

BAY CROSSINGS

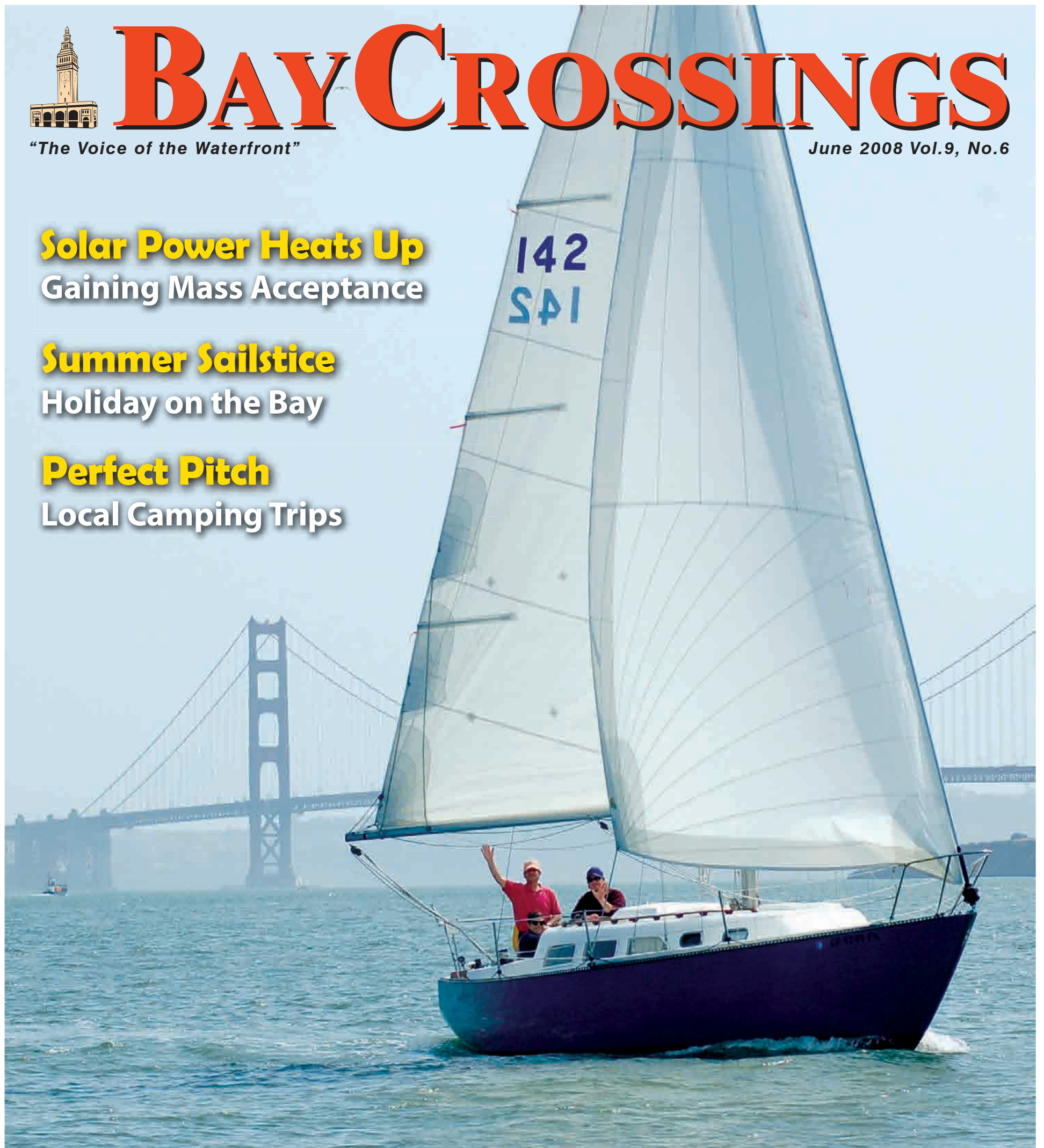
"The Voice of the Waterfront"

June 2008 Vol.9, No.6

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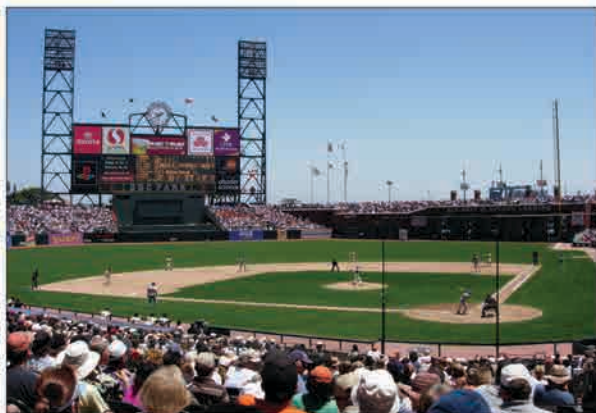


Photo by Seahorse8

*Ferry will leave no sooner than 10PM. In the event of fireworks, Vallejo service will depart McCovey Cove 5 minutes after the Alameda/Oakland service. See BayLinkFerry.com for details. Subject to change.

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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.



Ladonna Bubak took this photo of Summer Sailstice founder John Arndt waving with two fellow workmates from the magazine *Latitude 38*, Rob Grant and Mary Briggs, aboard John's Ranger 33 *Summer Sailstice*. The boat will, of course, be part of the festivities at Summer Sailstice on Treasure Island.

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Numbers Surge for Bike to Work Day 2008, Despite the Heat

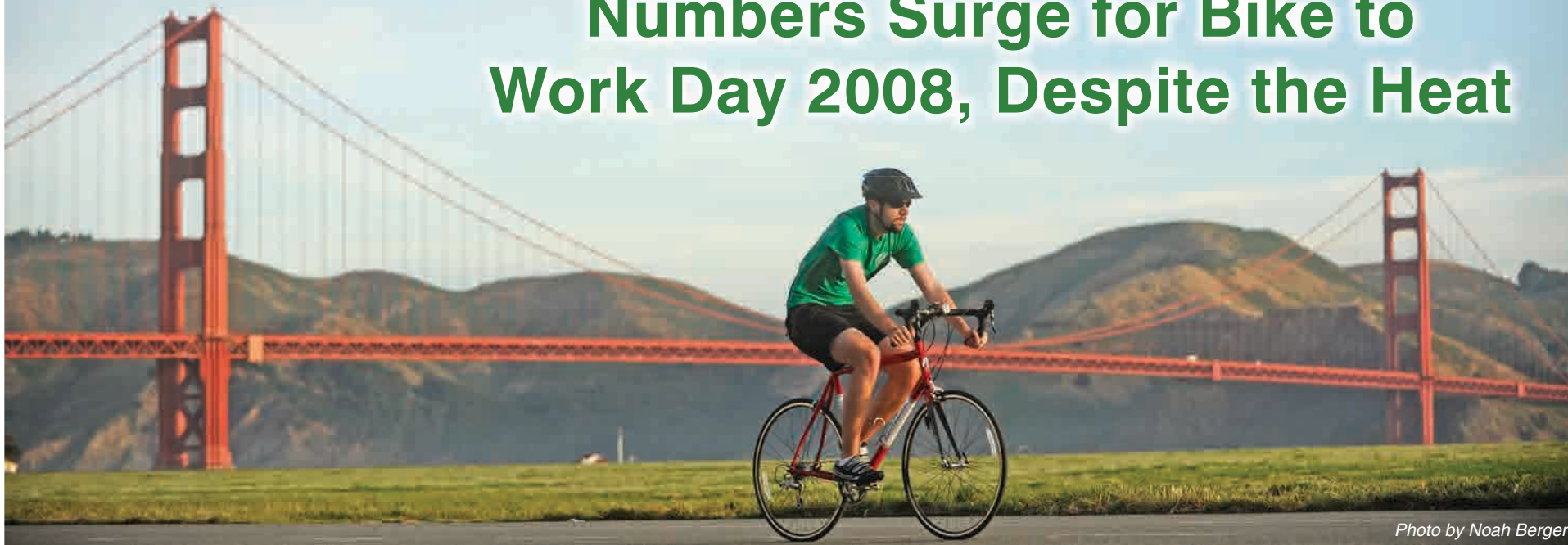


Photo by Noah Berger

BY BRENDA KAHN

Spurred on by skyrocketing gas prices, concerns about global warming and the fact that it was also an official “Spare the Air” day, a record number of cyclists turned out for Bike to Work Day on May 15, 2008.

Concerned by predictions of high temperatures, the Bay Area Air Quality Management District issued a Spare the Air advisory for May 15, the first of the 2008 smog season. The call to ride public transit and bikes instead of driving no doubt helped to boost participation in Bike to Work Day, despite the sweltering heat.

Volunteers staffing the 220-plus Bike to Work Day Energizer Stations around the region — where participants

could refuel with water, energy drinks, coffee and snacks, and pick up giveaways — counted close to 115,000 cyclists who either stopped by or whizzed by during the morning commute period, a significant uptick from prior years, according to Cole Portocarrero, executive director of the Bay Area Bicycle Coalition, which organized the event with major sponsorship by MTC among other public and private entities.

“And if we factor in the untold number of people who pedaled to work on May 15 but didn’t pass by an Energizer Station, we can estimate that participation could have been in the 140,000 to 150,000 range,” said Portocarrero.

The Energizer Station at the Vista Point at the north end of the Golden Gate Bridge logged 900 cyclists during the morning commute, more than

double last year’s count of 410. Marin County counted 4,000 riders at its Energizer Stations in the morning, a 38 percent increase over the 2,900 counted in 2007. San Francisco used the traffic along Market Street as a barometer of participation in Bike to Work Day. City counts showed that bicyclists made up 64 percent of the eastbound traffic along Market between 8 a.m. and 9 a.m., while motorists comprised 32 percent — a nearly 31 percent increase in bikes over last year’s Bike to Work Day counts (the remainder consisted of transit vehicles and taxis).

“We hope to get the message out there that bicycling is easy, it’s safe, and that it can be done any time to any place,” said Portocarrero. “It doesn’t have to just be a bike ride on the weekend with the kids, it can be done throughout the week to work, to your



Photo by Noah Berger

errands, to school, wherever. That’s the overall message, that bicycling can be used as a means of transportation.”



Photo by Noah Berger



Photo by Karin Betts



Photo by Lawrence Migdale

APL veteran honored by Bay Area World Trade Center

BY PAUL DUCLOS

Scott Smith, corporate relations director for container shipping leader APL, has been honored by the Bay Area World Trade Center for his 41 years of service to the transportation and logistics industry. Smith, a 24-year APL veteran, received the Bay Trade Global Award last month at ceremonies in Oakland attended by more than 250 people, including 25 consuls general and ambassadors from around the world. The 26-year old World Trade Center stimulates Bay Area importing and exporting through political advocacy and international trade missions. It presented its first Bay Trade awards to Smith and six other business and government leaders, including former Oakland Mayor Elihu Harris.

Smith, a resident of Danville, represents APL on 11 industry and government boards related to trade and transportation. Among these are the Pacific Merchant Shipping Association, the Ocean Carrier Equipment Management Association and the Intermodal Association of North America. Before joining APL, Smith spent 17 years in a family-owned trucking business. In presenting its award to Smith, the World Trade Center said, "Scott has become a visible face for APL in California ports, active in advising, planning and managing the various challenges that confront the trade and logistics community today."

