

# BAY CROSSINGS

*"The Voice of the Waterfront"*

November 2008 Vol.9, No.11



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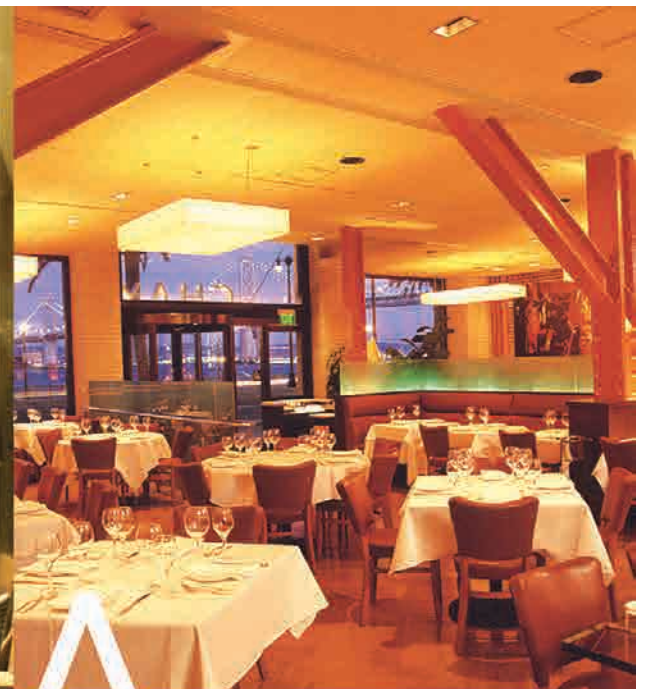
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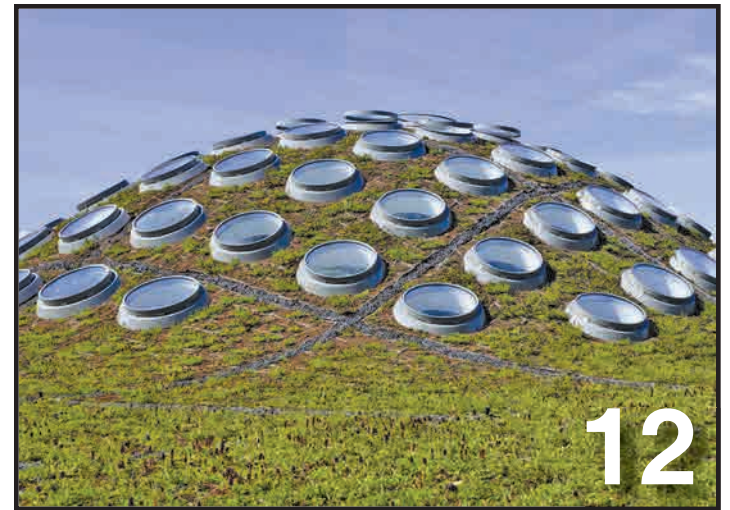
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### Corrections & Letters

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



Bucking national trends, the Vallejo Baylink Ferry will lower prices this month! Adult fares will be reduced from \$15.00 to \$13.00, while youth fares will go from \$7.50 to \$6.50.

## BAYCROSSINGS

November 2008 Volume 9, Number 11

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# Tragic Anniversary: One Year After the Spill

BY SEJAL CHOKSI, BAYKEEPER AND PROGRAM DIRECTOR

On November 7, 2007, the *Cosco Busan* container ship collided with the Bay Bridge, spilling more than 50,000 gallons from the ship's enormous fuel tanks and causing San Francisco Bay's largest vessel-related oil spill in over a decade.

The failure by response agencies to accurately evaluate and quickly communicate the scale of the spill allowed bunker fuel to spread throughout the Bay

and onto beaches, marshes, wetlands, eelgrass beds and other sensitive wildlife habitats. Since last November's oil spill, Bay Area legislators and environmental advocacy groups like San Francisco Baykeeper have been working to pass new laws to address the deficiencies in California's oil spill policies and procedures that were highlighted by the spill. Baykeeper is proud to say that our advocacy has resulted in better preparation and response measures for future oil spills in the Bay. Unfortunately, there are still many reforms to be made before the Bay is truly protected against another emergency.

The oil spill bills introduced by the

California Legislature covered a wide spectrum of issues, from increasing the readiness standards for oil spill response agencies to requiring the California Department of Fish and Game to close waters to fisheries within 24 hours of an oil spill. In September, Governor Schwarzenegger took action on ten oil spill bills that had passed the California Legislature and reached his desk. The governor signed seven of the bills into law, including a bill sponsored by Baykeeper requiring local volunteers to be trained to respond to oil spills and be adequately equipped with cleanup gear and booms (floating barriers), as well as the swift notification of local emergency responders when a spill occurs.

While these seven bills will substantially improve California's oil spill policies, the governor missed an important opportunity to better protect the Bay from future spills when he vetoed three key bills. He vetoed one measure that would have increased the fee on oil production by three cents per barrel to help fund spill-prevention programs, and he vetoed another that would have reduced the oil spill response time in San Francisco Bay from six hours to two hours. As we saw from the *Cosco Busan* response, what happens in the first few hours of an oil spill determines how much of the spill can be contained before it spreads, how much oil can be recovered from the water, and the severity of impacts to wildlife and shorelines. The Bay's strong tides and currents make it especially important to contain a spill within the first two hours, before the oil dissipates and becomes more difficult to collect and remove. Response agencies must be required to immediately contain oil with booms at the spill site, and local officials should be prepared to set up protective gear along sensitive shorelines to deflect oil that escapes from the spill site within the first two hours.

Governor Schwarzenegger also vetoed a bill that would have funded the research and development of new spill response

technologies. This bill was badly needed to ensure that responders have the most effective tools to contain spills and prevent oil from spreading onto Bay shorelines and contaminating wildlife. Despite California's law requiring oil spill responders to use the "best achievable technology," most of the equipment used in the *Cosco Busan* oil spill cleanup was developed in the 1960s and was completely inadequate in the swift currents of the central Bay. It is crucial that the state fund research and development efforts to create and test better equipment for oil spill containment, as well as technology to improve oil spill prevention, cleanup and wildlife rehabilitation.

By fixing the policies that govern oil spill preparation and response, we can ensure better planning in advance of an emergency, improved communication between federal and state response agencies and local authorities, training for local volunteers to become emergency responders, and enhanced technology to contain spills. Our waterways are too important not to do everything we can to protect them, and Baykeeper is going to continue to press for local and state reforms that will better prepare us for the next emergency in the Bay. To make a contribution to support our efforts, or to read more about the new oil spill laws, visit us at [www.baykeeper.org](http://www.baykeeper.org).

