Fisherman's Wharf's first San Francisco Seafood Watch Alliance® Partner restaurant. Fog Harbor serves over 220,000 visitors every year with a menu that is now filled with 100 percent sustainable seafood, including wild-caught salmon, Dungeness crab, Oregon pink shrimp and Pacific cod.

In partnership with Monterey Bay Aquarium's Seafood Watch program, the San Francisco Seafood Watch Alliance Restaurant Program, co-founded by Aquarium of the Bay, works to help Bay Area restaurants make a commitment to serving ocean-friendly seafood while educating their staff and communicating their commitment to diners.

Sustainable seafood is fished or farmed in ways that do not negatively affect fish populations or the environment. The program gives one of three color ratings to seafood: green, for "best choice"; yellow, for "good alternative"; or red, for "avoid." Partner restaurants like Fog Harbor, and more than 30 others in the Bay Area, remove from their menus all "red" items—including farmed salmon, one of the worst offenders due to salmon farming's heavy toll on the environment.

"Welcoming Fog Harbor as Fisherman's Wharf's first San Francisco Seafood Watch Alliance partner is a proud moment for the Aquarium, and a true testament to the power of relationships built with our neighbors at PIER 39," said John Frawley, president and CEO of Aquarium of the Bay and its partner organization, the Bay Institute. "Our conservation team has

worked closely with the restaurant over the past year, from initial menu changes to their 100 percent dedication to serving sustainable seafood. With 10 million visitors exploring and dining in Fisherman's Wharf each year, Fog Harbor's dedication is taking delicious, sustainable seafood to scale."

"We are excited to become Fisherman's Wharf's first sustainable seafood restaurant. This helps us take our legacy of creating delicious seafood even further," said Bob Partrite, vice president of operations for Fog Harbor Fish House.

"Working with Bob, and the entire Fog Harbor staff, to bring their patrons a menu full of seafood that supports healthy oceans has been such a rewarding experience. Their dedication and perseverance in achieving this goal is a bold example for other restaurants to follow," said Crystal Sanders, conservation manager for the Aquarium.

Fog Harbor relies on Water2Table, a seafood purveyor, to source local fare. "Within the food industry, 'sustainability' has in many ways become a buzz word," said Water2Table owner Joe Conte. "My method is focused on going back to the roots of celebrating fish that is fresh, caught locally, seasonal and well-handled." Conte formed Water2Table after working in the restaurant industry for over 25 years. His business model involves working directly with local, hook-and-line fisherman and providing seafood to local restaurants, sourced down to the exact fishing boat and catch method.

Aquarium of the Bay, California Academy of Sciences and the San Francisco Zoo launched the San Francisco Seafood Watch Alliance in 2009 to help raise consumer, restaurateur and seafood industry awareness of the importance of acquiring seafood from sustainable

sources. The organizations provide regional support for Monterey Bay Aquarium's Seafood Watch program. Aquarium of the Bay has helped recruit more than 30 Bay Area partner restaurants since the Alliance was formed in 2009.

Make a day of sustainable seafood celebration with a meal at Fog Harbor Fish House and a visit to Aquarium of the Bay, where daily programs are lead on sustainable seafood, while providing opportunities to connect with local aquatic animals. Find other San Francisco

Seafood Watch Alliance restaurants at www.aquariumofthebay.org, and

additional details to help you vote with your fork in favor of the ocean, at www.seafoodwatch.org.



Restaurants like Fog Harbor Fish House that participate in the San Francisco Seafood Watch Alliance Restaurant Program make a commitment to serving ocean-friendly seafood while educating their staff and communicating their commitment to diners.

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.



Sharing time with whales is a privilege.



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It's Time Once Again to Talk Like a Pirate!

BY CAPTIAN RAY

September 19 has become the “official” Talk Like a Pirate Day. While it may be fun to add the occasional “arrgh, matie!” to your conversation,

do you realize how many everyday expressions have their origins at sea? Here are a few for you to enjoy.

When a ship is loaded, be it with cargo or armament, it is necessary to distribute the weight so that the ship floats correctly, neither down by the head or the stern. When this is

completed properly, she is said to be “on an even keel.” Also, when a person suddenly receives a severe shock he can “keel over.”

Before the days of refrigeration, food (especially meat) was preserved by packing it in salt or salt brine and storing it in barrels. As the voyage lengthened and food supplies began to run low, the cook would scrape the fat and gelatinous residues from the inside of the barrel. From this practice arose a phrase that became synonymous with poor quality: “scraping the bottom of the barrel.”

Because salt would preserve meat for months, it was also viewed (and used) as an antiseptic. If a sailor was unlucky enough to receive a lashing with the cat-o'-nine-tails, when he was cut down his mates would “rub salt in the wounds” to promote healing. Unfortunately, this also caused considerable pain and the expression came to be equated with making things worse, instead of better. Speaking of the cat-o'-nine-tails, this unsavory item was the origin of two other expressions.

First, a sailor was always flogged on deck, where there was “room to swing a cat.” And secondly, when you misspeak and reveal some information that may affect you adversely, you are said to have “let the cat out of the bag.”

An often-used sailboat racing tactic is to position your boat between your opponents and the wind, effectively removing their source of motive power. In the days of sailing navies, if you were able to do this to your enemies they

would be unable to control their vessels and would be helpless. In the modern world of business, when you are able to hamper the competition's plans you are said to have “taken the wind out of their sails.”

High-ranking naval officers would show their presence aboard a vessel by flying a small flag or pennant. These flags were hoisted on lines that were made fast to wooden pegs that were mounted in a vertical line on the side of the mast. If an officer of higher rank came aboard, his pennant would be hoisted above all the others and the now outranked officers would have their pennants “taken down a peg or two.”

During the Battle of Copenhagen in 1801, the British fleet was commanded by Admiral Sir Hyde Parker with Vice Admiral Lord Horatio Nelson as second-in-command. Admiral Parker, believing that Nelson had fought to a standstill but compelled by orders to fight on, signaled for Nelson to withdraw. Nelson, when informed of Admiral Parker's signal and not wanting to withdraw, put his telescope to his missing eye and said that he did not see the signal. This action was the origin of the saying “to turn a blind eye.”