Chevron Aids Disaster Victims

Richmond-based Chevron Corporation announced that it will contribute \$1.4 million (approximately 10 million yuan) towards relief efforts in the aftermath of the earthquake that struck Sichuan Province in central China on May 12. The funds will be directed to the Sichuan Province Red Cross, an affiliate of the Red Cross Society of China. Chevron has an interest in the Chuandongbei gas project, which is located in the province.

"The need for humanitarian assistance

is vast and immediate," said Chevron vice chairman Peter Robertson. "Our contribution to the Red Cross will support its critical efforts to assist those affected by this devastating earthquake."

"We are concerned for the well-being of those in the local communities," said Jim Blackwell, president of Chevron Asia Pacific Exploration and Production. "Chevron's contribution is intended to help the many in the region who have been displaced by the tragedy."

Earlier in May, the company announced that it had contributed \$2 million to provide assistance to those affected by the recent devastating cyclone in Myanmar. The International Federation of the Red Cross will receive a \$1 million contribution. An additional \$1 million will be allocated to four other organizations: the International Organization for Migration, Mercy Corps, Pact, and Save the Children. The

contributions will aid disaster relief efforts for Cyclone Nargis that struck Myanmar on May 2, 2008, causing widespread destruction along the country's southern coast and southeast regions.

Richmond Beefs Up Port Security

The Port of Richmond recently announced that it had installed more than 100 surveillance cameras at a cost of \$2 million to protect its assets from thieves and terrorists. While the port does not serve container vessels, it does serve as a gateway for breakbulk and roll-on/roll-off cargo, principally automobiles. There is also a substantial amount of outbound freight consisting of copper and other valuable scrap metal. The funds for the cameras came from the U.S. Department of Homeland Security.

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- Every Wed.** **6PM – 8PM - Wednesday Night Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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- June 8** **9AM – 5PM - Big Boat Motoring Clinic, Club Nautique - Sail & Powerboating School, 415-332-8001, www.clubnautique.net**
Learn the skills to manipulate larger boats in close quarters. Big boat experience required. Cost \$244 for members/ \$375 non-members. Reservations Req. Call for more information.
- June 14** **8:30AM – 3PM - Introduction to Sea Kayaking, UCSF Outdoor Programs, 415-476-2078, www.outdoors.ucsf.edu**
This one-day intro course is designed to give you the skills and confidence to begin paddling on your own in a single kayak. \$110 price includes professional instruction, wetsuit, paddle jacket, and all kayaking equipment.
- June 15** **10AM – 3PM - Bair Island - Corkscrew Slough Kayak trip, Redwood City, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
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- June 17** **7:30PM – 10:30PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
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- June 18** **7PM – 9PM - Truk Revisited-Diving the Sunken Japanese Fleet, Marin Scuba Club, San Rafael, 415-453-9556, www.marinclub.org**
We invite divers of all skill levels to join us the 3rd Wednesday of each month at The Seafood Peddler Restaurant in San Rafael for a featured presentation. We offer guest speakers discussing all aspects of diving using multi-media video presentations. Contact Alberta: marinclubmembership@yahoo.com.
- June 20** **6PM – 9PM - Solstice Paddle, UCSF Outdoor Programs, 415-476-2078, www.outdoors.ucsf.edu**
Come celebrate the Solstice on the bay with Outdoor Programs. Enjoy sunlit views of Angel Island, Mount Tamalpais, and the San Francisco cityscape as we spend the evening paddling along the charming Sausalito waterfront. \$65 price includes kayaking equipment and professional guides.
- June 21** **2PM - 5PM - Summer Sailstice Schooner ride and free BBQ, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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- June 21-22** **9AM – 5PM - Coastal Navigation, Tradewinds Sailing School & Club, Pt Richmond, 510-232-7999, www.tradewindssailing.com**
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- June 22** **1:30PM – 5:30PM - Corte Madera Marsh, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
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- June 24** **10AM – 4PM - Free Ladies Sail on the Bay, Tradewinds Sailing School & Club, Pt Richmond, 510-232-7999, www.tradewindssailing.com**
Join us for our Free Ladies Sail. Invite friends and enjoy a day-long sail on the Bay with a lunch stop wherever the tides and currents allow!
- June 28** **9AM – 5PM - Women on the Water, Club Nautique - Sail & Powerboating School, 415-332-8001, www.clubnautique.net**
Enjoy a day with good female sailors with a professional (female) skipper on board. Cost \$95 for members/ \$125 non-members. Reservations Req. Call for more information.
- June 29** **10AM – 2PM - Pillar Point Kayak Tour, Half Moon Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
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New Bay Area Ferries Can Be Built Locally

BY WES STARRATT, PE

San Francisco Bay is drenched in shipbuilding history. Since the Gold Rush, wooden boats have been built and repaired on the bay. The famous Union Iron Works, which originally built machinery for California's gold mines and then constructed steam locomotives, eventually turned its attention to shipbuilding and continued operations for almost 100 years. Early on, the Navy became involved in shipbuilding at Mare Island and then at Hunters Point. World War II was a boom time for shipbuilding, with Kaiser Shipyards turning out one ship each day in Richmond and Bechtel interests similarly involved in Sausalito. But, soon after the war, the bubble burst. A few years later, even the Navy closed its Bay Area shipyards. The mighty Union Iron Works all but closed before acquiring a large floating dry dock that now provides vitally needed maintenance and repair services for cruise ships and tankers.

Traditionally, the basic means of transportation in the Bay Area was the ferry, but, in the 1930s, bridges were built and the ferries largely disappeared. However, in recent years, passenger ferries began to re-appear on the bay, thanks to a number of factors: the high-speed, dual-hull ferries called catamarans; the development of welding techniques for aluminum; and the transformation of the Golden Gate Bridge District into a transportation district that began operating ferries.

Soon, other Bay Area ferry systems began to take root in Vallejo and in Alameda/Oakland, and the idea emerged of establishing a regional ferry system promoted by a new state agency, the Water Transit Authority (WTA). Because ferries have played a vital role in responding to emergencies—from the 1906 earthquake to September 11—recent state legislation triggered a favorable vote for state bonds that would fund an expanded Bay Area ferry system of 50-plus boats, for emergencies as well as for basic transportation needs.

To manage the expanded program, the WTA was recently transformed by state legislation into the Water Emergency Transit Authority, or WETA.

Today, Bay Area ferries are built at several Puget Sound yards in Washington that specialize in aluminum boats. But, to maintain these vessels, only one shipyard in the Bay Area, Bay Ship & Yacht, has developed the capacity and the aluminum metalworking expertise. Without that yard, located on the estuary in Alameda, Bay Area ferries would face the problem of ocean-voyages back to the yards in Washington for periodic maintenance.

But, will these same Washington boat yards continue to build ferries for the expanding Bay Area fleet? The answer—at least initially—is yes. This is because the former WTA required, and it is anticipated that the new WETA will also require, that bidders for ferry-building contracts have at least five years of experience; however, Bay Ship & Yacht is on its way to developing that experience by teaming with the Washington boat-builders that won recent contracts. Furthermore, Mary Culnane, WETA's manager of marine engineering, notes that Bay Ship & Yacht “provides a valuable contribution during the warranty period and for as-required maintenance and repair over the life of the ferry boats.” So, “we do anticipate that all maintenance and repair of the ferry fleet will occur in the Bay Area.” But, what about actually building them in the Bay Area?

Bay Ship & Yacht

Bill Elliott, President of Bay Ship & Yacht, explained that his firm was founded over 30 years ago for building and repairing wooden boats. “We started aluminum metalworking almost 20 years ago and now continuously do aluminum work.” According to Elliott, it was a natural transition from wood, because, apart from aluminum welding, “you can do the rest of the work with those trained in carpentry, since the skills are very much the same.” So, under contract to the Washington boat builder Nichols



Bay Ship & Yacht in foreground, with Port of Oakland and downtown Oakland across the estuary. Tom Paiva photo, courtesy Bay Ship & Yacht.

Brothers, Bay Ship & Yacht started doing maintenance on the first two aluminum catamarans in the Bay. Today, the yard does the maintenance work for all of the ferry systems on the Bay. Currently, the aluminum catamaran *Mendocino* is at the yard for the installation of new engines and routine hull maintenance and repair.

Bay Ship & Yacht was the only bidder for the maintenance work because the other Bay Area yards are either too small or are totally involved in maintaining steel ships and barges. For shipyards working with steel, the transition to aluminum is difficult, because, as Elliott explained, “you need to do aluminum work in an environment where there is no steel, because steel particles contaminate aluminum welds.” Thus, an aluminum metalworking shop must be an inside facility that is clean and has equipment dedicated to handling aluminum. Bay Ship & Yacht has such facilities, together with 20 to 40 qualified aluminum welders and fitters.

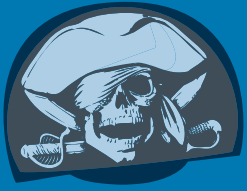
A major feature of Bay Ship & Yacht's shipyard in Alameda is a 390-ft long, 57-ft wide floating drydock with a capacity of 2,800 tons. There are also several outfitting docks, numerous cranes, and an array of

specialized shops. Currently, the firm leases a nearby aircraft-maintenance structure at the old seaplane lagoon of the former Naval Station. According to Elliott, “it is a perfect facility for building aluminum ferries, because it is big, 350 by 150 feet, with four overhead cranes. You could build two ferries there at the same time!”