**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.

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# Documentary on Long-Distance Boat Race Premieres

BY PAUL DUCLOS

*Morning Light*, the Roy Disney-produced documentary film following one of the youngest crews ever to enter the prestigious biennial TransPac offshore sailing race from Los Angeles to Honolulu, premiered in movie theaters nationwide last month. Among the 11 final crew members chosen from well over 500 applicants was Cal Maritime cadet Piet van Os of La Jolla, CA, who served as navigator and watch captain. The film, named after the Disney-owned racing boat used in the movie, has been in production for the past year. It follows the selection of the crew, their six-month training program, and finally their participation in the TransPac last July. *Morning Light* and the other boats in her Division took about ten-plus days to reach Hawaii in a year which saw decidedly quirky behavior in the trade winds that drive the high-tech entries. This demanded tough decisions from boat navigators on whether to stay the traditional course or head deep south in hopes of picking up more favorable winds. At the finish line, three boats, including *Morning Light*, were in hot competition for the title of best in class, making for a dramatic finish to cap the film. Van Os took nearly a year off from his classes at Cal Maritime to take part in the project, which he called a once-in-a-lifetime opportunity. He then returned to the Vallejo campus to complete his Marine Transportation degree with a QMED certificate this spring, one of the most difficult major/minor combinations the school has to offer because of the heavy course load involved.

## Int'l Maritime Center Serves Sailors in Need

The recent plight of seafarers captured by pirates off of the coast of Somalia brought world attention to the vulnerability of men and women at sea. Although spectacular events like these are rare, the day-to-day struggle with loneliness and despair are no less serious threats to their well being.

As *Working Waterfront* has noted before, the holiday season is an ideal time for Bay Area residents to show their appreciation to these itinerant citizens of the world. Since few nations now have a dedicated maritime fleet, these seamen represent the backbone of commercial shipping. The International Maritime Center, operated by Bay Area Seafarers' Service, which itself is an agency of the Episcopal Diocese of California, welcomes donations of clothes, books, and games. The Center is located at Berth 40, 4001 7<sup>th</sup> Street, Oakland, CA 94607, and its telephone number is (510) 839-2226.

## A Thanksgiving Recipe from the Seas

In today's global economy, every conceivable culinary ingredient is transported aboard container vessels. Most carry boxes with controlled temperature systems or sophisticated refrigeration devices. Perishable commodities bring the greatest return upon delivery, and have been driving the explosive growth in containerized shipping for half a century. All members of a container vessel's crew play vital roles, but none is more valued and respected than the cook. Container vessels are massive structures manned by fewer than 30 mates. Galleys are generally located deep in the bowels of the ship, and are regarded by all as the sanctum sanctorum. It has been said that an army marches on its stomach. The same is certainly true of seamen charged with taking one of these horizontal skyscrapers halfway around the world. The food, in a word, must be GOOD.

Given the economies of most galleys, the cook also needs to be resourceful and imaginative. Even the largest of these vessels, after all, have space limitations that pose great challenges to timely meal preparation. Bernard Fabian, galley chef for the Dutch breakbulk vessel *M/V Kroger*, recently shared one of his most reliable recipes with us. See the sidebar in the right-hand column of this page for his Cape Horn Thanksgiving Stew.

## Cape Horn Thanksgiving Stew

### Ingredients:

- \*1 cup small shell pasta
- \*3 tablespoons unsalted butter
- \*1 medium onion, finely chopped
- \*1 chopped celery stick
- \*1 tablespoon thyme leaves (freeze dried)
- \*1/4 cup all-purpose flour
- \*2 cups fish stock
- \*1 cup milk 1/4 cup cornstarch
- \*1 pound large shrimp - shelled, deveined and halved lengthwise
- \*1 pound bay scallops or quartered sea scallops
- \*1 cup frozen peas
- \*2 thinly sliced plum tomatoes
- \*1/2 cup cream sherry (or cognac)

### Cooking Directions:

Add the pasta shells and cook until *al dente* after bringing a medium saucepan of water to a rapid boil.

Then, drain and rinse.

Meanwhile, melt butter in a large saucepan, gently stirring in fish stock.

Whisk vigorously.

Finally, stir in milk and cornstarch.

Bring the soup to a boil, whisking continuously, for 2 or 3 minutes.

Dump in the shrimp, scallops and peas, and stir.

Continue cooking for 5 to 7 minutes before adding the tomatoes, sherry and pasta shells.

This stew can serve as many as half a dozen hungry seamen, says Fabian. He suggests that it also be served with a bowl of pepper and sourdough bread. "If you are at anchor or berthed for the night, a bottle of port might go well with this, too," he adds.