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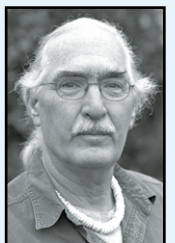
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Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed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



59th Annual Sausalito Art Festival to Offer Unbeatable Labor Day Entertainment

The Sausalito Art Festival returns to its breathtaking waterfront village home for its 59th season to showcase the works of the finest local, national and international artists—with more than 20,000 museum-quality, original works of art including paintings, sculpture, ceramics, jewelry, fiber art, fine glass, woodwork, mixed media and photography. The Sausalito Art Festival takes place over Labor Day weekend, September 3-5, at Marinship Park along Sausalito's majestic Mediterranean-like waterfront. On Saturday and Sunday, the festival will run from 10 a.m. – 6 p.m., and on Monday from 10 a.m. – 5 p.m.

More than 34,000 fine art lovers flock to the Sausalito Art Festival each year to enjoy a world-class collection of art, top-name entertainment, art and activities for children, gourmet food, premium beers and wines from dozens of California wineries—all in a postcard-perfect setting.

The 2011 Sausalito Art Festival will showcase a prized collection created by 275 artists from across the United States and around the world. The festival features a combination of classically-trained and self-taught artists, those guided by theories as well as those who paint straight from the heart. This year's festival features nearly 100 artists new to the Sausalito Art Festival—many of whom are favorites on the national art festival circuit. More than \$15,000 in prizes will be awarded to presenting artists.

The festival also features legendary headliners and local musicians performing on two stages. Saturday's line-up features the Human League ("Don't You Want Me"); eighties icons Men Without Hats, whose infectious song "The Safety Dance" was a defining pop hit of the era; the Romantics ("What I Like About You"); and Notorious.

Sunday brings a steady stream of rock supergroups to the Stella Artois Main Stage, with headliners World Classic Rockers, featuring former members of Lynyrd Skynyrd, Toto, Steppenwolf, Journey, Santana and Boston; the Bay Area's legendary hard rock supergroup Montrose; and blistering rock royalty Edgar Winter. On Monday, the festival will feature contemporary rock legend Kenny Loggins, Blue Sky Riders, the Smithereens and Wonderbread 5.

The Sausalito Art Festival recommends several transportation options, including the Blue & Gold Fleet, which offers a combined ferry/festival ticket package (www.blueandgoldfleet.com) and transports festival-goers from Pier 41 in San Francisco directly to the festival pier. Golden Gate Transit, which has added extra event ferries for the festival, departs from the Ferry Building in San Francisco and sails to downtown Sausalito. Golden Gate Transit's bus service is also available; contact (415) 455-2000 or www.goldengate.org for ferry and bus information. Additionally, free valet bicycle parking will be provided by the Marin County Bicycle Coalition just outside the main gate, as well as free festival shuttle service. The shuttle will run from 9:30 a.m. to 7 p.m., serving Sausalito parking lots, the downtown Sausalito Ferry Landing and the festival main gate.

Tickets to the Sausalito Art Festival are \$25 for general admission; \$15 for seniors 62+; \$5 for children ages 6 – 12; and \$40 for a three-day weekend pass. There is no admission charge for children under age 6. Tickets are available for purchase via www.sausalitoartfestival.org. Pets are not allowed into the Sausalito Art Festival.



More than 34,000 fine art lovers flock to the Sausalito Art Festival each year to enjoy a world-class collection of art, top-name entertainment and much more in a postcard-perfect setting.

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| Sat-Mon. Sept 3,4,5 | 59th Annual Sausalito Art Festival at Marinship Park (Direct ferry service from SF) |
| Sun. Sept 25 | Chili Cook-Off at Dunphy Park |

Call Sausalito Chamber of Commerce at 415-331-7262
 or visit www.sausalito.org for more information



Ric Miller

*June-Oct The last ferry departs Sausalito at 9:40pm on Friday and arrives Ferry Building at 10:05pm and Pier 41 at 10:20pm



Climate Ride Promises Picture-Perfect Cycling With a Purpose

BY BILL PICTURE

More than 100 green-spirited bicycle enthusiasts will take to the open roads of northern California on October 2 for the West Coast's second Climate Ride. The five-day pedal-fest—which begins just south of Eureka in the former mill town of Fortuna, winds its way south through the California Redwood forests, then travels along the coast and through the famous Russian River Valley before crossing the Golden Gate Bridge into San Francisco—is expected to raise about \$250,000 for environmental non-profits.

Climate Ride is the brainchild of Geraldine Carter and Caeli Quinn, two avid bicyclists and card-carrying tree-huggers. In 2008, the women were inspired to find a way to support organizations on the front lines of the battle against climate change after witnessing the ravaging effects of rapid, unchecked industrialization during a bicycle tour of China.

"After that trip to China, we both settled down in Montana near Glacier National Park right as scientists were exposing the effects of climate change on the park's unique ecosystem," Quinn said. "We were both really concerned about the global impacts of unsustainable practices and decided to use our bicycle guiding experience to start a charitable organization to

support hardworking non-profits focused on sustainability."

Within six months, Carter and Quinn had signed up 120 like-minded souls to join them for Climate Ride's debut outing, which led the group from the busy streets of downtown Manhattan to the steps of the U.S. Capitol.

A sister ride in California was organized last year at the urging of bicyclists on the West Coast who wished to participate but did not want to travel across the country (and contribute travel-related pollution) to do so.

According to Quinn, the creation of the second event in northern California allowed the pair to call attention to their mission in a whole new way: "While the NYC-to-DC ride focuses on civic duty and making noise in Washington, the California ride is a reminder of what we are riding for and working so hard to protect—extraordinary natural beauty and pristine, carbon-reducing landscapes such as the redwoods."

Choosing a route for the California ride wasn't hard, Quinn says. Having lived in California, she was familiar with all that the state, particularly the area north of San Francisco, had to offer. The real challenge was narrowing the course down to just 320 miles.

"It's some of the best cycling in the United States, but few people have a chance to cycle this route," she explains. "We wanted to show off this section of the western U.S. Furthermore, ending in San Francisco is such a memorable finale."