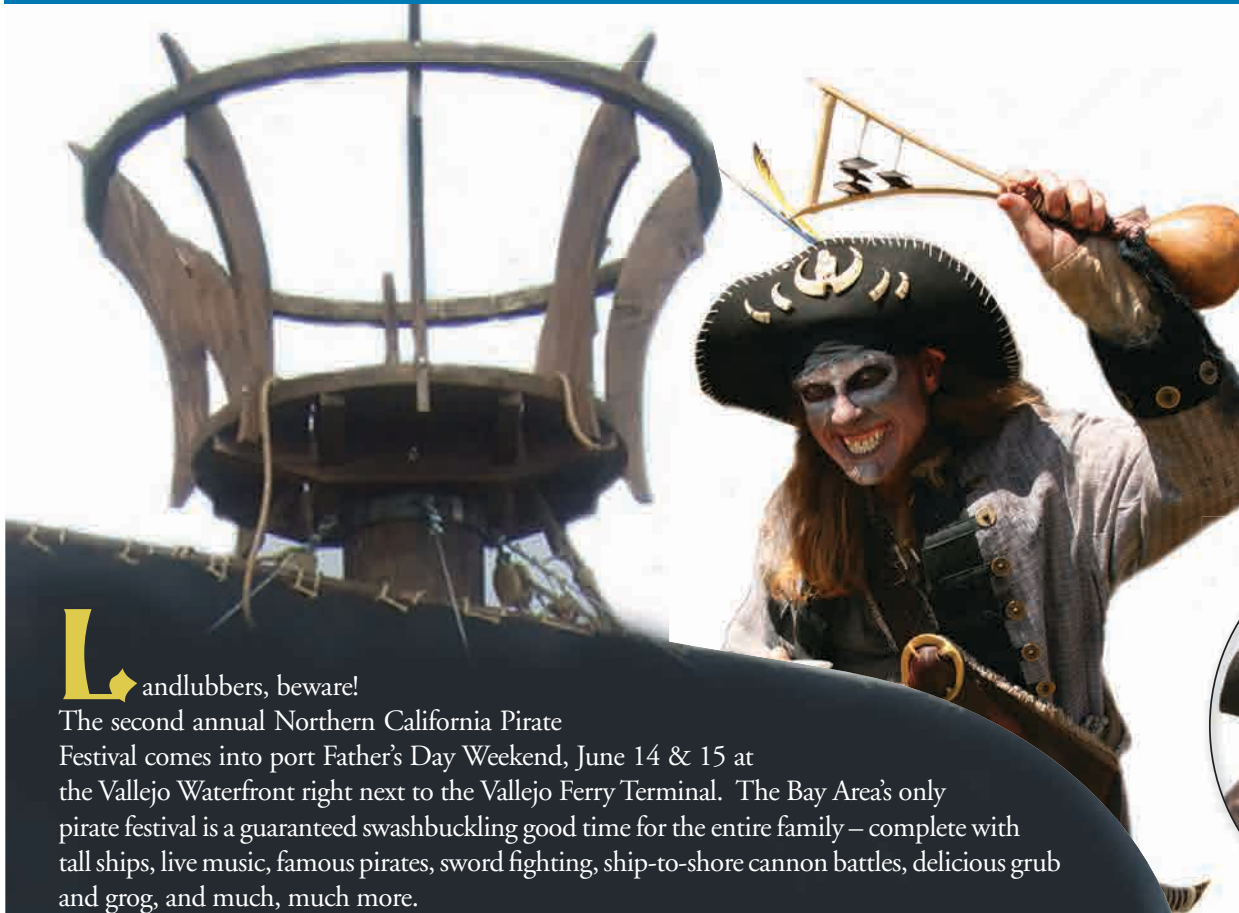
The yard recently completed the first phase of an expansion program that features the installation of a “Syncrolift” system that can lift a boat out of the water and transfer it by rail to a series of “dry berths” for as many as eight boats. The Syncrolift has a capacity to lift boats up to 45-ft beam, 200-ft length, and 1,200-ton displacement, which include all of the ferries on the Bay.

In a second expansion phase, Bay Ship & Yacht plans to construct a building 220-ft long, 80-ft high, with two 75-ft wide bays, served by rails connecting to the Syncrolift. One of the bays can be used for surface preparation and painting of boats, and the other for refitting and building aluminum boats.

So, is there a facility in the Bay Area for building, as well as maintaining, a fleet of more than 50 aluminum ferries? The answer is yes, and it is in Alameda at Bay Ship & Yacht.



AVAST! Pirates Invade Vallejo



Landlubbers, beware!

The second annual Northern California Pirate Festival comes into port Father's Day Weekend, June 14 & 15 at the Vallejo Waterfront right next to the Vallejo Ferry Terminal. The Bay Area's only pirate festival is a guaranteed swashbuckling good time for the entire family – complete with tall ships, live music, famous pirates, sword fighting, ship-to-shore cannon battles, delicious grub and grog, and much, much more.

The Northern California Pirate Festival turns Vallejo's waterfront into Pirate Town, with three acres of free entertainment, including live cannon demonstrations, sword fighting in the streets and live music from Skip Henderson and Starboard Watch, the Seadogs, Rum Rebellion, Queen Anne's Revenge, the Roving Tars and the Dogwatch Nautical Band. The young scallywags will love Jack Spareribs and his magic show, Captain Kidd and Nellie, Mister Mac and more. For a full list of piratical entertainment, visit www.norcalpiratefestival.com.

Each day will feature a children's costume contest as well as treasure hunts for grown-ups and kids alike. Young pirates can participate in chantey sing-alongs or try their little hands at pirate crafts, like knot tying. Each afternoon, the fearsome 72-foot schooner, Aldebaran, will lead its crew into a ship-to-shore black powder cannon battle with other pirate brethren, bringing the streets of Pirate Town alive with sword-fights and sailor brawls.

Visit the Northern California Pirate Festival for the delicious grub and grog featuring such delectable treats as Arrrrr-t-chokes, fresh Drake's Bay oysters, fine meat pies, gelato, sin on a stick and more! Discover unique pirate clothing and one-of-a-kind swords for sale. Find everything your piratical heart desires.

Admission to the Pirate Festival is free and includes all entertainment. Crafts, games, food and drink are all available for purchase.

The Northern California Pirate Festival will donate a portion of its proceeds to the Vallejo Music Theatre and the Greater Bay Area Make-A-Wish Foundation, which fulfills the wishes of children with life-threatening medical conditions. For more information and driving directions, visit www.norcalpiratefestival.com or call 866-921-YARR (9277).

The Second Annual Northern California Pirate Festival

WHERE: The Vallejo Waterfront, just west of the Vallejo Ferry Terminal 289 Mare Island Way in Vallejo

WHEN: Father's Day Weekend Saturday, June 14 from 10 a.m. to 7 p.m.
Sunday, June 15 from 10 a.m. to 6 p.m.

TICKETS: Admission is FREE; Crafts, games, food and drink are available for purchase



All photos from last year's Pirate Festival courtesy of Northern California Pirate Festival.



Perfect Pitch

BY WEEKENDSHERPA.COM

With gas prices hitting all-time highs, we've rounded up some coastal camping destinations that aren't far from home. From hidden hikes to comfy canvas bungalows to a simple car-camp, here are three perfect places to pitch a tent this summer.

Point Reyes Confidential

Rugged headlands, brushy hillsides, piney ridges, and pocket beaches—Point Reyes is a soul-soothing stretch of California coast that's less than half a gas tank from

San Francisco. And when the day-tripping tourists leave, you've got it virtually to yourself. Accessible only by a two- to five-mile walk, Point Reyes' *hike-in campgrounds* are the best way to experience the Bay's favorite coastal wilderness wonderland. Grab one by reserving ahead or sacrificing some sleep (see below). Coast Campground is only a one- to two-minute walk from sublime Santa Maria beach, which is nearly vacant toward the end of the day. After pitching your tent and grilling dinner, wander down to the beach to see if gray whales are cruising the coast. If the wind is calm, gather some driftwood for a private bonfire. With its oceanside setting and space for only 6–12 groups per campground, this is the ultimate coastal camping hideaway that keeps the crowds at bay.

Distance: 39 miles from San Francisco

Coast and Wildcat Camps are closest to the beach. Don't worry about running water, fire pits, grills, or bathrooms—these camps have it all. Campsites are \$15 per night. Make a reservation, or show up the day of your visit at the Bear Valley Ranger Station to get



Photo by Mathew Grimm

Less than a half tank of gas from San Francisco, Point Reyes offers breathtaking oceanfront views.

one of the first-come-first-served camping reservations; there are only eight of these, so arrive before it opens at 8:00 a.m. to increase your chance of getting one. Free fire permits are also available at the ranger station. Visit <http://www.nps.gov/pore/planyourvisit/campgrounds.htm> for more information. No dogs.

Costanoa Chic

Prada meets Patagonia: With soft king-size

beds, electricity, and eminently comfortable comfort stations, Costanoa offers a different kind of camping experience. About halfway between Half Moon Bay and Santa Cruz on the San Mateo coast, this sprawling 40-acre eco-adventure resort mingles well with its natural surroundings. The classic canvas tent bungalows sit right on the rim of the Pacific and are only a 15-minute stroll to the sand. Check out the resort's robust activities calendar,

Route 66 Muir Woods Express Returns May 3, 2008

BUS ROUTE



©Michael Schwab Studios (2006)

For schedules, visit www.goldengate.org or call 511 (TDD 711). ♿



Direct bus service to Muir Woods from Sausalito Ferry Terminal and Manzanita Park-and-Ride. Service operates weekends and holidays through September.



\$3.00
Adult Round Trip
\$1.00
Senior/Youth/
Persons with Disabilities





Photo By Brad Day

Costanoa's distinctive Tent Bungalows have electricity, sliding windows, a locking door and heated mattress pads.

ranging from horseback riding and kayak paddling to biking and hiking. Just plain relaxing is high on the list, too. (After a day of roughing it, the on-site spa will rub any tensions away...) For dinner, bring your own food, or enjoy tasty California cuisine at the on-site restaurant, Cascade Bar & Grille. Afterwards, rediscover the Milky Way while toasting marshmallows at the communal firepit. Heavenly.

Distance: 55 miles from San Francisco

Costanoa, 2001 Rossi Rd. at Hwy 1, Pescadero; 650-879-1100. Weekend rates start at \$130 a night. Stay at one of the Cypress Village bungalows to get access to the hot tub at the lodge. Dogs aren't allowed at the tent bungalows.

Mount Tam Grand Slam

For a close-to-home car-camp that doesn't require reservations months in advance,

head to the Pantoll Campground on Mount Tam's southwest slope. Speckled along a forested hillside, this first-come-first-served campground is ideal for a quick getaway—but you have to get there early to snag one of the 16 sites. Set at the intersection of nine primo trails, the camp offers loads of hiking options, including hikes to *Muir Woods* and *Stinson Beach*; the famous Dipsea Trail isn't far either. When hunger strikes, there's no shortage of cooking options: each site has fire pits, barbecue grills, and stone-built Diablo grills. Sit back, listen to the night sounds, and watch the moon rise over Mount Tam. Close to home never felt so far away!

Distance: 19 miles from San Francisco

Pantoll Campground is off of Panoramic Highway (map). Call the ranger station ahead of time to see if sites are available (415-388-2070); they answer the phone until 5:00 p.m. Visit http://www.parks.ca.gov/default.asp?page_id=471 for more information. Dog-friendly!

29-year-old WeekendSherpa.com founder and managing editor

Brad Day grew up in California and has spent his entire life adventuring in Northern California's great outdoors.

WeekendSherpa.com is a San Francisco based online publication that sends out a free weekly (Thursdays) email newsletter giving insiders' information on enjoyable and economical things to do in the Bay Area/Northern California outdoors, including hiking, biking, and just plain relaxing...as long as it gets you out there! www.weekendsherpa.com.



Photo By Brad Day

Pantoll Campground on Mount Tam's southwest slope is a first-come-first-served car-camp with loads of hiking options.

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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
Beach Street & The Embarcadero
San Francisco**

Companies, Citizens and Governments Try

BY BILL PICTURE

Despite Americans' general acceptance of the reality of the climate change crisis, and their consequent acceptance of renewable sources of energy as a viable solution, advocates say that solar energy's mass application faces many of the same obstacles that it did thirty years ago.

One of those obstacles, according to Johanna Partin, Renewable Energy Program Manager for the San Francisco Department of the Environment, is misinformation. "I get a lot of calls from people who want to know if solar is possible in San Francisco because of the fog," she says. "And I tell them, 'It's absolutely possible.'"

Though San Francisco is famous for its fog-shrouded hills, the city actually enjoys more clear days each year than the world leader in solar energy production, Germany. In fact, the European nation gets 30 percent less direct sun annually than San Francisco. "So if they can do it, we can do it," Partin adds.

Naturally, a solar-outfitted home in a foggier part of the city, such as the Sunset District, would produce less electricity than a home in, say, the Mission, which gets more direct sun. Still, solar experts say the Sunset District homeowner would save enough money on electricity each year to make the solar system worthwhile.