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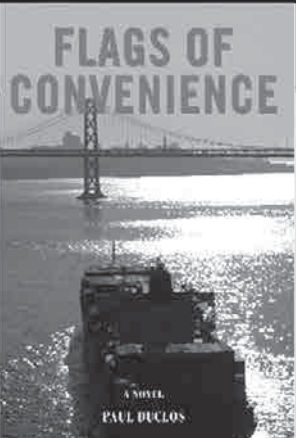
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- Every Wednesday** **7PM – 9PM, FREE Nautical Seminars & Entertainment, Club Nautique, Sailing School, 800-559-CLUB, [www.clubnautique.net](http://www.clubnautique.net)**  
November thru March come learn some stuff and have some fun! Weekly from our Alameda location we'll be hosting seminars and showing nautically themed movies. Refreshments and snacks will be served. FREE - Space limited. Reservations required. For schedule go to: [www.clubnautique.net/winterwednesdays](http://www.clubnautique.net/winterwednesdays)
- November 2** **10AM – 12PM - Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Noriega Street, [www.sfsurfrider.org](http://www.sfsurfrider.org)**  
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Noriega Street and we'll provide gloves, bags and instructions. Rain cancels this event.
- November 2** **10AM – 12PM - Mission Creek Morning Paddle, UCSF Outdoor Programs, 415-476-2078, [outdoors.ucsf.edu](http://outdoors.ucsf.edu)**  
Join us on a beginner kayaking adventure located close to home in the brand new Mission Creek Park. Easily accessible by Muni this paddle is perfect for families and those interested in exploring the sport of kayaking. All necessary kayaking gear is included. \$49
- November 2** **11AM – 3PM - Corte Madera Marsh, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We will paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. If conditions permit, we may take an optional side trip past the infamous San Quentin Prison, then stop for lunch on a nice sandy beach with incredible views.
- November 8** **9AM - 5PM, First Aid & CPR, Club Nautique, Sailing School, 800-343-SAIL, [www.clubnautique.net](http://www.clubnautique.net)**  
Gain your Red Cross First Aid certification. Gain the skills needed to save a life. Reservations required. Members -\$54/ NonMembers \$72
- November 8** **3PM – 6PM - Sausalito Moonlight Paddle, UCSF Outdoor Programs, 415-476-2078, [outdoors.ucsf.edu](http://outdoors.ucsf.edu)**  
This three hour evening paddle will showcase panoramic views of Richardson Bay and the lights of Sausalito and San Francisco. No previous kayak experience necessary. All necessary kayaking gear is included. \$65
- November 9** **3:30PM – 6PM - Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
What a great way to end your day or ignite your evening! During sunset hours, the water and wind are typically calmest and create optimal conditions for a relaxing paddle. The Sun's warm colors reflect off the marsh grasses and the water's surface, creating a tranquil environment with a unique perspective. Along the way we'll observe shorebirds coming in to roost and hopefully a few Harbor Seals swimming about and feeding. If you are looking to get dinner afterwards, there are many great choices within walking distance.
- November 15 & 16** **9AM – 3PM - Drake's Estero Paddle, Blue Waters Kayaking, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Drake's Estero is one of the most stunning places to paddle on the California coast, offering incredible opportunities for wildlife viewing. Departing from Drake's Bay Oyster Co., we'll glide through the eelgrass and kelp beds of this scenic estuary, home to harbor seals, bat rays, leopard sharks and many bird species such as osprey, geese, white pelicans, loons, grebes, shorebirds. We limit the number of participants, so please reserve early! Cost \$98 including equipment
- November 15 & 16** **Wilderness and Marine Medicine – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Anything can happen at sea and you want to be ultimately prepared. This unique medical program emphasizes the nature and treatment of common injuries, illnesses and medical emergencies associated with sailing. Safety at sea considerations will be interwoven into the medical curriculum and there will be a demonstration on boarding and launching a life raft and how to use emergency survival equipment.
- November 15** **4PM – 6 PM - OCSC's Free Monthly BBQ – all invited! OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com).**  
A free BBQ & drinks and a fun crowd. This is a great way to check out our Club and meet some of our sailors
- November 16** **10AM – 2PM - Kayak Basics, Oakland Estuary, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Are you ready to try kayaking? Maximize your fun on the water! This half-day class (4 hours) allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks, and Sit-on-Tops. Learn the basic strokes and the difference between boat types. This class emphasizes basic water safety, but saves capsizing recovery practice for later. Includes coupon for future kayak rental, good for 2 hours! Cost: \$59. Sign up online, or call for reservations.
- November 19** **7PM – 9PM - Artist Bryant Austin's Life Size Whale Images, Marin Scuba Club, San Rafael, 415-453-9556, [www.marinclub.org](http://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](mailto:marinclubmembership@yahoo.com).
- November 22** **9AM – 2PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
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 bay and coastal areas in California, this kayaker's paradise is a short distance from San Francisco and the Bay Area.
- November 23** **10AM – 2PM - Tide Rips Clinic, San Francisco Bay, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Sea Kayaking in a tide rip is fun, wild, and a great way to improve your rough water paddling skills. This clinic takes place in the amazing tide rip off Yellow Bluff Point near the Golden Gate Bridge. At Yellow Bluff, we can safely practice eddy turns, ferry gliding, and surfing in the rip. Dates and start times are chosen to take advantage of optimal tidal conditions. Cost: \$99. Sign up online, or call for reservations.
- November 29** **10AM – 2PM - Pillar Point Kayak Tour, Half Moon Bay, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Burn off that Thanksgiving feast with a fun kayak trip! Sea kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastside region of Pillar Point Harbor in Half Moon Bay. Get up close and personal with harbor seals, marine birds and other wildlife. Cost: \$49. Sign up online, or call for reservations.
- November 29** **11AM – 3PM - Corte Madera Marsh, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We will paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. If conditions permit, we may take an optional side trip past the infamous San Quentin Prison, then stop for lunch on a nice sandy beach with incredible views.
- November 30** **3:30PM – 6PM - Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
What a great way to end your day or ignite your evening! During sunset hours, the water and wind are typically calmest and create optimal conditions for a relaxing paddle. The Sun's warm colors reflect off the marsh grasses and the water's surface, creating a tranquil environment with a unique perspective. Along the way we'll observe shorebirds coming in to roost and hopefully a few Harbor Seals swimming about and feeding. If you are looking to get dinner afterwards, there are many great choices within walking distance.

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# Vallejo's Baylink Ferry Reduces Fares

BY BC STAFF

The City of Vallejo has collaborated with the Solano Transportation Authority (STA), the Water Emergency Transportation Authority (WETA), and the Metropolitan Transportation Commission (MTC)



to develop a Transitional Operating Funding Plan to resolve the Baylink Ferry 2008/2009 deficit and allow the rollback of ferry fares effective

November 1, 2008. The plan provides \$2.2 million in operating assistance and offers a measure of stability during these economically challenging times and, at this time, allows the City to pass the savings onto the ferryboat riders while they transition the ferry operation from the City to the WETA. The transfer is scheduled as early as July 1, 2009.

The Vallejo City Council and the MTC Board have already approved the funding that allocates up to \$1.9 million to the Baylink ferry system. The STA Board also approved its \$150,000 contribution on September 10th and the Solano County Board of Supervisors approved its \$150,000 contribution on October 7th. The Transportation Division does not anticipate the need to implement a fuel surcharge during this year because of the allocation and contingency funds. However, per the funding plan, if the cost of fuel averages \$4.50 price per gallon in any quarter this fiscal year, the fuel surcharge should be

implemented. With fuel prices declining recently to below \$3.00 per gallon, a surcharge looks unlikely.

Adult fares will be reduced from \$15.00 to 13.00, while youth fares will go from \$7.50 to \$6.50. Day

passes will be reduced from \$27.00 to \$24.00 and from \$15.00 to \$13.00 for youths. The price of 10-Ride punch cards will be reduced from \$120.00 to \$103.00. For more information, visit [www.baylinkferry.com](http://www.baylinkferry.com).

## Free Audio Tours Spotlight Bay Area's Transit-Oriented Developments

As part of their preparations for the Rail-Volution conference that brought more than 1,000 transportation and urban planning professionals to San Francisco in the last week of October, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have released a series of five narrated audio tours of transit-oriented developments (TODs) and public transit corridors around the region. Known as "TODcasts," the audio tours are available free of charge through iTunes or other "podcatching" software, as well as on the MTC Web site at [www.mtc.ca.gov/planning/smart\\_growth/TODcast/](http://www.mtc.ca.gov/planning/smart_growth/TODcast/).

TODs, also known as transit villages or simply as walkable neighborhoods, are based on the idea that communities—and the region—are made more dynamic and livable by clustering homes, services and shops in a way that encourages walking, bicycling and public-transportation use. Each of the available audio tours focuses on what makes transit-oriented development work, and features interviews with the planners, developers and others who shaped the character of each neighborhood or transit corridor. The five Bay Area locations profiled in the new TODcasts are:

- Downtown Hayward: This 20-minute walking tour of the area around the Hayward BART station showcases the residential and commercial revitalization of one of the East Bay's oldest towns.

- San Pablo Avenue Rapid Bus Corridor: This roughly 45-minute (one-way) tour starts at the 19th Street BART station in Oakland, and prompts listeners to hop aboard AC Transit 72R rapid bus for a ride to the El Cerrito del Norte BART station. Along the way, TODcast tourists learn about the revitalization of the historic former U.S. 40 highway corridor through Oakland, Emeryville, Berkeley, Albany and El Cerrito.