A new twist on giving

In the past, dollars raised went to organizations preselected by Climate Ride's organizers, and



Photo by Kip Pierson

Climate Ride draws eco-enthusiastic participants of all ages and from every walk of life. This year's 100-plus riders are expected to raise \$250,000 for environmental and bike advocacy groups.

the resulting mix was often national-heavy. At the request of participants, who wished to see more local efforts receive support, this year Climate Ride invited registrants to nominate their favorite organizations. And organizations that share Climate Ride's passion for sustainability and bike advocacy were invited to apply themselves for beneficiary status. Prospective beneficiaries were then reviewed carefully and those whose missions and programs were in alignment with Climate Ride's—and whose records demonstrated fiscal responsibility—were added to this year's giving mix.

"The idea behind this is that riders can choose to make an impact at home or on a national level," Quinn explained. "It's incredibly unique for a charitable event, and our riders love it!"

But participants aren't the only ones who love Climate Ride. The cities and counties along the 320-mile course also hold the event in high regard. According to Quinn, city leaders and police departments have been very helpful, working closely with Climate

Ride's organizers to ensure a smooth and successful event.

That would make perfect sense. Besides supporting the organizations fighting hard to preserve the natural splendor in these municipalities' backyards—splendor that, besides being beautiful, also translates to tourist dollars in the pockets



Photo by Kip Pierson

Bicycling through the majestic Redwood Empire is a highlight of Climate Ride's California event. Organizers believe the centuries-old trees serve to remind participants what they are riding to protect.



Photo by Kip Pierson

of local economies—Climate Ride has also implemented a sustainability program that serves as a model for these communities and other events.

In addition to using hybrid and biodiesel vehicles when possible to transport equipment and supplies, no disposable servingware or utensils are used during food service. The event also boasts an aggressive composting and recycling program, and riders are asked to bring their own refillable water containers. What's more, the registration process is paper-free, and Climate Ride doesn't distribute printed marketing materials.

"We have done everything we can to make Climate Ride the most sustainable ride out there," Quinn said.

Green ulterior motives

In addition to supporting environmental groups and promoting environmentalism

outright, Quinn and Carter are happy to promote what they believe is a key component in sustainable living—sustainable transportation.

"Our goal is two-fold, to support the sustainability movement and promote the bicycle as a crucial part of a green transportation system," Quinn said. "If folks can ride 60 miles in a day for a sustainable future, then many more of us can pedal a couple of miles to work each day."

Those who dismiss bicycles as a car-alternative viable only for young people or athletes need just take a quick gander at Climate Ride's motley crew of participants to be convinced that just about anyone can make the switch. "We've had riders as young as six and as old as 82!" Quinn joked.

Just about every state has been represented at the event thus far, as has every profession. What participants share is a desire to do more for the environment than just write a check.



Photo by Kip Pierson

Climate Ride participants will pedal south along northern California's breathtaking coastline on their way from the Eureka area to San Francisco. The five-day, 320-mile fundraising trek kicks off in the former mill town of Fortuna on October 2.

And what they get out of it, according to Quinn, is a life-changing experience.

"Riding 300 miles with a supportive, fun and engaged group of people creates unforgettable memories," she said. "Furthermore, riders go out into their communities and raise money. They have

a chance to engage friends, neighbors and colleagues in what they are doing and explain why it's important to them. This has an exponential effect on their community."

For more information, visit www.climateride.org.

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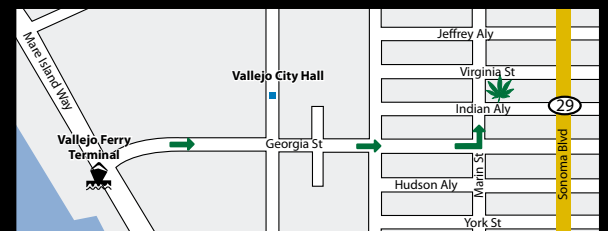
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America's Cup Charters a New Course in Cascais

After months of preparation and planning, America's Cup event organizers in August hosted their very first America's Cup World Series event in Cascais, Portugal. A new professional circuit designed to bring America's Cup level racing to more port cities across the globe, the America's Cup World Series will not only expose millions more people to the sport of sailing, but will also serve as a calling card for the big event in 2013—the America's Cup in San Francisco.

The Cascais event signaled many firsts in the America's Cup, including a new format and race course designed to showcase both the exceptional speed and maneuverability of the AC45 catamarans and the skills of the international athletes. Everything was designed with input from the international field of teams, with a focus on creating ultra-competitive sailing that would excite both current and new fans.

"Seeing nine AC45s jockey for position on the starting line is an image that can set any sports fan's heart pounding," said Iain Murray, CEO and Regatta Director for America's Cup Race Management. "And the one-on-one match races were even more intense, at just 20 minutes per pressure-filled contest. Every decision—and every mistake—proved to be a game changer."

The event saw two highlights on the water—the AC500 Speed Trial on the opening weekend, and the winner-takes-all fleet race on the final Sunday, where the teams battled for not just the Cascais title, but also to put points on the board for the 2011-12 AC World Series.

At the beginning of the week, spectators flocked to the shoreline to see teams vie for the title of fastest boat through timed speed trials over a 500-metre course, where skippers pushed their wing-sailed AC45 catamarans to the limit. After three tries each, the winner was Emirates Team New Zealand, which was able to sail at a ripping 43 mph over the water.



Photo by Gilles Martin-Raget/www.americascup.com

The Cascais, Portugal event signaled many firsts in the America's Cup, including a new format and race course designed to showcase both the exceptional speed and maneuverability of the AC45 catamarans and the skills of the international athletes.

And to close the event, the final race showcased the closest competition of the week. With nine boats on the start line, the competition was close, and with a tricky, patchy race course area, there were passing lanes throughout the day. ORACLE Racing Spithill jumped out to a convincing lead early, but couldn't protect it. On the second lap of the race course, Kiwi skipper Dean Barker found more wind on his side of the race course to make the pass.

"For us it was fantastic," Barker said. "It was always going to be a very difficult race, as the breeze never really established. There were big 'holes' in the race course, so it was about being at the right place at the right time."

Making its debut along with the AC45 catamaran was the new Guest Racer program, where each team takes a guest aboard its race boat to compete with the team. The list of guest racers this week included VIP guests like Yves

Carcelle, the Chairman and CEO of Louis Vuitton; UK pop singer Little Boots; and Cecilia Meireles, the Secretary of State for Tourism in Portugal, along with names more familiar to the sailing world like former America's Cup winner John Bertrand, Artemis Racing CEO Paul Cayard and team principal Torbjorn Tornqvist, as well as ORACLE Racing founder and principal Larry Ellison.