To help dispel the myth that solar energy isn't a feasible option in San Francisco, the San Francisco Department of the Environment and Denver-based CH2M Hill, an engineering, construction and operations firm, created the San Francisco Solar Map. The map shows all of the 750-plus existing solar projects in the city, at least a quarter of which are in neighborhoods east of Twin Peaks. The site also allows property owners to enter an address for an estimate of their property's solar potential. The site calculates the amount of solar energy produced annually,



Photo courtesy of San Francisco Department of the Environment

More and more Bay Area residents are turning to the sun for their power needs and under the California Solar Initiative, the state currently offers rebates while the federal government offers tax credits for those who go solar.

annual carbon savings and annual savings on utility-company-provided electricity, all based on the size of the property's rooftop.

The idea, Partin says, is to encourage more property owners to go solar by showing them that solar is already working for their neighbors.

"Hopefully, someone will go to the site, see systems already installed in their neighborhood and go, 'I want to do that, too.'"

Minimizing the bureaucracy

To encourage more residential and commercial property owners to go solar, David Hochschild of Fremont-based solar technology firm Solaria suggests that local governments reduce permit fees for solar installations and fast-track new construction projects that utilize solar technology.

Hochschild brought those suggestions to the table when he served on the San Francisco Solar Task Force, which was created to develop policies to promote solar energy use in San Francisco. His peers

agreed. And San Francisco now offers one of the cheapest and least paper-heavy permitting processes for solar projects in the Bay Area.

The State of California currently offers a rebate to property owners who install solar systems, under the California Solar Initiative. And the federal government allows a tax credit, up to \$2,000, to taxpayers who go solar. Still, Hochschild would like to see more monetary incentives. "There just aren't enough incentives in place right now to make it attractive to most people," he says.

The San Francisco Solar Task Force drafted an ordinance to create a San Francisco Solar Incentive that would pay property owners between \$3,000 and \$10,000 per solar installation, depending on the size of their system. That ordinance was rejected by the Board of Supervisors; a revised ordinance goes before the Board again on June 7.

Yeah, but what's it gonna' cost me?

Five years ago, only 12 percent of the

sunlight captured by a solar cell was converted to energy. That number is now up to 15 percent, and continues to inch up each year. Today's inverter, the mechanism that converts the DC (direct current) electricity produced by the solar cells to usable AC (alternate current) electricity is also more efficient. A few years ago, 30 percent of the DC electricity was lost in the inverter. That number is now down to 5 percent. These advances in solar technology are helping make solar more affordable for consumers. For the last thirty years, the cost of solar has decreased at an annual rate of 5 percent. A typical residential system now costs about \$20,000.

But that's no reason for consumers who are considering going solar to wait, according to JP Ross, Vice President of Strategic Relations at Berkeley-based solar installer Sungevity, who says the decrease in cost is also determined by volume: "The more systems that are installed, the quicker the price comes down."

"A lot of people still think of solar as a rich person's investment," he continues. "But all you have to do is look at the

to Break Down Barriers to Solar Energy

numbers to see that it's really a smart person's investment. Take into account climate change, geopolitical instability and increasing electricity prices. And the benefits become clear really quickly."

Power in numbers

At present, there is no way for homeowners to pool their money, buy a system collectively and share the electricity it generates. For one thing, the technology that would allow the electricity to be divvied up and routed to multiple meters does not exist yet. But some enterprising homeowners have found a way to make solar more affordable for themselves.

In fall of 2007, Marin County resident Lisa Max and a few dozen of her solar-curious neighbors decided to form a united front. They formed GoSolarMarin and approached several solar installers collectively to inquire about a group discount. Several vendors submitted proposals, from which Novato-based SPG Solar was eventually selected as the group's vendor of choice. And Max reports that more than 100 people have since taken SPG Solar up on its offer.

Similar groups in Portola Valley and Pacifica have done the

same thing. And Max is considering forming her own consulting company to help other communities negotiate group discounts with solar installers. "I want to help, because I really believe in the product," she says. "I think the bulk purchase idea is an exciting way for communities to get some leverage," says JP Ross of Sungevity. The City of San Francisco is currently trying to identify groups within San Francisco that it can help to collectively negotiate with solar installers.

"If we want to increase the number of installations in San Francisco, we need to bring the cost down," says Johanna Partin of the City's Department of the Environment. "And this is a way to do that within the existing market."

Partin is also keeping a close eye on a pilot program created by the Sacramento Municipal Utility District. Under the program, SMUD customers, including renters and occupants of multi-unit buildings, will be able to invest in a large-scale solar system that feeds SMUD's grid and then purchase blocks of solar power back from SMUD at an affordable price.

The program could be a perfect fit for San Francisco, where rooftops are small. Even if it were



Photo courtesy of KQED

Solar panels can work well even in area of the City that are frequently shrouded in fog.

possible to install a single system and split the power between multiple households, most rooftops in San Francisco aren't big enough to accommodate a system that can produce that much electricity. "So we're anxious to see how this works," Partin says.

The politics of solar

Current regulations that apply to solar projects tend to skew in the utility companies' favor. And, the way that existing incentives are structured, property owners are encouraged to install undersize systems. But one State Assemblyman is hoping to change that.

Assemblyman Jared Huffman (D-San Rafael) coauthored a bill with Assemblyman Mark Leno (D-San Francisco) that would require the utility companies to pay the owners of solar systems for any excess electricity produced. Right now, that excess energy is fed into the utility companies' grids; and the utility companies turn around and sell that electricity to customers at a profit. But they aren't required to reimburse the owner of the solar system that actually produced that electricity. Under AB1920,

the utility companies would have to pay for that electricity. A fair price would be set by the California Public Utilities Commission.

"One of the shortcomings of our solar incentives for the last few years, in my mind, has been that we don't offer sufficient upside for people who could be generating significant amounts of solar electricity, like businesses and schools that have big rooftops and parking lots," Huffman explains.

The bill is expected to be heard soon by the full Assembly. If it passes, the bill will then move on to the State Senate. "All arrows point to solar," adds Huffman. "And I think that we as legislators need to do what we can to encourage more people to go in that direction. It's just good sound public policy."

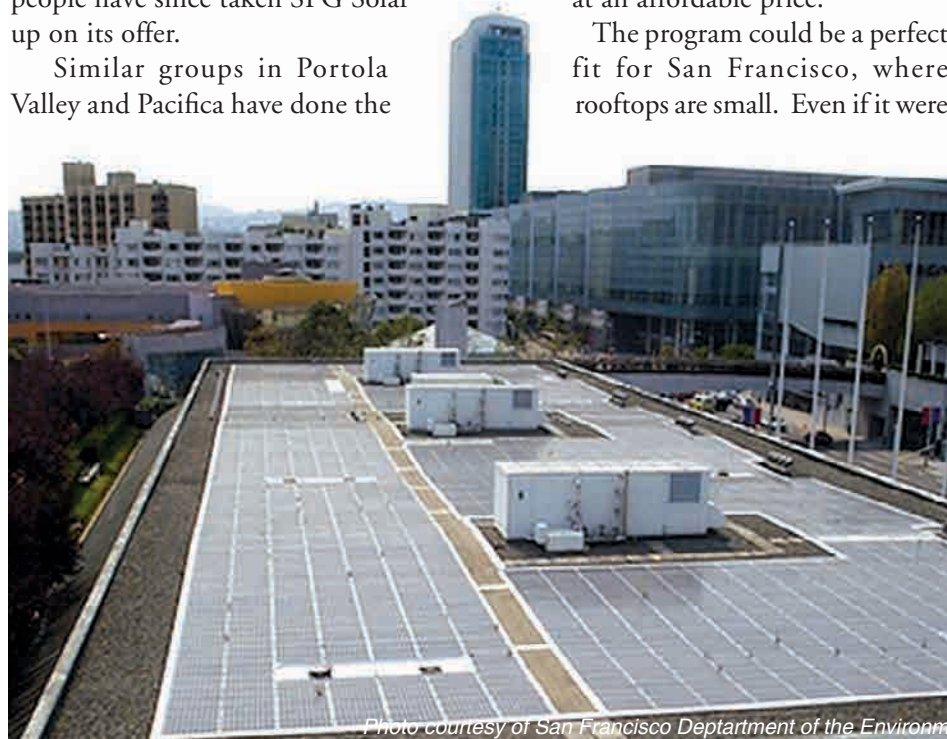


Photo courtesy of San Francisco Department of the Environment

San Francisco's Moscone Center has large arrays of solar panels installed on its roof.

Please visit these sites:
 San Francisco Solar Map
www.sf.solarmap.org
 Solaria www.solaria.com
 Sungevity www.sungevity.com
 GoSolarMarin www.sosolarmarin.org
 GoSolarCalifornia
www.gosolarcalifornia.ca.gov

(THE NOT YET) SIR FRANCIS DRAKE

BY CAPTAIN RAY

This June marks the 429th anniversary of the not-yet Sir Francis Drake's visit to California. While there is still some question as to exactly where he sailed (or more to the point, where he anchored) there is no doubt that more than 40 years before the *Mayflower* deposited the Pilgrims on Plymouth Rock, Francis Drake was in California.

Drake's *Golden Hind* was the first English ship into the Pacific Ocean, and the Spanish were not prepared for his arrival. After entering the Pacific through the Straits of Magellan near the southern tip of South America, he pillaged and plundered his way north. Within six months, he was off Oaxaca, Mexico with

his ship's hold filled with tons of Spanish gold and silver!

What now? The Spanish, to say the least, were not happy; they referred to Drake as *el Draque* (the dragon) and the "master thief of the unknown world." The *Golden Hind* was in great need of repair and *el Draque* was in great need of a place to hide while he made those repairs. With the Spanish waiting for him to try to get back around Cape Horn, Drake sailed north until the cold and fog of the Oregon coast forced him south again. On June 17, 1579, he found the refuge he was seeking. He remained for five weeks, careened the *Golden Hind* on the beach, completed the necessary repairs, refloated her, and crossed the Pacific to the Philippines. There he made repairs yet again in preparation for the final leg of the voyage home, east around Africa and then north to England.

He arrived home on September 26, 1580. Everyone associated with the voyage became rich according to his station in society, Drake was knighted, Elizabeth did not have to marry Phillip of Spain, and the history of Europe was changed. Drake was 29 years old.

Where Drake spent those five weeks during the summer of 1579 is a question historians and geographers have been trying to answer ever since. Many locations have been proposed, but the three main contenders are Drakes Bay, Bolinas Bay, and San Quentin Cove, within San Francisco Bay. This controversy certainly will not be settled here, but I'd like to add a few points to the debate from a sailor's perspective. (For a detailed discussion of all the issues, I recommend the book *Lost Harbor* by Warren L. Hanna.)

First, Drakes Bay (25 miles northwest of the Golden Gate) provides better protection from typically strong northwest summer winds than Bolinas Bay (approximately 10 miles to the southeast). Drake was about to careen his vessel on the beach; protection from wind and waves surely would have been a high priority in his mind. He described his chosen refuge as a "faire and good Baye" with "white bancks and cliffs, which lie toward the sea". If you've anchored in Drakes Bay (or even if you've only visited by land), you know how well this description matches the location. Considering that the Spanish wanted their gold back and were on the lookout for Drake, I don't think he would have passed up the good protection offered by Drakes Bay in the hope of finding

something even better farther south (and ever closer to Spanish settlements). It also seems unlikely that he would have entered San Francisco Bay for, if discovered, the narrow entrance would have made it very easy for the Spanish to trap the *Golden Hind* inside.