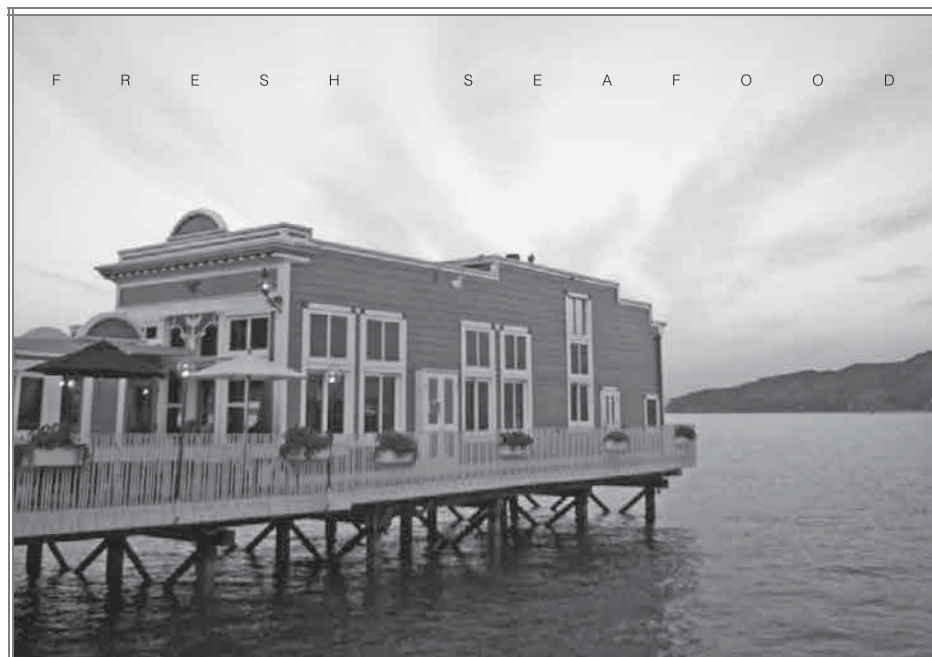
- Redwood City: A 20-minute walking tour starts at the Caltrain station and highlights the renaissance of Redwood City's retail, entertainment and arts district, as well as the city's ambitious plans to bring new residents back to downtown.

- San Francisco Third Street Corridor: This roughly 45-minute (one-way) walking and light-rail tour of the rapidly changing Third Street corridor starts at AT&T Park at Second and King streets, then travels past the new Mission Bay development to the Bayview district via Muni's T-Third light-rail line.

- Downtown San Jose: Starting at Diridon Station, this walking and light-rail tour showcases the new mixed-use and civic projects that are transforming the transit corridors in the Bay Area's largest city. The tour lasts about 45 to 60 minutes one-way, and includes taking VTA light-rail from Diridon Station to North First Street downtown. Diridon Station can be reached by Caltrain from San Francisco and the Peninsula, and by Amtrak Capitol Corridor and Altamont Commuter Express (ACE) trains from the East Bay.

Though the Rail-Volution conference ended October 30, the TODcasts will remain available indefinitely on iTunes and the MTC Web site. Each TODcast audio tour has a corresponding map, which is available as a PDF on the MTC Web site. Listeners are encouraged to print the map that corresponds to their selected audio tour(s), and bring it along on the trip.

MTC is the nine-county San Francisco Bay Area's transportation planning, coordinating and financing agency. Founded in 1961, ABAG is the official regional planning agency for the 101 cities and towns, and nine counties of the Bay Area, and is recognized as the first council of governments in California. The TODcast series was developed by HearNow Productions of Los Angeles.



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

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# Tragedy Avoided During Spectacular “Angel Fire”

Previous Preparations Proved Invaluable, Providing Quick and Targeted Response to Save All Historic Structures

BY BC STAFF

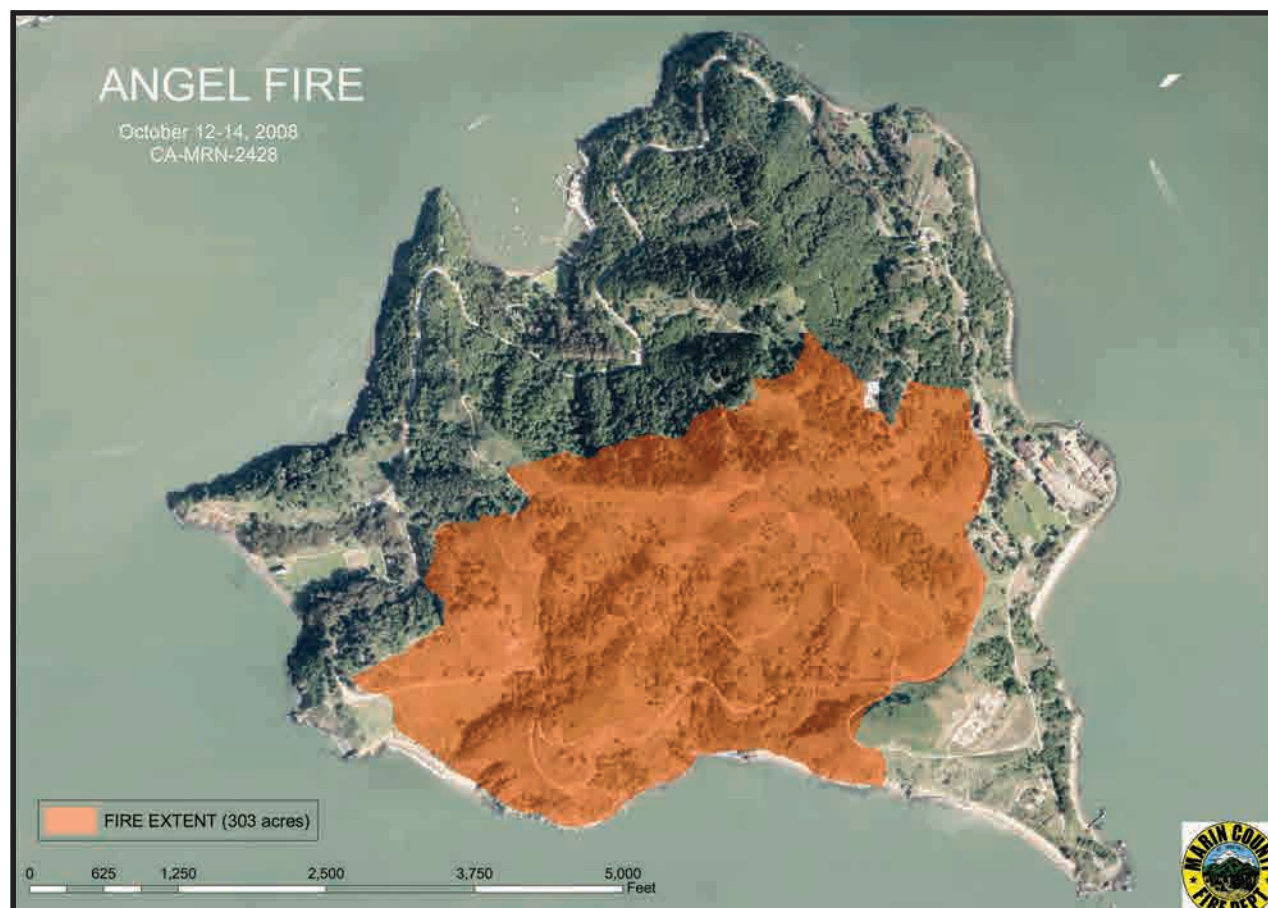
**M**ore than 275 firefighters from across Northern California were called to duty to control and perform mop-up operations for a wildfire that started on Angel Island the evening of Sunday, October 12. Burning approximately 300 acres of Angel Island State Park, the “Angel Fire” lit up the night sky with a spectacular orange and red glow visible to anyone with a view of the North Bay. The fire burned for three days until it was finally fully contained on Wednesday, October 15.