"We had a great start but both Artemis and Team New Zealand managed to pass us and that's what these boats are all about," Ellison said following the race. "It makes the sailing much more exciting; it's not a matter of 'you win the start, you win the race.' So it's just what we hoped for when we decided on multihulls for the next America's Cup. It's really competitive and that's what people want to see. They want to see close races and the best sailors in the fastest boats."

And in between? Fans had the chance to not only see new threats emerge, such

as Team Korea through their blistering defeat of four-time America's Cup winner Russell Coutts, but also to enjoy a fan experience built just for them.

Thousands of fans enjoyed local and international live music, access to sailing stars and interactive displays in a fun-charged festival on shore with activities for all ages. The America's Cup Experience provided visitors with a taste of what it's like to sail on a high-speed catamaran, water included! For would-be match racers, fans could take on the video-game style Racing Simulator. And throughout the day, fans were greeted with daily DJs and nightly bands, while being treated to a variety of concessions including limited edition America's Cup merchandise.

The America's Cup World Series now moves on to Plymouth, UK, from September 10-18, where the same nine teams will compete. Then, they'll move on to San Diego from November 12-20.

Pushing the Boundary of Sports Entertainment

The inaugural America's Cup World Series also served as the official unveiling of America's Cup Television (ACTV), the event organizer's internal production team that is focused on changing the way people experience the sport of sailing.

Event organizers have made a significant investment in the production of next-generation broadcast images. Designed to put the viewer at the heart of the action, fans now see and hear the quick decisions being made, the athleticism of the sailors, the raw power of the boats—live, as the teams fly over the water at speeds over 35 mph.

Covering this action is a 100-strong outside broadcast crew using three helicopter cameras, four cameras on the water, and land-based cameras backed up by on-board camera systems. In addition, each boat sports four onboard cameras, designed to be as ergonomic and lightweight as possible to minimize their impact on the racing yachts, while generating the high-quality HD pictures needed for global television and online coverage. These cameras pan, tilt, zoom and self clean so not a moment of onboard action is missed, while 14 onboard microphones capture every sound.

Three separate graphics systems help bring the pictures to life, including the revolutionary LiveLine graphics that will insert tactical lines, distances and speeds on the actual HD pictures, enabling all audiences to understand

the action unfolding before them. In addition there is full 3D Virtual graphics system, Virtual Eye, to provide an even more comprehensive view of the racing.

The goal of all of this technology? To allow viewers to choose their own way to watch the America's Cup. Using YouTube's powerful media platform and livestreaming capabilities, event organizers now offer online viewers the choice of different video and audio streams—instead of just one view.

“The new America's Cup is all about transforming the way people see the sport of sailing and with YouTube, we can put the viewer in the driver's seat of their experience,” said Stan Honey, director of technology for America's Cup Event Authority. “Our partnership with YouTube will not just break new ground in sailing, but in international sport.”

With the player, viewers can choose from live footage onboard with a team, a graphical overview or an eagle's eye view as part of the daily livestreaming from race events. In addition, viewers can select different audio tracks—either expert sailing or standard sports commentary. This feature is available on both the America's Cup YouTube



Photo by Gilles Martin-Raget/www.americascup.com

The image of nine AC45s jockeying for position on the starting line is a extremely exiting sight for both current and new fans of America's Cup racing.

channel and the America's Cup website, and will compliment the live and highlights coverage offered by traditional broadcasters.

America's Cup Uncovered, AC's New Weekly Magazine Program

A global first, the new weekly magazine program is designed to connect viewers with the people, places and stories that are the backbone of the America's Cup. Featuring behind-the-scenes sneak peeks, athlete profiles and up-close action on and off the water, *America's Cup Uncovered*

will take an in-depth look at the 34th edition over the next two years, offering an exclusive window into one of the most prestigious events in sport. Produced by Sunset + Vine, more than 90 episodes of *America's Cup Uncovered* will be available through global broadcasters and on americascup.com.

A new 30-minute episode is available at 8 p.m. each Saturday for viewing at <http://www.americascup.com/americascup-uncovered-1>. For a complete list of broadcasters, visit www.americascup.com.

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SEPTEMBER AT JACK LONDON SQUARE: A HUB OF DINING AND ACTIVITY ON THE WATERFRONT

Although September is here, summer is still well underway in the East Bay, and Oakland's waterfront at Jack London Square is the perfect paradise for both food and leisure. On any night of the week at Jack London Square, you can sample from among Oakland's premier restaurants, including Bocanova, Cocina Poblana, Hahn's Hibachi, Il Pescatore, Kincaid's Bay House, Miss Pearl's Jam House, Scott's Seafood Restaurant and Yoshi's Oakland.

Warm East Bay evenings offer the perfect backdrop to enjoy more of Jack London Square's ongoing special epicurean offerings and events. Every

Monday, kicking off at 6 p.m., Bocanova restaurant plays blues, rock, soul and R&B to start the week off on the right note. You'll also find live music every Friday and Saturday starting at 7:30 p.m. at Miss Pearl's Jam House. To celebrate hump day, Bocanova also hosts "Wine Down Wednesdays" offering 50 percent off all bottles of wine, all day. For a slice of Oakland history, don't forget to stop into Heingold's First and Last Chance for refreshing libations any day of the week.

The weekends at Jack London Square present an array of epicurean delights. Rain or shine, stock up on the best of local produce and artisan products each Sunday morning at the Jack London Square Farmers' Market—one of the largest in the

region. You'll find fresh produce, specialty olive oils, fresh herbs, homemade pastas, locally caught seafood and much more. Enjoy cooking demonstrations, music, kid's activities and free yoga! New to the market—you can now park your bike for free with bike valet parking provided by Bay Area Bikes and Rentals.

The appeal of Jack London Square extends beyond the culinary adventures. Enjoy expansive lawns, picturesque piers and sun-drenched walking paths. Watch the sun set and the moon rise while paddling on the scenic Bay during Moonlight Kayaking on September 10. The Fall Boat Show, taking place at Jack London Square September 14 through 18, is a must-attend event for the true boating enthusiast.

Movie lovers have one more month to enjoy Jack London Square's popular Waterfront Flicks program, with movies offered on the market lawn every other Thursday. Special September features: *No Reservations* on September 15 and *Chocolat* on September 29.