But a most telling piece of evidence, from this sailor's perspective, is the fact that after completing the needed repairs, his next stop was the Farallon Islands. He named them the Isles of St. James, a name still carried by one of the smaller rocks out there. Even in a modern sailboat, it is hard to lay the Farallones from the Golden Gate in northwesterly winds of summer. In the square-rigged *Golden Hind*, it would have been virtually impossible.

This is just to offer up a few of my thoughts on a very classic California controversy...

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 Hawaii 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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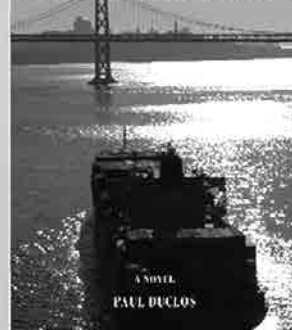
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FLAGS OF
CONVENIENCE



Free Festival Opens Sailing to Everyone on the Longest Day of Year

BY PAUL V. OLIVA

Every day, hundreds of thousands of people look out at the sailboats, tall ships, windsurfers and kiteboarders on the Bay. Many wonder how they can join in with the elegant sails cutting the water.

Soon, they'll have their chance. Planned for June 21 is the Bay's grandest celebration of sailing yet: the eighth annual Summer Sailstice. Think of the fun when the Bay's 25,000-plus sailors assemble to celebrate the joy and exhilaration of eco-friendly, wind-powered watersports.

Sailstice is the brainchild of John Arndt, who works at the region's sailing magazine *Latitude 38*. Sailing communities elsewhere mass their waterfronts with sailing festivals. England has Cowes Week, Ireland has Cork Week, even little Grenada has a festival. Arndt looked out at the Bay—one of the world's greatest sailing venues—and wondered, "Where are all the boats? Where is our celebration for fun, sun and music that brings together cruisers and racers and anyone else who is curious about sailing?" That's Summer Sailstice, named for the longest day of the year.

Summer Sailstice: Fun, Sun, Music and Sailing for All

Summer Sailstice was founded by Arndt as a global sailing holiday that could be celebrated spontaneously anywhere, not unlike New Year's Eve or Mardi Gras, and people from 49 U.S. states and 20 countries have logged their own festivities. Sailstice also has an environmental mission, drawing attention to recreational wind power and raising funds for the Ocean Conservancy.

Here at Sailstice headquarters on San Francisco Bay, everyone is invited to Treasure Island for the Summer Sailstice SF Festival and a weekend of fun, sun, music and sailing. Running from the evening of June 20 to the morning of June 22, the



Photo courtesy of Latitude 38

festival is now in its eighth year and growing. People with boats can sail in and overnight at anchor in the island's Clipper Cove or docked at Treasure Isle Marina. Those in cars can find ample parking. No matter how you get there, Sailstice is a dream for anyone who loves what happens when you add a dose of fabric to a mix of wind and water.

No Boat Needed

Saturday—the day of the solstice—offers loads of great fun without a boat. The curious can get free sailboat rides and tour a range of beautiful new boats. A kid's regatta is a blast to watch. Treasure Island affords a panorama of the big boats racing in the central bay, with racers jockeying for position at a turn just off the island. Anyone adventurous enough can try to get a crew spot. There's word that windsurfers and kiteboarders might do some hot-dogging in view of the crowd. There will even be a contest for some crazy folks to build and launch boats (without sinking or dumping their crew) within six hours.

Water Fun for Families

The event is low-cost and family-friendly. In addition to the youth regatta and/or getting a free sailboat ride, kids can join a true dig-in-the-sand treasure hunt. (For the truly motivated, four prize boxes are still buried from 2006.) Families enjoy spreading out on the warm and sheltered sand beach, and those with inflatable boats or other water toys can be seen splashing throughout the day.

Wind Power Wins

All boaters are invited to cruise in, with water taxi service provided, for a special dinner on Friday and brunch on Sunday. The big boat regatta is on Saturday with an awards ceremony at the festival village. A Photo Scavenger Hunt sends people to collect digital photos around the Bay. Windsurfers and kiteboarders are welcome to demonstrate their skills off the island.

Smaller boats and beginning windsurfers can launch in the cove. And of course, all should enjoy a sail!

A Musical World Tour

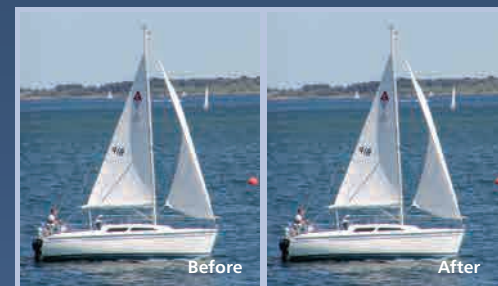
There will be food and drink for purchase, and live music at the festival village. Throughout Saturday and into the evening, five bands will take a veritable tour of waterfront rhythms, from the early American sounds of bluegrass (the Blind Willies), sing-a-long sea chanteys (Skip Henderson and The Starboard Watch), and a guitar-banjo-mandolin trio (Pixie Kitchen) to Latin-flavored jazz and salsa (Carne Cruda and Alexa Weber Morales) and Caribbean (Kalbass).

Capping the fun are awards and prizes. Anyone signing up at the Sailstice website is eligible for a drawing of 200 prizes including apparel, boat gear, lessons, and more. There are also prizes for the Photo Scavenger Hunt, the big boat and youth racing, and of course the treasure hunt.

To get more details, go to www.summersailstice.com/sf.

Summer Sailstice Festival
When: June 20 - 22
Where: Treasure Isle Marina and Treasure Island Yacht Club, Treasure Island, San Francisco

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Brew Review

California Craft Beers Dominate the World Stage

BY JOEL WILLIAMS

The World Beer Cup is a bi-annual international competition open to all breweries worldwide. It is often referred to as the "Olympics of Beer Competitions" because it is one of the few international competitions around today. This year there were 2,864 entries from 644 breweries in 58 different countries and 45 U.S. states. Brewers from five continents and 21 countries from Bolivia to Japan earned awards from an elite international panel of 129 beer judges. The judges were chosen from the ranks of professional brewers and industry experts. Most of the judges came from international breweries, with 64

percent from outside the United States.

"Brewers all over the world participate in order to win recognition for their creativity and brewing ability," said Charlie Papazian, President of the Brewers Association, the U.S.-based trade association that has put on the competition every two years since 1996. "For a brewer, a World Beer Cup award allows them to say that their winning beer represents the best of that style in the world."

California Breweries won more medals at the 2008 World Beer Cup Awards this year than any other state, bringing home a staggering 35 medals this year, 11 which went to local Bay Area Breweries. The following is a list of the awards won by Bay Area breweries. I encourage you to try these spectacular and now "world renowned" local beers.

Gold Medal Winners:

- Iron Springs Pub & Brewery, Fairfax – Sless' Stimulating Stout – Category: Oatmeal Stout –
- Third Street AleWorks, Santa Rosa – Blarney Sisters Dry Irish Stout – Category: Classic Irish-Style Dry Stout –
- Russian River Brewing Co., Santa Rosa - Salvation – Category: Belgian-Style Dark Strong Ale –
- Schooner's Grill & Brewery, Antioch – Old Diablo – Category: Barley Wine-Style Ale –
- Trumer Brauerei, Berkeley – Trumer Pils – Category: German-Style Pilsener –

Silver Medal Winners:

- Black Diamond Brewing Co., Concord – Belgian Blond – Category: Belgian-Style Pale Ale –
- Marin Brewing Co., Larkspur – San Quentin's Breakout Stout – Category: Foreign (Export)-Style Stout –
- Russian River Brewing Co., Santa Rosa – Temptation – Category: Wood-and Barrel-aged Sour Beer –

Bronze Medal Winners:

- Marin Brewing Co., Larkspur – Tiburon Blond – Category: Belgian-and-French-Style Ale –
- Marin Brewing Co., Larkspur – Star Brew – Category: American-Style Wheat Wine Ale –
- Schooner's Grill & Brewery, Antioch – Irish Stout – Category: Classic Irish-Style Dry Stout –

Joel Williams was a professional craft brewer for over seven years at several breweries. He earned a diploma in Brewing Sciences in 1996 from the world-renowned Siebel Institute of Technology in Chicago.



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JACK LONDON SQUARE

Reel Paddling Film Festival Comes to Jack London Aquatic Center

California Canoe & Kayak hosts the 2nd annual Reel Paddling Film Festival at the Jack London Aquatic Center on June 14 that will benefit the JLAC Youth Kayaking Programs. The event is part of a world tour presenting the world's best whitewater, sea kayaking and canoeing action and lifestyle films of the year on screens in 75 cities across Canada, United States, and around the world.

Audiences can expect to see hairy whitewater action, sea kayakers explore remote coastlines, monster kayak fishing, bug-infested canoe expeditions, international travel films, environmental documentaries and hilarious short films capturing the lighter side of the paddling life.

This year's great films will feature: Threshers Yak Style, where you'll hook into a 125-pound thresher shark from a kayak; Source to Sea is expedition kayaker Ram Silwals' story about fulfilling a dream—1,350 kilometres in 19 days from the high mountains of the Himalayas to the Bay of Bengal; the documentary 49 Megawatts takes a close look at the future of British Columbia's rivers and why the government is fast-tracking hydro projects under the name of "green power"; follow six Serbian Canadians in Canoeing to the Arctic as they descend the Hood River to the Arctic Sound; Source is an action-packed, epic global kayak adventure down the world's greatest rivers, including the highest waterfall; Jon Bowermasters' Birthplace of the Wind is a sea kayak journey to five volcanic Aleutian islands rising straight out of the sea; and Lockapalooza Rodeo, a clever claymation featurette made by 11-year-old Ben Doran.

Admission is \$10. For more details call California Canoe & Kayak at (510) 893-7833.