The state park was closed on Sunday night when the wildfire swept over the park, interrupting power and leading rangers to evacuate around 50 campers. The blaze scorched nearly half of the island’s 740 acres before it was contained. All historic structures on the island were successfully protected by firefighters, but one wooden water tower was destroyed early Monday morning.

When California State Parks reopened Angel Island State Park a week later—on the morning of Monday, October 20—most of the property was available to visitors for recreation and tours. Perimeter Road was reopened, and all activities that take place below the road have resumed, including visits to historic sites, the visitor center and museum. Tours by tram and Segway, as well as bicycle rentals, have also resumed. Activities above Perimeter Road, however, will remain unavailable for the time being, in order to ensure the safety of visitors and the protection of cultural and natural resources. Camping permits have also been suspended and refunds are being made to campers through November, when State Parks will reassess the situation.

“We are grateful for the swift fire response from Marin County and CalFire that saved all historic structures,” said Dave Matthews, Sector Superintendent. “It is to the credit of firefighters and our maintenance crews for ensuring our structures were well protected.”

The successful fire fight was also to the credit of the State Parks Landing Craft-Mechanized (LCM) that was used to ferry fire trucks to the island. When the first fire trucks arrived on scene, flames were within a few hundred yards from the historic 1863 Camp Reynolds Civil War encampment. The island is known for its historical buildings, including wood-framed structures dating to the Civil War, a historic immigration center that was the west coast equivalent of Ellis Island, and Cold War-era military installations.



303 of the 740 acres on Angel Island were engulfed in flames over the three days that the Angel Fire burned. Map courtesy of Marin County Fire Department.

Forester Kent Julin of the Marin County Fire Department attributed much of the success in protecting the State Park’s valuable cultural and historical resources to vegetation management efforts conducted over the past decade, including numerous fuel reduction projects and eucalyptus tree removal. Without the fuel reduction, Julin says, it is likely that the fire intensity would have been much greater, increasing the likelihood that structures would be destroyed.

Forester Julin and State Parks personnel emphasize that fire is a natural part of the landscape on Angel Island. Fire is beneficial to most native plant species on the island, and though wildfire has a short term negative impact on wildlife, in the long term, wildlife benefits from increased forage and a healthier landscape. According to Superintendent Matthews, “This was definitely not a tragedy.” Matthews was very happy with the response of the crews fighting the blaze, and noted that the Park will naturally rejuvenate itself.

Marin County Fire Department, California State Parks, Tiburon Fire Protection District and other local

agencies had conducted extensive pre-fire planning and readiness drills to prepare for a large wildfire on the island after an incident involving a 25-acre wildfire in 2005 revealed that changes to the existing system needed to be made. Radio communications were improved to put State Park officials in direct contact with firefighters, which improved response time. Also, measures were put into place to get firefighting equipment on the island quicker. There is only one fire truck permanently located on the island; approximately 20 additional pieces of firefighting equipment were needed and had to be brought to the island. The pre-plans and training were used successfully in 2007 to extinguish a small wildfire, but they proved to be essential and were implemented much more extensively during this recent Angel Fire.

Marin County Fire Officials identified the area of origin along the east side of the Island. Fire investigators determined the cause of the wildfire was “human in nature.” The fire department will continue its investigation to determine a specific cause of the blaze.



## Take Me Home Country Roads

For the best autumn stretches in Sonoma Valley, check out Arnold Drive and Warm Springs Road, two backcountry beauties that roll through tunnels of brimming fall colors. Giant oak trees stitch both sides of Arnold Drive near the Sonoma Developmental Center, creating a canopy of leaves the color of maple syrup and pumpkins. In Glen Ellen, stretch your legs at Jack London State Park, site of the author's much-loved Beauty Ranch. The beginning of the 1-mile (one-way) Lake Trail skirts a vineyard and packs some serious autumn punch (pictured). The trail also passes the quirky Pig Palace, a circular stone complex designed to house and feed prized breeding pigs. After the hike, continue your backcountry tour on Warm Springs Road toward Kenwood; this little-traveled 7-mile stretch features foliage awash in red, yellow, and gold—and overhanging oaks, rustic cottages, and lung-tingling fresh air. Sonoma sweetness!

**TIP:** Pop into Glen Ellen's Raymond & Co. Cheesemonger for some seriously good cheese. Do a sit-down 6-cheese sample to find your favorite (\$5). The



Photo by Michael Stark

Lake Trail in Sonoma skirts a vineyard and offers a wonderful autumn punch of color.

## Golden Compass

BY WEEKENDSHERPA.COM

**W**hat's gold and orange and red all over? The Bay Area's fall foliage—if you know where to look. Here's your compass pointing to three leafy backroads rich in autumn colors. Pack your hiking boots and rack up your bikes to enhance your leaf-peeping pleasure.

shop is run by “the Yoda of cheese,” John Raymond, who helped establish Dean and DeLuca in California.