For those looking to add a little fitness to the agenda, Fit Rave—a cross training and social adventure—is back by popular demand on Saturday, September 17 from 2-5 p.m. For more information on any of these events or offerings, check out www.JackLondonSquare.com and be sure to follow Jack London Square on Facebook (Jack London Square) and on Twitter at @JackLondonSq

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Good Mourning

BY PAUL DUCLOS

Last month we mourned the passing of quietude in restaurants and bars. Hushed conversations and clinking of glass are now overwhelmed by broadcasts from amplified TVs and loudspeakers in all but a handful of clubs. At the same time, we champion “live” performance, which keeps professional musicians at work and brings sophisticated entertainment to our dining and drinking experiences.

Thanks to new legislation introduced by Supervisor Ross Mirkarimi, it has become easier for cafes and scores of smaller restaurants and saloons to obtain a live music permit at a fraction of the original cost. We applaud this move, and thank co-supes David Campos, Scott Wiener and Eric Mar for their support of this truly progressive legislation.

Which brings us to recommend a favorite music-making boîte in Jackson Square. Often referred to as “150 Montgomery,” the Cigar Bar & Grill is frequented by the City’s savvy legal and financial crowd, who come for cigars, a friendly game of pool, casual cuisine, and the high-energy music of Fito Reinoso and Ritmo y Armonia. Besides playing “Cuban New Wave,” the orchestra performs more traditional Cuban genres such as son-montuno, cha-cha-cha, and bolero.

In a declining era of genuine adult hideaways, this place is remarkable. With its low lighting and comfortable club chairs, one almost recalls the exciting seventies joints Henry Africa and Lord Jim’s.

After burning the candle at both ends, we suggest you take in *The Mourners: Tomb Sculptures from the Court of Burgundy*, currently at the Legion of Honor.

This small but impressive exhibition

features 37 exceptional devotional figures that recreate the mourners in a royal funeral procession. On loan from the Musée des Beaux-Arts de Dijon, these delicate carved figures have never before been seen in their entirety outside of France prior to the current seven-city exhibition tour.

The figures were commissioned for the elaborate tomb of the second Duke of Burgundy, and carved by Jean de la Huerta and Antoine le Moiturier between 1443 and 1457. Hauntingly spare, yet crafted with astonishing detail, the alabaster sculptures exemplify the most important artistic innovations of the late Middle Ages.

A great deal of the success of this project goes to the French Regional & American Museum Exchange (FRAME)

in the United States. As Richard R. Brettell, founding director of the exhibition, explained, the project allows the sculptures to be viewed and appreciated as “discrete” works of art.

The sculptures, each approximately 16 inches high, depict sorrowful figures expressing their grief or devotion to John the Fearless (1371–1419), the second Duke of Burgundy, who was both a powerful political figure and patron

of the arts. The tomb, which is not traveling with the exhibition, contains life-sized effigies of the duke and his wife, Margaret of Bavaria, resting upon a slab of black marble. The procession of mourners weaves through an ornate Gothic arcade beneath.

Each individual figure has a different expression—some wring their hands or dry their tears, hide their faces in the folds of their robes or appear lost in reverent contemplation. The motif echoes that of ancient sarcophagi, but these innovative tombs were the first to represent mourners as thoroughly dimensional, rather than in semi-relief. The presentation of the



Hauntingly spare, yet crafted with astonishing detail, the alabaster sculptures of “The Mourners: Tomb Sculptures from the Court of Burgundy,” currently at the Legion of Honor, is an impressive exhibition featuring 37 exceptional devotional figures that recreate the mourners in a royal funeral procession.

mourners passing through the arcades of a cloister was also a great innovation for the tombs of the era.

In addition, a special website dedicated to the mourners (www.themourners.org) provides extensive historical context, as well as 360-degree views of each sculpture in two and three dimensions, allowing visitors to intimately examine every detail from every angle. The website, offered by FRAME, also features an interactive exploration re-creating the tomb’s cloister arcade and showing the mourners in situ.

For more of my unique insights and updates, visit paulduclosonsanfranciscoculture.blogspot.com.

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WATERFRONT ACTIVITIES

- Every Saturday** **9:30AM – 11:30AM, 12:30PM - 2:30PM & 2:30PM - 4:30PM - Introduction 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. Cost is \$40.
- September 9** **5PM – 11PM - Full Moon Sail - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Join Club Nautique's evening chartershare sail. Enjoy a lovely evening sail as you watch twilight taken over by darkness and take in the shimmering lights of the city and sail under the light of the silvery moon! Must be willing to actively participate in operation of vessel. Cost: Members \$75/Non Members \$100. Please call to reserve space.
- September 10-11** **9AM – 4PM - Crew Course – \$495 - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
A great pleasure in sailing comes from the ability to participate. Crew with understanding and confidence! With the techniques you learn in this course you will instantly be helpful to any skipper. Reservations required.
- September 10** **9AM – 11:30AM - Stand up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. Cost is \$60 including equipment.
- September 10** **6:30PM – 9:30PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Cost is \$65 including equipment with an additional 10% Friend and Family Discount when booked as a group of 3 or more.
- September 11** **9AM – 5PM - Brunch Bunch Sail - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Join us for a fun sail to a Horizon's Restaurant. Enjoy lunch ashore and a brisk sail home! Please plan to have at least one member of your party prepared to actively participate in the sailing of the vessel. Cost: Members \$80/Non Members \$135 (brunch not included in price). Please call to reserve space.
- September 11** **6PM – 8:30PM - Moonrise Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Watch the nearly full moon rise from the deck of our 82' schooner, SEAWARD. Sailing is a relaxing way to end the week and an unforgettable way to experience the bay! There isn't a more beautiful way to enjoy a moonlit evening. Complimentary wine, non-alcoholic beverages, and light snacks included. Adult \$45, Youth (6-12) \$25, Children under 6 FREE
- September 15** **5PM – 7PM - Educator Outreach Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Calling all educators (and a few family and friends)! Join us for some wine and cheese on a two hour sail around the bay, and learn about our educational programs. Our "Bay Explorations" educational day sail aligns with fourth and fifth grade curriculum in social studies and science. All tickets are \$10/passenger.
- September 17** **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 17** **6:30PM – 9PM - Turkey Planning Party - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Sail with Anthony, founder and CEO of OCSC in magical Turkey. Come for wine and cheese and learn more about this amazing sailing destination.