Location: Jack London Aquatic Center
Date: June 14, 2008
Time: 7 pm to 10 pm

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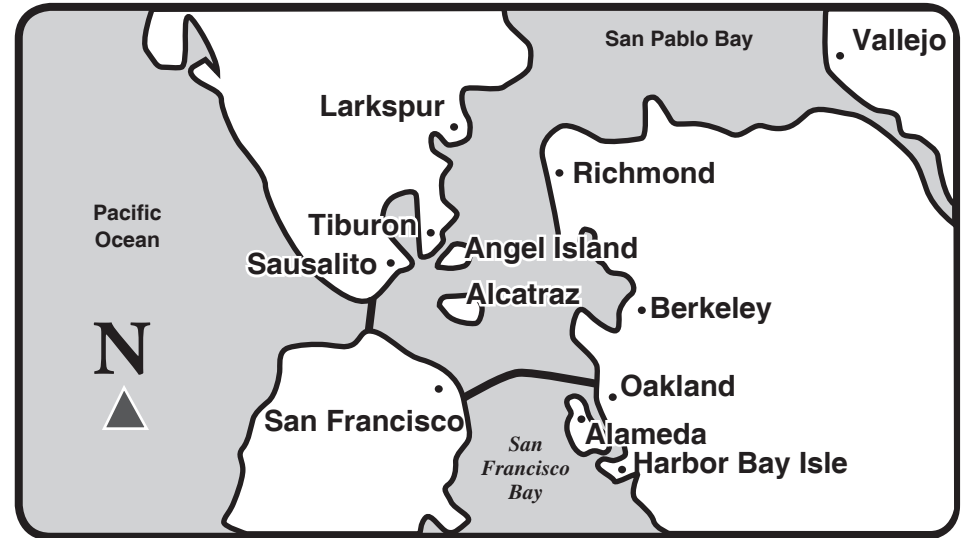
Golden Gate Ferry							
LARKSPUR *							
Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S F	Depart S F	Arrive Larkspur	Depart Larkspur	Arrive S F	Depart S F	Arrive Larkspur
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30	12:40pm	1:30pm
7:10	7:40	7:45	8:15	1:40pm	2:30pm	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	10:00	10:10	11:00	One-Way Ferry Fares			
10:10	10:45	10:55	11:30	LARKSPUR SAUSALITO			
11:10	11:45	11:55	12:30pm	Daily		Daily	
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare \$7.10 \$7.10			
12:50pm	1:40	1:45	2:30	Frequent Rider Ticket (Book of 20 Tickets) \$4.45 \$3.80			
2:15	2:50	3:00	3:30	Seniors (age 65+) with Medicare or approved I.D. \$3.55 \$3.55			
2:50	3:25	3:35	4:05	Youth (ages 6-18) \$3.55 \$3.55			
3:40	4:15	4:25	4:55	Children (age 5 & under) FREE FREE			
-----	-----	4:55	5:40				
4:25	5:10	5:20	6:05				
5:10	5:45	5:55	6:25				
5:40	6:30	6:20	6:50				
6:35	7:10	7:20	7:50				
7:25	8:15	8:10	8:40				
8:10	8:45	8:50	9:20				
		9:35	10:20				

*On weekdays, with the exception of the 5:20 pm San Francisco departure which is operated by a 715 passenger Spaulding vessel, all other trips are operated by high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding. Also, direct ferry service is provided to most Giants games at ATT&T Park.

SAUSALITO							
Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive SF	Depart SF	Arrive Sausalito	Depart Sausalito	Arrive SF	Depart SF	Arrive Sausalito
7:10am	7:35am	7:40am	8:10am	-----	-----	10:40am	11:10am
8:20	8:45	10:15	10:45	11:20am	11:50am	12:00pm	12:30pm
10:55	11:25	11:35	12:05pm	12:45pm	1:15pm	1:25	1:55
12:15pm	12:45pm	12:55pm	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				

INFORMATION CONTACTS: 511 (toll-free) or 711 (TDD) | E-mail/Comments to ferrycomments.goldengate.org | For Larkspur and Sausalito website: www.goldengate.org

HOLIDAY SERVICE: Larkspur & Sausalito | **NO SERVICE:** Larkspur & Sausalito
 In effect on Martin Luther King, Presidents' Memorial, 4th of July, Labor Day, modified Holiday service is operated on the Day after Thanksgiving. | No ferry service on New Year's, Thanksgiving, and Christmas Day.



Adventure Cat			
2008 Departure Schedule	BAY CRUISE		SUNSET CRUISE
	1:00pm	3:00 pm	7:00 pm
Sunset cruise includes hors d'oeuvres and two drinks for \$45.		Bay Cruise Rates: Adults: \$30 / Children 6-12: \$15 / Kids 5 and under: \$2	
(800) 979-3370 / www.adventurecat.com		Group Discount Rates: 10 or more full fare passengers = \$5.00 off per person when run on one credit card	

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND					
Weekdays to San Francisco				Weekends and Holidays to San Francisco					
Depart Oakland	Depart Alameda	Arrive Ferry Bldg.	Arrive Pier 41	Depart Oakland	Depart Alameda	Arrive Ferry Bldg.	Arrive Pier 41		
6:00am	6:10am	6:30am	-----	10:00am	10:10	10:30	10:45		
7:05	7:15	7:35	-----	11:30	11:20	12:00 pm	12:15		
8:10	8:20	8:40	-----	1:45	1:30	2:20	2:35		
9:15	9:25	9:45	10:00	4:15	4:05	4:45	4:55		
11:00	10:50*	11:30	11:45	5:45	5:35	---	6:25		
12:45pm^	12:35pm*	1:15pm	1:30pm	7:10	7:00	---	7:50		
2:30	2:20*^	3:00	3:10	Weekends and Holidays from San Francisco					
4:40	4:30*^	5:10	-----	Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland		
5:50	5:40*^	6:15	-----	9:15 am	9:25	10:10	9:55		
6:20	6:10*	-----	7:00	10:50	---	11:20	10:30		
6:55^	6:45*^	7:20	-----	1:00pm	1:10pm	1:30pm	1:45pm		
7:55^	7:45*	8:20	-----	3:30	3:45	4:05	4:15		
8:55^	8:45*	-----	9:25	5:00	5:15	5:35	5:45		
				6:30	6:40	7:00	7:10		
Weekdays from San Francisco				ALAMEDA/OAKLAND FARES:					
Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland	One Way	Round Trip	10Ticket Book*	20Ticket Book*	Monthly Pass	
-----	6:30am#	7:15am	7:05am	Adult (13+)	\$6.00	\$12.00	\$45.00	\$80.00	\$150.00
-----	7:35#	8:20	8:10	Child (5-12)	\$3.25	\$6.50			
-----	8:40#	9:25	9:15	Child under 5**	FREE	FREE			
10:15	10:30	10:50#	11:00#	Senior (65+)	\$3.50	\$7.00			
12:00pm	12:15pm	12:35pm#	12:45pm#	Disabled Persons*	\$3.50	\$7.00			
1:45	2:00	2:20#	2:30#	Active Military	\$4.75	\$9.50			
3:45	4:10	4:30#	4:40#	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.					
-----	5:20	5:40	5:50						
5:20	5:45	6:10	6:20						
-----	6:25	6:45	6:55						
-----	7:25	7:45	7:55						
-----	8:25	8:45	8:55						

* To S.F. via Oakland # To Alameda via Oakland
 ^ Departs immediately after loading

Schedule information harvested online.
 Schedules are subject to change. May, 2008

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www.sfbaywhalewatching.com

Blue & Gold Ferry

BAY CRUISE

Leave PIER 39

Weekdays	Weekends and Holidays
10:45am 12:00pm 1:15	10:00 10:45 12:15pm 1:15 2:00
2:30pm 4:00	3:15pm 4:00 4:30

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	\$22.00	Junior (12-18)	\$18.00
Senior (62+)	\$18.00	Child (5-11)	\$14.00
Special Rates On Line			

ANGEL ISLAND

Weekdays

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:00am	10:20am	3:20pm	4:00pm

Weekends

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35am	11:00am	11:05am	12:20pm
-----	-----	3:50pm	4:55

* Stops at Pier 41 prior to Ferry Building

> Stops at Pier 41 for 20 minutes prior to Ferry Building

Angel Island Round Trip via SF

Adult	\$14.50
Child (6 - 12)	\$8.50
Child (5 - under)	FREE
*All prices include State Park Fees	

ANGEL ISLAND - OAKLAND

Weekends ONLY

Depart Oakland	Depart Alameda	Arrive Angel Island
9:00am*	9:10am*	10:10am

Depart Angel Island	Arrive Alameda	Arrive Oakland
3:10pm	3:45pm	3:55pm

* Requires transfer at PIER 41 onto 9:45 am Angel Island Ferry

TIBURON

DOWNTOWN S.F., FERRY BLDG.

Weekdays

Depart Tiburon	Arrive Ferry Bldg.	Depart Ferry Bldg.	Arrive Tiburon
6:00am	6:20am	-----	-----
6:50am	7:10am	7:15	7:35
7:50	8:10	8:15	8:35
8:45	9:05	-----	-----
-----	-----	4:30pm	5:00pm
5:00pm	5:20pm	5:25	5:45
5:50	6:10	6:15	6:35
6:40	7:00	7:15	7:35

FARES: One-Way Round Trip

Adult	\$8.50	\$17.00
Child (5-11)	\$4.50	\$ 9.00
20 Ticket Commute Book	\$100.00

AT&T PARK SERVICE

Direct service is available Alameda/Oakland and Vallejo for selected Giants baseball games. For service from Larkspur to selected games please visit goldengateferry.org. For more information, visit www.eastbayferry.com for Alameda/Oakland service and www.baylinkferry.com for Vallejo service. Or call Blue & Gold Fleet at (415) 705-8200.

http://www.baycrossings.com/ferry_schedules.asp

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays

Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
11:00 am	11:40 am	11:50 am	12:10pm
12:15 pm	12:55 pm	1:05 pm	1:25
1:35	2:10	2:20	2:35
2:45	3:35	3:40	4:00
-----	-----	8:00	8:20

* Friday ONLY ^ Via Angel Island

Weekend and Holidays

Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
10:35am	11:50	11:55	12:20pm
12:30pm	1:20pm	1:25	1:50
2:00	2:45	2:50	3:15
3:20	4:25	4:30	4:55
5:15	5:40	6:00	6:45

Weekend Schedule on Memorial Day (May 28), Independence Day (July 4), and Labor Day (Sept 3)

FARES: One-Way

Adult	\$9.00
Child (5-11)	\$5.00
20 Ticket Commute Book	\$140.00

TIBURON

FISHERMAN'S WHARF, PIER 41

Weekday

Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:00am	11:20am	11:25am	12:10pm
12:15pm	12:35pm	12:40pm	1:25
1:35	1:50	1:55	2:35
2:45	3:05	3:10	4:00
4:05	4:45	-----	-----
-----	-----	7:45	8:20

Weekends and Holidays

Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:35am	11:10am	11:35am	12:20pm
12:30pm	12:55pm	1:05pm	1:50
2:00	2:25	2:30	3:15
3:20	4:05	4:10	4:55
5:15	6:10	6:20	6:45

FARES: One-Way

Adult	\$9.00
Child (5-11)	\$5.00

* Friday ONLY

Recommended to Ferry Building Farmer's Market & To Ferry Building via PIER 41

^ Via Angel Island

> Via Sausalito

All Weekend departures make additional stops before reaching destination.

Red & White BAY CRUISE SCHEDULE

PIER 43 1/2

Monday through Sunday

10:00am	1:45	Fare: Adult \$21 Senior (62+) \$18 Youth (12-17) \$18 Child (5-11) \$14 Under 4 \$Free
10:45*	2:30	
11:15	3:00	
12:00pm	3:45	
1:15	4:15pm*	
-----	-----	

* Weekends Only

Angel Island - Vallejo

EAST END OF ALAMEDA/S.F.

Weekdays

Depart Vallejo	Ferry Bldg Transfer	Arrive Angel Island	Depart Angel Island	Pier 41 Transfer	Ferry Bldg Transfer	Arrive Vallejo
7:45am	9:20*	10:05	2:00pm	3:10 +	-----	4:30
-----	-----	-----	3:25	-----	4:30*	5:30

Please note layovers of approximately 30 minutes at morning Ferry Bldg and afternoon Pier 41 transfer points.