*In Jack London State Park, access the Lake Trail from the upper parking lot (parking \$6). The park hours are 10 a.m. to 7 p.m. Dogs are allowed in certain areas, but not up to the lake.*

*Raymond & Co. Cheesemonger, 14301 Arnold Dr. (at Jack London Village), Glen Ellen; 707-938-9911.*

## Golden Ticket

This is for those who want it all: full-blown fall colors, redwoods rising high into the sky, a quietly flowing creek, and a drive that's less than 30 miles from San Francisco. Your golden ticket to this Willy Wonka Wonderland: the western stretch of Marin's Sir Francis Drake Boulevard. Just a few miles past Fairfax,

# Golden Gate Larkspur Ferry Expanded Holiday Schedule Day after Thanksgiving Friday, November 28



Depart Larkspur	Arrive San Francisco	Depart San Francisco	Arrive Larkspur
4:51 am Bus departs	5:25 (Financial District)	—	—
5:22 am Bus departs	5:58 am (Financial District)	—	—
7:10 am	7:40 am	7:45 am	8:15 am
8:20 am	8:50 am	9:10 am	9:45 am
9:40 am	10:30 am	—	—
10:20 am	11:05 am	11:20 am	12:05 am
11:00 am	11:50 am	12:30 pm	1:20 pm
12:15 pm	1:05 pm	1:30 pm	2:20 pm
1:30 pm	2:20 pm	2:30 pm	3:20 pm
3:30 pm	4:20 pm	4:30 pm	5:20 pm
5:30 pm This trip stops at Sausalito at 6:30 pm	7:00 pm	7:15 pm	8:00 pm



Call toll free 511 TDD 711 [www.goldengate.org](http://www.goldengate.org)

GOLDEN GATE BRIDGE  
HIGHWAY & TRANSPORTATION DISTRICT



Photo by Brad Day/WeekendSherpa.com

Stevens Creek Nature Trail provides a moderate 3-mile hike through a beautiful fall display.

the road criss-crosses Lagunitas Creek while heading deep into groves thick with towering redwoods and big-leaf maple trees. Want the full fall immersion? Bring your bike and ride along the flat and car-free Cross Marin Trail; this old railroad grade parallels the creek for 4.5 miles (one-way), passing through the heart of Samuel P. Taylor State Park. Or you can hike a portion of the same path. We recommend crossing the bridge at the campground and heading west on the South Creek Trail. Go for a mile to the old paper mill to see a kaleidoscope of colors. Scrumdidilyumptious!

To reach the start of the Cross Marin Trail: Continue 3.5 miles past the Samuel P. Taylor State Park campground entrance; turn right at Platform Bridge Rd. and park in the pullout on the west side of the road. Look for the paved path leading from the pullout. The entire path is 4.5 miles one way—asphalt for three miles and dirt and ballast for the last 1.5 miles—from Platform Bridge Rd. to the turnaround at Shafter's



Photo by Brad Day/WeekendSherpa.com

For a full fall immersion, ride your bike along the flat and car-free Cross Marin Trail through the heart of Samuel P. Taylor State Park.

Bridge. If hiking, park in the Camp Taylor entrance (\$6), cross the bridge, and follow the South Creek Trail. The Cross Marin Trail is dog-friendly!

## Prime-Time Skyline

The Peninsula's Skyline Boulevard lives up to its name: The maples and sycamores at the northern end of the ridge-straddling, two-lane highway are painted with brilliant fall colors through the next few weeks. For the best colors, head south from Skeggs Point, where the big leaf maple trees lay an amber-colored blanket on the road. Four miles down is Alice's Restaurant (a renowned motorcycle pit stop that's equally friendly to non-bikers), and 7 miles after that a sharp left turn leads to Monte Bello Open Space Preserve. For a moderate and varied 3-mile hike, take the Stevens Creek Nature Trail, a loop that begins at a high point with brilliant views of rolling hills, then descends to Stevens Creek for the best fall display in the park: The poison oak is bright red (just don't touch it!) and the buckeyes, big leaf maples, and black oaks show lime green, orange, and gold. You may have companions along the way; red-tailed hawks and bobcats frequent this little-used open space.

Skyline Blvd. is also known as Hwy 35. To reach Monte Bello Open Space Preserve: From Alice's Restaurant, travel south on Skyline Blvd. 7 miles to Page Mill Rd. Make a left (east) and go 1 mile to the parking lot. Pick up a map at the kiosk. Follow the Stevens Creek Nature Trail and Canyon Trail to make a counterclockwise loop. No dogs.

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](http://www.weekendsherpa.com).

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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**

# New Academy of Sciences Building



Photo by Tom Griffith

San Francisco's newly reopened California Academy of Sciences is the greenest museum in the world.

## BY BILL PICTURE

The new home of the California Academy of Sciences, which reopened in San Francisco's Golden Gate Park on September 27, recently received the U.S Green Building Council's (USGBC) highest mark, Platinum-level certification for Leadership in Energy and Environmental Design (LEED). This distinction makes it both the greenest museum in the world and the largest Platinum-rated public building in the world.

According to the museum's executive director, Dr.



Photo by Tom Griffith

The 410,000-square-foot building features a 2.5-acre living roof that insulates the building and provides a unique habitat for many species of birds and insects.

Gregory Farrington, it was the institution's visionary Board of Trustees that pushed for as many green elements as possible to be included in the building's overall design. But the new building—which houses the Steinhart Aquarium, the Morrison Planetarium and the Kimball Natural History Museum—exceeded expectations, including those of the USGBC. “Our goal was to create a new facility that would not only hold powerful exhibits, but also serve as one itself, inspiring visitors to conserve natural resources and help sustain the diversity of life on Earth,” Farrington explained.

The agency's rating system, which allocates points in six different sustainability categories—sustainable site, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design process—requires that a building earn a minimum of 52 points to be certified Platinum. The new Academy of Sciences earned 54 points and, in the process, set a new standard for sustainable architecture in civic buildings.

“One of the things to remember is that there are no magic silver bullets for sustainable design,” said Aaron Pope, Manager of Sustainability Programs for the Academy. “What makes a building green is a series of features that, when you add them up, little by little, eat away at resource use through good planning and smart design.”

## Green from the Top Down

The new facility brings the original Academy's eight buildings under a single roof. And that roof is one of the building's most unique and innovative green features. Award-winning Italian architect Renzo Piano, who designed the building with local firm Stantec Architecture (formerly Chong Partners), came up with the novel idea of lifting up a section of Golden Gate Park and putting a museum under it.

From the air, one might have a hard time locating the museum, as the entire structure is topped with a 2.5-acre “living roof” that helps it blend into the surrounding park. Covered with 1.7 million California plants, the roof is the largest concentration of California-native species in San Francisco, and provides a unique habitat for a variety of birds and insects.

Because all nine species of plants, which are planted in biodegradable coconut husk trays, are native to drought-prone California, they do not require artificial irrigation. The roof will absorb enough rainwater to sustain the living roof, and prevent millions of gallons of runoff from carrying pollutants into the ecosystem.

## Let There Be Light

Windows have been installed in 90 percent of the museum's regularly-occupied spaces, and skylights were

# g Showcases the Future of Green

strategically placed on the roof to allow in natural light. A solar canopy containing 60,000 photovoltaic cells trims the perimeter of the roof, and is expected to generate enough clean energy to meet 10 percent of the Academy's electricity needs. Water-efficient, sensor-triggered faucets in the bathrooms run off their own rechargeable energy source. Running water turns a small turbine inside each faucet that recharges its battery for the next user.

These features, along with photosensors that measure daylight penetration and adjust electric lights throughout the museum accordingly, will allow the new Academy to use 35 percent less electricity than its predecessor and prevent the release of 405,000 pounds of greenhouse gases annually. That's the equivalent of planting 340 trees each year.