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WATERFRONT ACTIVITIES

- September 18 9:30AM – 12:30PM - Family Adventure Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
 Help the crew raise sails and steer the boat, or just sit back and enjoy the view! Morning winds are typically light so we often get to sail under the Golden Gate Bridge. This sail will include optional learning stations in San Francisco Bay ecology and seamanship. It's a great sail for families, though all are welcome! Adult \$45, Youth (6-12) \$25, Children under 6 FREE
- September 23 6PM – 8:30PM - Sunset Sails – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
 Watch the sun set from the deck of our 82' schooner, SEAWARD. Sailing is a relaxing way to end the week and an unforgettable way to experience the bay! Complimentary wine, non-alcoholic beverages, and light snacks included. Adult \$45
- September 24 9AM – 2PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. Cost is \$85 including equipment.
- September 24 10AM – 2PM - Bay Cruising Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Learn about all the really cool places to go by boat on the San Francisco Bay from people who have been there/done that! Cost: Members FREE/ Non Members \$75. Please call to reserve space.
- September 25 9AM – 11:30AM - Stand Up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. Cost is \$60 including equipment.
- September 25 9AM – 5PM - Brunch Bunch Sail - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Join us for a fun sail to a Pier 1 1/2. Enjoy lunch/brunch ashore at one of the many restaurants downtown then partake in a brisk sail home! Please plan to have at least one member of your party prepared to actively participate in the sailing of the vessel. Cost: Members \$80/Non Members \$135 (brunch not included in price). Please call to reserve space.

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.



Tours - Classes - Sales - Rentals

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SAIL THE SCHOONER *SEAWARD!*



Public Sunset Sails with wine & cheese most Friday evenings.

Public Family Adventure Sails most Sunday mornings.

Port: Bay Model Visitor Center in Sausalito

Cost: Adults \$45, Youth (6-12) \$25, Children (under 6) free

 A 501 (c)(3) nonprofit educational organization. To register visit www.callofthesea.org.

Lunch & Dinner Daily Prix-Fixe Lunch Menu Complimentary Valet Parking



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 Fisherman's Wharf
 Pier 47 on Al Scoma Way
 415-771-4383
www.scomas.com

Hummers of the Sea: Moose Boats of Petaluma



Photo courtesy of Moose Boats

BY MATT LARSON

Cruising past the Port Sonoma Marina on CA-37, you wouldn't suspect that a shipwright of epic proportions is cloaked by the serenity of the Petaluma River. With customers such as the New York Police Department, the New Orleans Fire

Department and the U.S. Navy, Moose Boats has been producing extraordinary catamarans for the past 10 years.

Roger Fleck, president of Moose Boats, envisioned the first Moose Boat over a decade ago after he and his wife built *Halcyon*, a 44-foot wooden sailboat. "It was a wooden boat, but it taught me a lot about fundamentals of construction," he said. With a solid background in industrial design, Fleck began to envision

an aluminum, double-hull, twin-diesel waterjet-propelled catamaran-style vessel—big, sturdy and tough, ideal for rocky northwest waters.

Fleck built a scale model of his original vision on his own. Then, he found a boat builder in Victoria, British Columbia to build the full-size version—and the original "Moose" was born. Fleck had built about four Moose boats by the time he brought his first prototype to the 2001

International WorkBoat Show in New Orleans, a trade show that happened shortly after September 11, 2001.

"We felt there was going to be a need for more security boats," said Fleck. "We didn't really have a clear idea of why we took it to New Orleans. It was an intuition."

Fleck's intuition turned out to be a keen one. It was at this tradeshow where Fleck was approached by U.S. Navy and later signed a federal contract, the first of many, to build a half dozen harbor security boats.

The Navy was not a company that Fleck had been soliciting for business. "That was at a time when the Navy was under a mandate following both the USS *Cole* bombing in Yemen and September 11 to buy up a lot more small, maneuverable patrol crafts," said Abbie Walther, vice president and general manager of Moose Boats. "They found us in the aisles of the workboat show; there was a lot about the configuration that appealed to them." Fleck added, "We just happened to have a boat that was exactly what they were looking for."



Photo by Matt Larson



Photo by Matt Larson

Using an old hot-rod mentality, Moose Boats builds everything from scratch at its Port Sonoma location.

Moose Boats has now delivered 32 boats to the Navy, representing about 50 percent of the firm's business to date. With such quick maneuverability, double-hull stability and aggressive-looking design, Moose Boats has found other success across the country building vessels for law enforcement, fire and rescue, and port security. Three Moose boats were present in response to the "Miracle on the Hudson"; Tiburon Fire used their Moose Boat at the Angel Island fire several years ago.

Just this year Moose Boats released their first mono-hull design—a smaller, narrower boat that offers lower cost and more opportunity. "Our catamaran design is bigger than maybe some cities can manage in terms of harbor patrol," Walther said.

And the mono-hull is still a Moose boat, held to all the same standards. "We've been compared to the Hummer of the sea by previous magazines and trade publications, and that is not inaccurate in terms of what we're shooting for," Walther said. "We build everything to military standards, regardless of whether the customer is federal or not, we just apply them across the board."

Despite all this success, having built 66 boats to date, Moose Boats is still a relatively small company. "It doesn't take a lot of boats to keep us pretty busy," said Fleck, but there are some perks. "The boat that was on paper at one time, six months later, we're driving it up the river at 40 knots—we get to drive it under the Golden



Photo courtesy of Moose Boats

Moose Boats can be found across the country being used as vessels for law enforcement, fire and rescue, and port security.

Gate Bridge at speed." And Moose Boats builds everything from scratch, which is pretty rare for the Bay Area. "It's almost like an old hot-rod mentality," says Fleck. "The reward is pretty old-fashioned. It's a hands-on business."

Keep your radar on Fleck and his Moose Boats at www.mooseboats.com.



Photo courtesy of Moose Boats

Just this year Moose Boats released their first mono-hull design—a smaller, narrower boat that offers lower cost and more opportunity.