* Must disembark at SF Ferry Building and board ferry to Angel Island/return ferry to Vallejo

+ Must disembark at Pier 41 and board Vallejo Baylink Ferry to Vallejo

Vallejo Baylink Ferry

VALLEJO/SAN FRANCISCO

FERRY BLDG./ FISHERMAN'S WHARF

Weekdays

Depart Vallejo	Depart Ferry Bldg.	Arrive Pier 41	Depart Pier 41
5:30am	6:35am	-----	-----
6:30	7:35	-----	-----
7:00	8:10	-----	-----
7:45	8:55	-----	-----
8:45	9:55	-----	-----
10:00	11:10	11:20am	11:30am
11:30	12:40pm	-----	-----
2:00	3:30	3:00pm	3:10pm
3:20	4:30	-----	-----
4:05	5:15	-----	-----
4:45	6:00	-----	-----
5:35	7:05	6:35	6:45

Missed the last ferry from San Francisco? Take the bus to Vallejo, weekdays and weekends at 10:30pm from in front of the Pier 1 Deli.

CROSSING TIME & BOARDING: Crossing time between Vallejo and San Francisco is about 1 hour. Ferries depart on time. Passengers should allow 15-20 minutes to park and purchase tickets at ferry terminals before boarding.

Weekends and Holidays

Depart Vallejo	Depart Ferry Bldg.	Arrive Pier 41	Depart Pier 41
8:10	9:20	-----	-----
10:00	11:10	11:20am	11:30
11:30	12:40pm	-----	-----
1:00pm	2:10	-----	-----
2:30	3:40	3:50pm	4:00pm
4:00	5:10	5:20	5:30
5:35	6:45	-----	-----
6:35	7:45	-----	-----
8:20	9:50	9:20	9:30

FARES:

Adult One-Way	\$12.50
Senior/Disabled/Medicare One-Way (65+/disabled)*	\$6.25
Youth One-Way (6-12 years)	\$6.25
Baylink DayPass	\$23.00
Monthly Pass	\$270.00
Monthly Pass with Muni	\$310.00
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.	

Angel Island - Tiburon Ferry

ANGEL ISLAND/TIBURON

Monday - Friday

Tiburon to Angel Island	Angel Island to Tiburon
10:00am 11:00	10:20am 11:20 1:20pm
1:00pm 3:00	3:30

Weekends

10:00am, 5:00pm	10:20am, 5:20pm
-----------------	-----------------

Schedule Subject to change w/o notice	Adults (13 and over)	\$13.50
	Children (6 - 12)	\$11.50
	Children (3 - 5)	\$3.50
	Bicycles	\$1.00
The fares are round trip.		

Please contact up regarding any questions. Our website contains all current information (www.angelislandferry.com)

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
6:30am	6:55am	7:00am	7:25am
7:30	7:55	8:00	8:25
8:30	8:55	4:35pm	5:00pm
-----	4:30pm	5:35	6:00
5:05pm	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30	-----	-----

No service on weekends

FARES:

Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board our ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.

Fare:

One-Way Adult	\$6.00
One-Way Juniors (5-12)	\$3.00
Children (under 5)	Free
One-Way Seniors (62 & over)	\$3.50
Disabled	\$3.50
Active Military	\$4.75
One-Way Commute (book of 10)	\$50.00
One-Way Commute (book of 20)	\$90.00
Monthly Pass	\$165.00
Free MUNI and AC Transit Transfers Provided	



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National Liberty Ship Memorial S.S. *Jeremiah O'Brien* Celebrates 65th Anniversary and Implements Marketing Plan to Raise Repair Funds

Most heroes retire at age 65 ... but not the one named *Jeremiah O'Brien*. In 2008, the *S.S. Jeremiah O'Brien*, home to the National Liberty Ship Memorial, will celebrate her 65th year afloat by opening the hatches to what is hoped will be new generation of people hungry to rent the ship for their next special event and thus secure the World War II veteran's continued life afloat.

"The *S.S. Jeremiah O'Brien* is a unique and historically accurate marvel of World War II maritime engineering that needs to be preserved for future generations to come," states retired Rear Admiral Thomas J. Patterson, who developed the National Liberty Ship Memorial in the 1970s and spearheaded her restoration. "Fully restored down to her original fittings and cabin appointments, the *O'Brien* transports visitors back over half a century to when sailors dared brave the harshest of high seas to convoy food, supplies and troops to Great Britain when that country was under siege during WWII."

For 2008, the National Liberty Ship Memorial is launching a new proactive marketing campaign targeting special event and corporate function planners, film and television location scouts, convention and visitor bureaus, military associations, and the maritime industry. Celebrating the 65th Anniversary of her June 19, 1943 launch in 2008, the *S.S. Jeremiah O'Brien*, moored at Pier 45 at Fisherman's Wharf, is the world's oldest, fully functional and most historically accurate World War II vessel still in Coast Guard-approved operation. The marketing campaign is an effort to raise more than \$1 million for repair work required in 2009 in order to keep her seaworthy and open to the public.

"Our hope is to attract more cruise and venue leasing opportunities, with an emphasis on attracting more U.S. Military, Naval, and Veterans Association events," said Carl Nolte, Chairman of the Board for the Memorial and a well-known journalist with the *San Francisco Chronicle*. "We also hope to develop



sponsorship and licensing programs with the major players in the maritime logistics industry. Such sponsorship programs would include licensing of the *Jeremiah O'Brien's* image, use of the ship for corporate meetings, events, and functions, including oceangoing team building programs or leisurely gourmet, employee, and family cruises."

Since the completion of her restoration in the early 1990s, the non-profit National Liberty Ship Museum, *S.S. Jeremiah O'Brien*, has been successfully and consistently self-funded through ticket sales, and other special event leasing opportunities. Her San Francisco Bay cruises for up to 800 passengers, and infrequent longer cruises to San Diego and Seattle, are considered one of San Francisco's most popular Bay tour attractions. The magnitude of the work required to dry dock the vessel and replace massive hull plating has led to the stepped up effort to innovatively market the ship in order to raise the required funds.

In the scenic landscape that is San Francisco and the Bay Area, event planners and film location scouts are always on the lookout for the next best, and most innovative, venue to bedazzle clients and revelers. In addition, to more aggressively market the *O'Brien* as a special event space, the Memorial staff and board hope to increase their popular Bay Cruises three-fold in 2008,

working with leading event producers, restaurant associations, the San Francisco Convention and Visitor's Bureau, and even wedding planners.

The 441-foot *S.S. Jeremiah O'Brien* has hosted a wide range of events, such as the premiere of Ken Burns' PBS documentary *The War* and the annual San Francisco Brewers Guild's "Brews on the Bay Weekend."

"What is old is new again," continued Nolte. "We think there is a strong retro appeal to the ship's massive, industrialized, metallic cargo holds, in where events of up to 300 can be held. One reveler attending a recent Silicon Valley technology company party lauded the venue and event planner's production skills, stating the modified lighting and decor appear like a 'cross between *The Hunt for Red October* and *Blade Runner*.' That's exactly the crowd we want onboard."

The *O'Brien* offers unprecedented film, television and photography location opportunities, with stunning views of the San Francisco Bay, city skyline, Alcatraz, and Bay Bridges. Her engine room, interiors and exteriors were filmed and recorded extensively for the 1997 Academy Award-winning *Titanic*, and the *O'Brien* makes appearances in the feature films *Sphere* and *Inflammable*.

"A savvy event planner is only limited by their imagination as to what kind of memorable themed events can be hosted aboard the *O'Brien*, whether she's plying

The S.S. *Jeremiah O'Brien* History in Brief:

During World War II, 2,751 Liberty Ships, constructed at 18 U.S. ship yards, were meant to be built quicker than German U-Boats could sink them. Winston Churchill wrote, "Without the supply column of Liberty Ships that endlessly plowed the seas between America and England, the war would have been lost."

The *S.S. Jeremiah O'Brien* was built in a blisteringly fast 40 days and launched in South Portland, Maine on June 19, 1943. She made four harrowing Atlantic crossings and eleven Normandy D-Day landings during WWII and also served in the Pacific Theater and Indian Ocean. Mothballed in 1946, she was laid up for 33 years in Suisun Bay before possession of the ship was taken over in 1979 to be restored. The *S.S. Jeremiah O'Brien* proudly returned to Normandy as part of the 50th Anniversary of the Normandy D-Day Celebrations in 1994, as the only large ship left of the original 6,939-ship armada.

the gentle waves of the San Francisco Bay or moored to her home Pier 45," said Nolte. "The *Jeremiah O'Brien* is kept alive by a crew of 300 passionate volunteers who hope to pass her down from generation to generation. We're confident we're going to do just that."

Individuals interested in booking the *Jeremiah O'Brien* for a special event should contact the offices of David Perry & Associates, Inc. at (415) 693-0583 / events@davidperry.com

California's Salmon On the Brink of Extinction

BY SEJAL CHOKSI, BAYKEEPER AND PROGRAM DIRECTOR

Many people were surprised by recent headlines about the collapse of the Chinook salmon fishery in California. The Bay has been an essential throughway for one of California's last remaining salmon populations, which is the anchor for the state's still-substantial commercial fishing industry. In fact, the Bay Area's local fishing economy is part of the \$200 million Pacific commercial and recreational industry that depends heavily on Chinook salmon. The collapse in population of this iconic California fish, known to many as "king salmon," is a troubling development for all Californians.

Chinook salmon is a remarkable species of fish that hatches in the fresh water of the Sacramento River, travels through the Delta across the San Francisco Bay and out the Golden Gate into the Pacific Ocean. Historically, the Sacramento and San Joaquin Rivers that flow into the Delta provided habitat and spawning grounds for an incredible number of Chinook salmon. The Sacramento River is unique in that it is the only river system that supports four different salmon runs: the fall, the late fall, winter, and spring runs. (A "run" of salmon is a class of adult fish returning to their spawning grounds after several years in the ocean.)

In the fall of 2007, it became clear to scientists that so few Chinook salmon would be returning to the Delta this year that there weren't enough adults to reproduce and keep the population going. In a last ditch effort to avert complete extinction, federal and state fishery managers recently decided to close the salmon fishing season—a drastic measure designed to protect the few remaining salmon.

But why did the population suddenly get so small? Scientists have attributed the decline of California's salmon population to many different pressures ranging from warming of the oceans to habitat damage caused by agricultural pollution in the Delta.

One factor in particular, however, bears significant responsibility for the Chinook salmon population collapse: every year, an estimated 5.5 million acre-feet of water is pumped from the Delta. For more than a

Federal and state fishery managers recently decided to close the salmon fishing season—a drastic measure designed to protect the few remaining salmon.

century, dams and water diversions have been the solution to ever increasing water use in California. As such, the Delta has been engineered beyond recognition, with thousands of diversions, hundreds of miles of canals and hundreds of dams designed to store, divert and deliver water. While some of this water goes to supply cities in Southern California, the vast majority irrigates rice and other water-intensive crops grown unsustainably in the semi-arid Central Valley. The massive pumping operation causes major problems for salmon, both by removing needed water and oxygen and by sucking in and killing millions of juvenile salmon that never make it to the ocean or reproduce.

Several years ago, federal, state and regional water agencies floated a plan to increase withdrawals by an extra million acre feet (approximately 325 billion gallons) of freshwater from the Sacramento River every year. A broad coalition of environmental groups—including Natural Resources Defense Council, California Trout, Friends of the River, The Bay Institute, Earthjustice, California Sportfishing Protection Alliance and San Francisco Baykeeper—pressed for a thorough review process of the plans and, ultimately, sued the government for flawed science used to justify the water exports while downplaying the damage to endangered salmon.