## Keeping It Just Right

Keeping a building of this size from getting too cold or too hot isn't easy, but its designers are confident that this can be achieved by using old-school technology in new ways. The skylights in the roof will open automatically to vent hot air. And an open piazza at the building's heart draws in cool air, naturally ventilating the surrounding exhibit spaces. Operable windows allow for more ventilation in staff areas, and the living roof acts as insulation, reducing the need for air-conditioning. On chilly days, energy-efficient radiant floor heating will be used to keep public spaces and offices at a consistent and comfortable temperature.



Photo by Tim Griffith

The building's central piazza draws in cool air and provides natural ventilation for surrounding exhibit space.

## Waste Not, Want Not

It's no secret that drinkable water is a commodity in California, so the Academy intends to reduce its use by 30 percent. That will be accomplished by using reclaimed

water from the City of San Francisco to flush low-flow toilets in bathrooms. Furthermore, saltwater for aquarium exhibits comes directly from the Pacific Ocean. It's brought in using an underground system of pipes that leads from the ocean to the museum, further minimizing the use of potable water. Natural systems will be used to filter waste from aquarium water, so that the water can be recycled.

The new Academy of Sciences also scored major points for the use of recycled materials for construction. All of the structural steel and rebar used was recycled, and the cement was mixed with 50 percent industrial by-products. Of the wood used, half was certified as sustainably harvested by the Forest Stewardship Council.

Instead of fiberglass insulation, the new Academy's walls are insulated with recycled blue jeans. The cotton from blue jeans actually holds more heat and absorbs sound better than fiberglass. Furthermore, 20 percent of all the building materials were procured from sources within 500 miles to reduce transportation-related fuel-use and support the regional economy.

## The Tip of the Green Iceberg

The new Academy's green shell isn't the only proof of its Board of Trustees' commitment to conservation and preservation. These themes also figure largely into the content of each of the exhibits on display.

In "Altered State," for instance, a series of modules demonstrates the local impact of climate change. From the carbon-drenched Pacific Ocean and fast-disappearing tidal wetlands, to shrinking snowfields in the Sierra Nevadas and moisture-starved redwood forests, the effect of fast-rising temperatures on each of California's delicate ecosystems (and their inhabitants) is examined.

"Fragile Planet," the inaugural show at the new, state-of-the-art Morrison Planetarium, further echoes this message of sustainability, using the unavailability of life-sustaining resources on other planets to show how important it is to protect the Earth's precious natural resources.

While the palpable sense of urgency contained in its message may be new, Academy Dean of Science and Research, David P. Mindell, insists that the Academy's goal is the same—to provide the information necessary to inspire action. "The more we understand about the natural world, the more power we have to promote the health of the planet and human well-being," he explains.

## Need a Lift?

It's difficult to accurately calculate how many pounds of carbon are released into the atmosphere each year by museum-bound vehicles. In the Academy's view, however,



Photo by Tim Griffith

A canopy containing 60,000 solar cells will provide 10 percent of the Academy's power.

any amount is too much. So the Academy is doing what it can to promote eco-sensitive travel to and from its facility. In addition to plenty of secure bicycle parking, the new Academy also features an electric car recharging station.

To encourage visitors to use public transit, the City of San Francisco and the San Francisco Municipal Transportation Agency recently added a new Muni line, the 74X Culture Bus, that links the Academy of Sciences and its neighbor, the de Young Museum, with museums downtown. The biodiesel and diesel hybrid buses are a convenient, economical and eco-friendly way to see all of San Francisco's world-class cultural institutions.

"Through sustainable architecture and innovative design we are adding a vital new element to Golden Gate Park and expressing the Academy's dedication to environmental responsibility," says architect Renzo Piano. "[It is] an invaluable gift," adds Senior Aquatic Biologist, John McCosker, "an architectural gem and unparalleled education resource that will inspire millions of visitors to seek sustainable solutions in their own lives."

For more information on the California Academy of Sciences, visit [www.calacademy.org](http://www.calacademy.org)

# How Much Is That Doggie In the Window?



and puppies a second chance to find loving homes. From the unveiling of the Holiday Windows at 12 p.m. on Friday, November 21, through January 1, adorable cats and dogs, kittens and puppies seeking loving homes take up residence in their very own magical pet place in the windows of Macy's Union Square store at Stockton and O'Farrell Streets. Noted as one of USA Today's "10 Great Places to Press Your Nose Against the Glass," Macy's pet-friendly Holiday Windows inspired the adoption of 277 animals and approximately \$37,000 in donations for the SF/SPCA last year.

Macy's designers create delightful, make-believe windows in which the dogs and cats can frolic. Adults and children alike are enchanted by the miniature, festive settings, fixtures and fittings. All of the "creature comforts" are provided for the furry little animal companions, including temperature controlled windows, hidden litter boxes, and comfy spots for those quick cat (and dog) naps!

While the cats and dogs are on display at Macy's Union Square, SF/SPCA representatives are on-site to answer questions from potential

adopters. Every adoptable animal is medically and behaviorally screened, vaccinated, and spayed or neutered. Each animal comes with a 30-day gift of pet health insurance, a free dog- or cat-advice DVD, leash and collar (for dogs) and discounts on most SF/SPCA training classes. Adopters also receive a gift bag filled with samples, treats and valuable certificates from sponsor partners of The SF/SPCA and Macy's.

Can't get enough of that cute doggie (and kitty) in the window? Visit [www.sfspca.org](http://www.sfspca.org) during Holiday Windows to watch live Web cam footage of your favorite adoptable SF/SPCA animals at play in Macy's windows.



Once again, the San Francisco SPCA (Society for the Prevention of Cruelty to Animals) is excited to be partnering with Macy's on the presentation of the 22<sup>nd</sup> Annual Holiday Windows Adoption Outreach event to give homeless cats and kittens, dogs

## About The San Francisco SPCA

The San Francisco SPCA is a private, independent, nonprofit animal welfare organization dedicated to saving and protecting homeless dogs and cats, to providing them with care and treatment, advocating for animal welfare, and enhancing the human-animal bond. Founded in 1868, The SF/SPCA is a national leader in saving the lives of companion animals through its pioneering programs. For more information visit [www.sfspca.org](http://www.sfspca.org).



# NIGHT LIGHTS

BY CAPTAIN RAY

Last month, I talked with you about Aids to Navigation—the lighthouses, buoys, and beacons that mark channels and hazards and guide vessels about the Bay. Knowing where other vessels are and where they are going, however, requires some other specialized knowledge and practice.

According to the Navigation Rules, almost all vessels are required to show lights. These lights identify the type of vessel, the nature of its work, and in what direction it is heading. Some small craft—things like kayaks, rowboats and small sailboats—don't need to show

lights continuously, they only need to show a light in time to avoid a collision. All power-driven vessels, and most sailboats, need to display navigation lights of some kind from sunset to sunrise. As you ride the ferry across the Bay in the dark, take a look around. What lights do you see? What do those lights mean?