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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.	9:40 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			
11:10	11:45	11:55	12:30 p.m.	Sausalito			
11:40	12:15 p.m.	12:25 p.m.	1:00	Daily			
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare \$8.75 \$9.25			
2:15	2:50	3:00	3:30	Clipper \$5.70 \$4.85			
2:50	3:25	3:35	4:05	Youth/Senior/Disabled \$4.25 \$4.50			
3:40	4:15	4:25	4:55	Children 5 and under FREE FREE			
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, 2011			
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. # 5:30pm trip is 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



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 pm *	12:50 pm	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	10:20	10:35
Weekdays from San Francisco				11:35	11:50 a.m.	12:10 p.m.	12:20 p.m.
-----	6:30 a.m. #	7:15 a.m.	7:05 a.m.	1:10 p.m.	1:25 p.m.	1:45	1:55
-----	7:35#	8:20	8:10	2:50	---	3:45	3:55
-----	8:40#	9:25	9:15	4:55	5:10	5:30	5:40
10:15 a.m.	10:30	10:50^	11:00^	6:30	6:45	7:05	7:15
12:00 p.m.	12:15 p.m.	12:35 p.m. ^	12:45 p.m. ^	8:10	8:25	8:45	8:55
1:45	2:00	2:20^	2:30^	9:40	9:55	10:15	10:25
3:45	4:10	4:30^	4:40^	No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day.			
-----	5:20	5:40	5:50	Regular weekday service on Martin Luther King Jr. Day			
5:20	5:45	6:10	6:20	FARES:			
-----	6:25	6:45	6:55	One Way	Round Trip	10 Ticket	20 Ticket
-----	7:25	7:45	7:55	Book	Book	Book	Monthly Pass
-----	8:25	8:45	8:55	Adult (13+)	\$6.25	\$12.50	\$50.00
				Junior (5-12)	\$3.50	\$7.00	\$90.00
				Child under 5*	FREE	FREE	\$170.00
				Senior (65+)*	\$3.10	\$6.20	
				Disabled Persons*	\$3.10	\$6.20	
				Active Military	\$5.00	\$10.00	
				School groups	\$2.00	\$4.00	
				Short Hop 3	\$1.50	n/a	

* To S.F. via Oakland # To Alameda via Oakland
^ Departs immediately after loading
For the most current schedule, visit <http://www.eastbayferry.com/>

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

Seniors must show valid I.D., Regional Transit Connection Discount or Medicare Card. Disabled Persons must show a Regional Transit Connection Discount Card. Children under 5 ride free when accompanied by an adult. Active Military Personnel must show military I.D. Fares subject to change. All times are estimates.

Blue & Gold Ferry

BAY CRUISE

Depart Pier 39		Weekends and Holidays	
Weekdays		Weekdays	
11:00 a.m.	3:45 p.m.	11:00 a.m.	4:15 p.m.
12:00 p.m.	4:15	12:00 p.m.	5:00
12:30	5:30	12:30	5:30
2:30	6:45	2:30	6:15
3:00	---	3:00	6:45
		3:45	---

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	\$25.00	Junior (12-18)	\$21.00
Senior (62+)	\$21.00	Child (5-11)	\$17.00

Discount fares available at <http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm>

ANGEL ISLAND - S.F.

Weekdays - Daily Departures Pier 41

Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:20 am	9:45 am	10:05 am	10:10 am	---	10:30a
---	1:05 pm	1:40 pm	1:45 pm	---	2:05 pm
---	---	2:50 pm	3:00 pm	4:25 pm	3:20 pm

Weekends - Departures Pier 41

Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:20 am	9:45 am	10:10 am	10:20 am	11:15 am	11:35a
11:20	11:45	12:15 pm	12:25 pm	---	1:20 pm
---	2:10 pm	3:10	3:20 pm	---	3:50 pm
---	---	---	4:40 pm	6:00 pm	5:35 pm

ANGEL ISLAND PRICES (Round-trip)

FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*
Adult	\$17.00	\$14.50	\$30.50*
Child	\$9.50 (age6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)
Child	Free (5 & under)	Free (4 & under)	Free (5 & under)

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

ALAMEDA/OAKLAND - WEEKENDS ONLY

Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:00am*	9:10am*	10:10am	3:10pm	3:45pm*	3:55pm

Vallejo - Weekends Only

Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
8:30 am *	10:10 am	3:20 pm	5:40 pm
---	---	4:40 pm	9:45 pm

* Requires transfer at Pier 41 to 9:40am AI Ferry. Return ferries transfer at Pier 41 onto Vallejo Baylink.

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.	---	---
6:50	7:10	7:15 a.m.	7:35 a.m.
7:50	8:10	8:15	8:35
8:45	9:05	---	---
---	---	4:25 p.m.	4:45 p.m.
5:00 p.m.	5:20 p.m.	5:25	5:45
5:50	6:10	6:15	6:35
6:40	7:00	7:15	7:35
9:20 *	10:05 *	8:55 *	9:15 *

* Fridays only - Friday North Bay Getaway

ROCKETBOAT

Seasonal May through October

Depart from Pier 39

12:00 p.m.	12:45 p.m.	1:30 p.m.	2:15 p.m.
3:45	4:30	5:15	---

FARES:

Adult (age 19 and over)	\$24.00
Junio (12 - 18)	\$20.00
Child (5 - 11)	\$16.00

*Height restrictio. Children must be at least 40 inches tall to ride.

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	8:30	---
7:45	8:55	---
10:00	11:20	11:45 a.m.
11:30	12:45 p.m.	---
2:00 p.m.	3:30	3:10 p.m.
3:00	4:30	---
4:05	5:15	---
4:45	6:00	---
5:45	7:15	6:55

Summer Weekends & Holidays (May - Oct)

8:30a.m	10:00 a.m.	9:40 a.m.
10:00	11:10	11:30
11:30	12:40	---
2:00 p.m.	3:10 p.m.	3:30 p.m.
3:30	5:00	4:40
5:15	6:30	---
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 Mar 31- May 24

Pier 43½

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
12:30 *	4:15
1:15	5:00 *

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 1, 2011 thru October 16, 2011)

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 1, 2011 thru October 16, 2011)

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.)
Adult (13 and over)	\$13.50	
Child (6 - 12)	\$11.50	
Children (3 - 5)	\$3.50	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