In April, just as the salmon fishery collapsed, a federal court judge halted the water diversion plan, citing the government's own scientific studies that predicted the additional water diversions would drive the spring run Chinook salmon to extinction.

This ruling is an important step

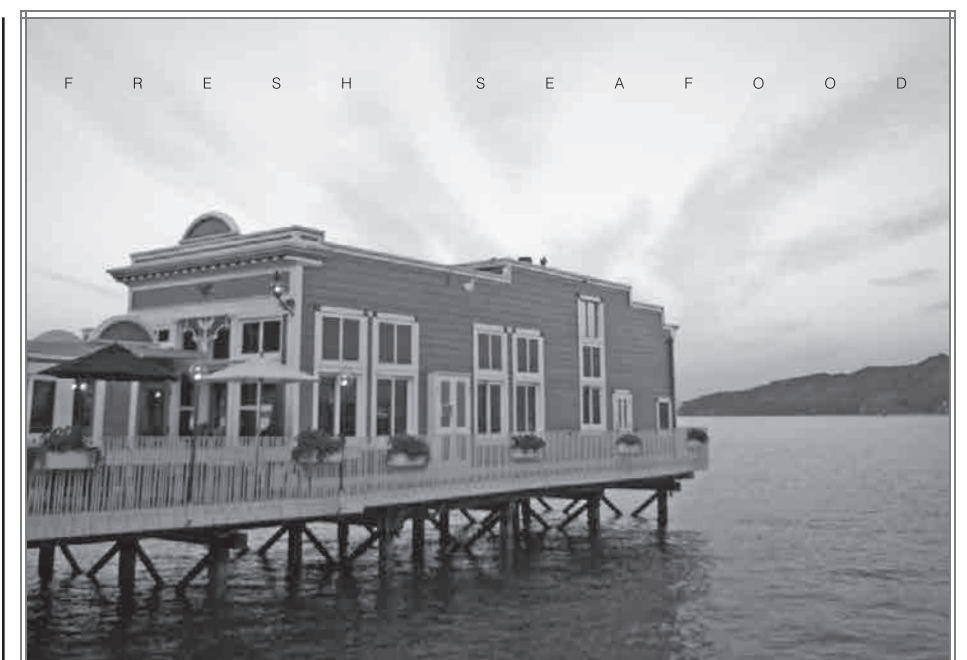
forward in an attempt to save the remaining Chinook salmon. Water diversions from the Delta must be managed in a way that protects these important fish and the integrity of the Delta as a whole. In the

to irrigate your yard. Stay informed about developments in the protection of Chinook salmon, and do your part to protect the waters—and the fish—that are so important to all of us.

Sejal Choksi,
San Francisco Baykeeper and
Program Director



Sejal first joined San Francisco Baykeeper as an attorney in September 2002, spearheading San Francisco Baykeeper's efforts to secure the nation's first regulations to control agricultural pollution. As the San Francisco Baykeeper, she now directs all aspects of Baykeeper's advocacy programs, pollution patrols, and legal docket.



From the Sausalito Ferry, take a left, two blocks south.

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AROUND THE BAY IN JUNE

NASCAR Roars into Sonoma

The NASCAR Sprint Cup series will make its only Northern California stop during the 2008 racing season at Infineon Raceway for the Toyota/Save Mart 350 on June 20 - 22. Juan Pablo Montoya claimed his first Cup series win on the 10-turn, 1.99-mile road course in 2007. The weekend will also feature the top racing stars of tomorrow in the NASCAR Camping World Series West, as well as an extensive vendor midway and other entertainment. For more information, visit www.infineonraceway.com.

FasTrak® Puts Race Fans in Winner's Circle

FasTrak® customers can use their electronic toll tags to win pole position in the race for parking this season at world-famous Infineon Raceway in Sonoma. At some of the raceway's biggest 2008 events, vehicles displaying a FasTrak® toll tag will get to use a dedicated FasTrak® lane at Main Entrance Gate 7 and proceed directly to Parking Lot 12 - reserved exclusively for FasTrak® customers. FasTrak® is the fastest way in - and out - for:

- NASCAR Sprint Cup Series (June 20-22)
- FRAM Autolite NHRA National Drag Races (July 25-27)
- Indy Grand Prix of Sonoma County (August 22-24).

New customers who sign up for FasTrak® from May 1 to June 6, either online or by purchasing a toll tag at a participating Safeway store or Costco warehouse, are eligible to win one of 400 pairs of tickets for the NASCAR Toyota/Save Mart 350 race on Sunday, June 22. One new customer who enrolls in the FasTrak® program during the promotion period will win a **NASCAR Grand Prize** package that includes: two seats in the Infineon Raceway Checkered Flag Club (club access includes continental breakfast and catered lunch plus start/finish grandstand seats); two all-access passes for a pit tour

that includes access to on-track driver introductions and the concert stage; two Hot Laps around the track with a professional race driver; a VIP parking pass; and more. For more details visit www.511.org or www.bayareafastrak.org.

Currently, there are more than 750,000 FasTrak® account holders in the Bay Area. During peak periods, FasTrak®-equipped vehicles account for about 70 percent of morning commute traffic on the Golden Gate Bridge and about 63 percent on the region's seven state-owned bridges.

Free Family Fun Day at Chabot's 125th Anniversary Gala

What do Mars Drop, Space Bingo and Solar Ball have in common? Find out at the Chabot Space Games, June 21st and enjoy a memorable evening celebrating Chabot's 125 years of making science fun and exciting for generations of students and families. Special guests, including science educator and television personality Bill Nye The Science Guy, will add to the lively atmosphere. Enjoy FREE Admission, music, costumed characters, refreshments & interactive fun! June 21, 6:00 p.m. - 11:00 p.m. For more information visit www.chabot.space.org

Changing Diabetes Bus Visits Pier 39

Novo Nordisk's Changing Diabetes Bus and Village World Tour is visiting Pier 39 East Park, June 6-8. The three-day event features a mobile diabetes showroom and interactive diabetes village offering free diabetes education, activities and giveaways to area residents. ABC's "Dancing with the Stars" champion Drew Lachey will host the official ceremony on Saturday, June 7th at 11 a.m., along with local celebrity and fitness guru Joanie Greggains. Visitors can take part in free health screenings, exercise and fitness demonstrations, and interactive games to encourage movement. Free healthy

snacks will be provided. Children at the event are invited to participate in a kid's activity tent, complete with drawing and fun, age-appropriate interactive games such as Dance Dance Revolution, Wii Tennis and Boogie Bodies. Tourists, San Francisco residents and families living with, at risk of or affected by diabetes are encouraged to attend. The event is open to the public from 11:00 a.m. to 7:00 p.m. daily. Admission is free. For more information on the bus and village, visit www.changingdiabetes-us.com

6th Annual Walk Through the Vineyards

Join the Napa Valley Pancreatic Cancer Action Network on June 14 for the 6th Annual Walk Through the Vineyards. Festivities include a lovely 3K walk along the river and through the beautiful St. Supery Vineyards in Napa Valley. Activities include a light breakfast, jazz band with a special singing performance, wine bottle ring toss contest and fabulous silent auction with additional entertainment for kids of all ages. Fee is \$30 in advance or \$40 the day of the event. Call (415) 543-3549 or visit www.vineyardwalk.com for more information.



Angel Island offers unique, breathtaking views of the City and the North Bay that can't be beat.

Vallejo to Angel Island by Ferry

The City of Vallejo and Blue & Gold Fleet announced resumption of ferry service from Vallejo to Angel Island State Park. One ticket will provide you with

round trip ferry travel from Vallejo to the island. Park admission is free where you can explore the island on a Segway Tour, a professionally guided tour with 45-minute or 2-hour options available. Take one of Vallejo Baylink's high-speed catamarans to San Francisco and make the convenient transfer to one of the Blue & Gold ferries serving the island. The ferry rides offer spectacular Bay views including views of the Golden Gate, Bay and Richmond Bridges. Plan a full-day outing to explore Angel Island.

New Vallejo/Angel Island Ferry Schedule

Weekdays:

Depart Vallejo at 7:45 a.m.
Arrive Angel Island at 10:05 a.m.
Depart Angel Island at 2:00 p.m.
Arrive Vallejo at 4:30 p.m.
Depart Angel Island at 3:25 p.m.
Arrive Vallejo at 5:30 p.m.

Weekends:

Depart Vallejo at 8:10 a.m. Arrive Angel Island at 10:05 a.m.
Depart Vallejo at 10:00 a.m. Arrive Angel Island at 12:10 p.m.
Depart Angel Island at 2:55 p.m.
Arrive Vallejo at 5:00 p.m.
Depart Angel Island at 4:15 p.m.
Arrive Vallejo at 6:30 p.m.

Roundtrip Ticket Prices:

Adults - \$32.50 Youths (6-12), Seniors (65+) & Medicare/Disabled - \$23.00

Free transfers are required in San Francisco at either the Ferry Building or Pier 41. Ask a deckhand if you have questions about where to make the transfer. Tickets are now on sale at the Vallejo Ferry Terminal Ticket Office. Service animals only on the island, no pets allowed. Bicycles and picnic baskets are welcome.

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



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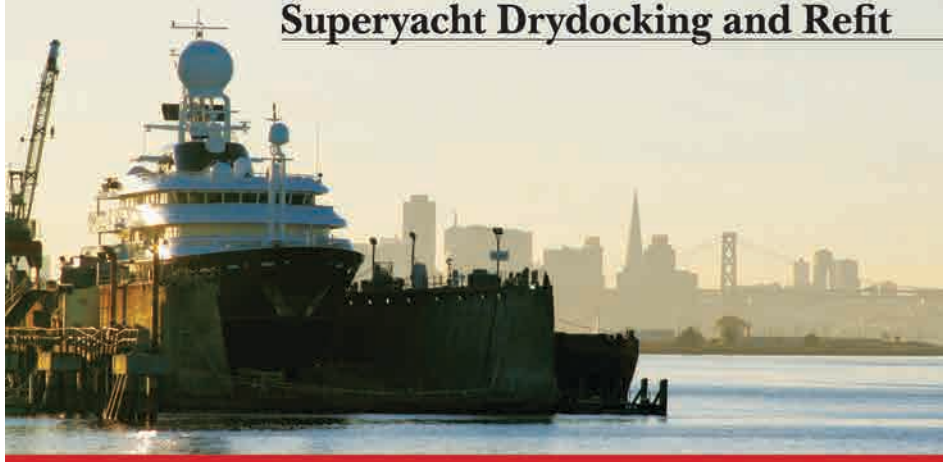


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- Focused growth?
- Making transportation accessible to all?

Spring brings a new wave of opportunities to help shape the Metropolitan Transportation Commission's **Transportation 2035 Plan**, a work in progress that looks 25 years down the road. With a title of "**Change in Motion**," the effort signals MTC's commitment to **promoting sustainability and mobility** in the face of continued growth and global warming impacts.

Following extensive outreach in the fall and the submission of hundreds of possible transportation projects, we are now seeking input on the next phase of the plan's development: the trade-offs among various options for investing the region's limited transportation resources.

**MAKE YOUR OPINION COUNT.
TAKE THE ONLINE SURVEY!
www.mtc.ca.gov/T2035**

Transportation accounts for what percentage of the carbon dioxide emissions in the Bay Area?

How long does an average bus last before it needs to be replaced?

Brought to you by the