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



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www.baycrossings.com

AROUND THE BAY IN SEPTEMBER

Brews for You

It's time again for the 8th Annual San Francisco Brewers Guild Brews on the Bay! Join all eight of San Francisco's craft breweries on Saturday, September 10 on the deck of the S.S. *Jeremiah O'Brien* at Pier 45 on the San Francisco Bay for five hours of great beer and live music in the world's best spot for a beer festival. They'll be pouring 50+ beers, all brewed in San Francisco, including special and limited releases. Come thirsty for both traditional beer styles and the new cask-conditioned-barrel-aged-sour-imperial juggernauts that help make American craft beer the most exciting in the world. Enjoy unlimited pours and live music while taking in unparalleled views of San Francisco, the Golden Gate Bridge, Alcatraz, and the lands beyond. The ship, one of the last remaining Liberty Ships, is a historical landmark of the World War II-era Merchant Marine, and the festival is a fundraiser for the National Liberty Ship Memorial. Several food trucks will be on-site selling innovative, sustainable food. Ticket price for this one-day-only event is \$45; tickets are available by advance online sales only through www.sfbrewersguild.org.

Blues for You

The Polk Street Blues Festival will be held on Saturday and Sunday, September 24 and 25 on Polk Street from Broadway to California Streets in San Francisco from 10 a.m. to 6 p.m. The free festival will feature two main stages, a merchant marketplace, arts and crafts, gourmet food booths, a large family area, cafe seating areas, and much more. For more information, visit www.polkstreetbluesfestival.com or call (800) 310-6563.

Hardly Strictly Celebrates Eleven Years

The eleventh annual Hardly Strictly Bluegrass Festival will take place at Speedway Meadow in Golden Gate Park on Friday, Saturday and Sunday, September 30 and October 1-2. This year's stellar line-up includes Robert Plant and the Band of Joy, Kris Kristofferson

and Merle Haggard, Emmylou Harris, David Bromberg Quartet, The Dark Star Orchestra, John Prine, Patty Griffin, Steve Earl & the Dukes (& Duchesses) featuring Allison Moorer, the Jayhawks and Ricky Skaggs. There will also be over 50 purveyors of food and drink featuring the best food the Bay Area has to offer. The event is free to the public and draws tens of thousands of people every year, so the use of public transportation is highly encouraged. For more information and a schedule of events visit www.hardlystrictlybluegrass.com.

Tour of Homes on the Island

The 2011 Alameda Legacy Home Tour will take place on Sunday, September 25 from 11 a.m. to 5 p.m. This year the tour features seven homes from central Alameda to the East End, highlighting a mix of historical periods and architectural styles. Participants will partake of exterior charms, lush garden settings, and varied interiors in this exhibit of homes built between 1854 and 1907. Come see and learn about the different approaches to contemporary living in a vintage home. The ticket price includes a keepsake "Legacy Guidebook" and light refreshments in the garden of one of the homes on tour. The tour is hosted by the Alameda Architectural Preservation Society (AAPS) and the Alameda Museum, both non-profit organizations dedicated to maintaining our small town ambiance and cherished older buildings. The tour is self-guided; pick up your Legacy Guidebook and visit the homes at your own pace, in any order you choose. Bring a picnic lunch to enjoy at a park or beach, or visit one of our many fine local restaurants. Tickets are \$30 in advance and \$35 the day of the tour. Proceeds fund programs unique to each non-profit organization. For more information visit www.alameda-home-tour.org.

Keeping an Eye on You!

The Performance Art Institute will be hosting "Keeping an Eye on Surveillance," a comprehensive look at societal surveillance in the post-9/11 world. Over 20 artists, working in media ranging from painting and photography to new media, will explore

the ever-growing encroachment of surveillance enabled by technological advances such as Google Earth, Facebook, wire-tapping, and airport security technologies. The artists exhibiting in "Keeping an Eye on Surveillance" explore the blurring boundaries between public space and private life, the visible and invisible, and the observer and observed.

The works probe concerns regarding community and individual safety and the problems surrounding public spaces that involve watching and being watched. Performance art takes center stage, as a number of new commissions will be unveiled during the run of the exhibition. The exhibit will provide an opportunity to debate the current development of surveillance technologies and engage the public in thought provoking discussions about the increase of surveillance in our society as a threat to freedom and democracy. The display runs from September 10 to October 22 with the opening reception being held on Saturday, September 10 from 6 p.m. to 9 p.m. Admission is Free. The Performance Art Institute is located at 575 Sutter Street in San Francisco. Call (415) 501-0575 or visit www.thepartment.org for more information.

Do You Know Bruno?

Multitalented singer, songwriter, producer and musician Bruno Mars, who is known for such hits as "Just the Way You Are" and "Grenade," will headline the 29th Annual Macy's Passport Presents Glamorama at the Orpheum Theatre in San



Image by Kara Maria

Francisco on Friday, September 30 at 8 p.m. The 25-year-old artist's debut album entitled *Doo-Wops and Hooligans* earned him seven Grammy nominations at the 53rd Annual Grammy Awards where he took home Best Male Pop Vocal Performance for "Just the Way You Are." Also set to perform at Macy's Glamorama this year is electro-pop quartet Far East Movement, who shot to fame with chart-topping singles "Like a G6" and "Rocketeer" from their debut album, entitled *Free Wired*. The group's latest single, "If I Was You," features rap artist Snoop Dogg. This year's show – themed ARTRAGEOUS – brings high fashion and fierce performances together for one unforgettable night. Topping the list of featured designers: Armani Jeans, Bar III, Calvin Klein, Papi, Karl Lagerfeld for Impulse, Papi, Tommy Hilfiger, Tracy Reese and more! The evening concludes with an over-the-top "ARTlandish" after-party at the Asian Art Museum. The event will benefit the AIDS Emergency Fund, Project Open Hand and the Glide Foundation. For more information, visit www.macys.com/glamorama.

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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* AC Transit customers should apply for a youth card by attending an AC Transit youth card sign-up event or visiting AC Transit's ticket office in downtown Oakland.

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“There’s Still An Extraordinary Amount Of Work To Be Done.”

San Francisco Mayor Gavin Newsom, on the 34th America’s Cup, January 5th, 2011.



We agree. To make the 34th America’s Cup event succeed, it will require the efforts of extraordinary people, and companies with extraordinary resources. We are The Bay Maritime Group, uniquely qualified to help make the America’s Cup event "a race that is often hard to see a race impossible to miss."

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