Some are flashing on and off; some are fixed (or always on). Lights that turn on and off are Aids to Navigation: lighthouses, buoys, and so on. I wrote about those in last month's column. The lights on vessels don't blink; they are always on. These are the ones I'd like to talk about here. This will not be a complete dissertation on all possible vessel lighting combinations; for that,



Photo by Joel Williams

you would need to consult a 200-page book called *The Navigation Rules*. However, I hope to give you some basics in this column.

Four different colors are used on vessels: red, white, green, and yellow. Some basics are common to most vessels. Red lights are shown on the port (left) side, and green lights are on the starboard (right) side. Called *side lights*, they are visible from directly ahead of the vessel to a little more than 90° on each side. A white *stern light* fills in the gap at the back. That's all you'll see on a sailboat of any size.

If the vessel is power-driven there will be more lights—sometimes many more. At a minimum, a *steaming light* will be present. This light is white, and its arc of visibility is the same as the red and green *side lights* combined. If the vessel is 50 meters (approximately 164 feet) or longer, a second *steaming light* is added, aft of (behind) and higher than the first *steaming light*.

A great deal of bulk cargo, from fuel to gravel to dredged material, is moved across the bay in barges pulled by tugboats. These tugs are required to display a *towing light*. This yellow light is displayed above the *stern light*. Additionally, a second *steaming light* is

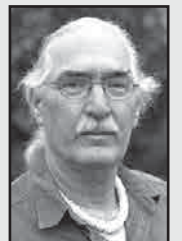
added directly above the *steaming light*.

Pulling heavily laden barges will affect a tug's ability to steer, so they often claim another status. Because of the nature of their work, they are *restricted in their ability to maneuver*. The lighting display for this special status is three 360° lights in a vertical line. The top and bottom lights are red and the middle one is white.

On your next night trip across the bay, look out into the dark and see what you can make of the lights.

**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.



**We Need Your Voice  
Join Baykeeper Today!**

Do you believe polluters like the Cosco Busan should be held accountable for fouling the San Francisco Bay? Do you think cities need to do more to keep sewage out of our streets, creeks and the Bay? If so, join Baykeeper and help us enforce clean water laws to protect the Bay. It's never been more important. Join us today!

[www.baykeeper.org](http://www.baykeeper.org)

**BAYKEEPER.**

# Fresh Hand-Crafted Beer Made in Wine Country

BY JOEL WILLIAMS

**B**uilt in 1882, the vaunted Calistoga Inn is located along the banks of the Napa River. Offering turn-of-the-century, comfortable rooms at reasonable rates—especially for Napa Valley—the European style of the hotel is reflected in the shared bath accommodations and quaint guestrooms.

In 1987, the Calistoga Inn added the Napa Valley Brewing Company, which was the first commercial brewery in Napa Valley since prohibition. The brewery produces the Calistoga line of beers for the patrons of the restaurant and bar, and also offers for purchase 22-ounce bottles of the four Calistoga flagship beers: Wheat Ale, Pilsner,

Red Ale and Porter. Also, there are usually two other specialty seasonal beers available at the Brewmaster's discretion.

When I visited the brewery in charmingly picturesque Calistoga, I sat outside with Brewmaster Brad Smisloff on the restaurant's popular patio overlooking the Napa River on an uncharacteristically hot afternoon in late October. Smisloff, originally from upstate New York, started as a home brewer and—after helping a friend run a homebrew supply store—began his professional brewing career as an assistant brewer at Cambridge Brewing Company, just outside of Boston. He spent three years at Cambridge honing his brewing skills before he got tired of the New England weather and, as he states, “just decided to skip coasts.”

Smisloff took a brewer position at Bear

Republic Brewing in Healdsburg for two years before the Brewmaster position opened up at Calistoga earlier this year. He is now in charge of maintaining the integrity of the four mainstay beers, two of which have been awarded much-coveted medals from the Great American Beer Festival (GABF). He also has the opportunity to show his personal skills through his seasonal offerings.

As for the brewery's main offerings, Calistoga Wheat Ale is a fine example of an American-style wheat beer without the spicy or clove flavors that you find in the German-style varieties. This light ale won a Gold Medal at the 1994 GABF. The next beer I tried, the Calistoga Pilsner, is one case where Smisloff was allowed to “tweak” the existing recipe by switching from the previously used ale yeast to a more traditional German Pilsner yeast. The result is a crisp and clean true lager that was very refreshing in the hot afternoon sun. Since the new Pilsner yeast requires more time to ferment properly, Smisloff has to use special care and advanced planning to keep this popular beer on tap. I think the extra effort and time he puts into this beer is well worth the hassle; it shows his commitment to quality even if it takes a little more time.

Calistoga's Red Ale is also a previous GABF Medal winner, having taken home a bronze back in 1991. This Red has a nice full body with a bit of a sweet malty flavor from the caramelized grain used in the recipe, which gives it more mouthfeel. The Red is also a good addition to the other styles available, providing a nice variety in the four main beers always offered.

One of the two specialty beers that were available when I visited was an English style Best Bitter that Smisloff made with imported English malt and hops. I found this beer to be delightfully smooth and clean, with a delicately balanced body. The other specialty was a unique Blackberry Pale Ale. While many breweries offer fruit-infused beers, most tend to stick to adding raspberry extract to their wheat beers. Smisloff decided to be a little different; he used a more expensive, all-natural blackberry puree and mixed it with a Pale Ale for a much more interesting flavor combination than the ubiquitous raspberry wheat beers available

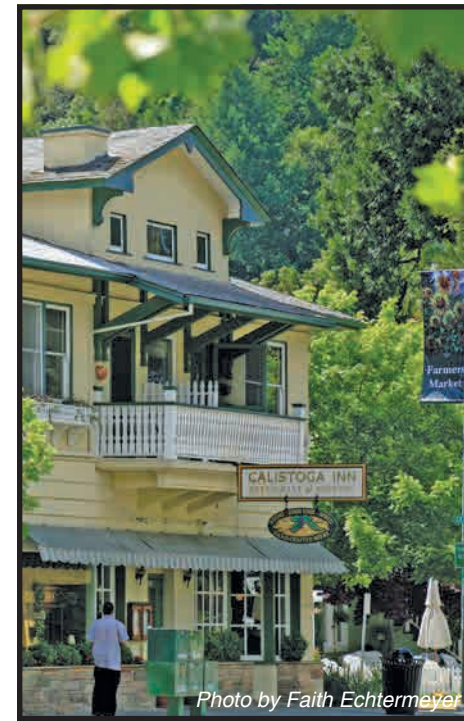


Photo by Faith Echtermeyer

everywhere else. If you like your beer fruity, you shouldn't miss this one.

But I've saved the best for last. The beer that I most enjoyed during my visit to The Calistoga Inn was the Calistoga Porter. This bold beer weighs in at the high end of the alcohol content range for this style at 6.3% ABV. It has a beautiful smoky aroma that is also distinguishable in the flavor, along with some chocolate and roasted malt flavors that I found very pleasing.

So next time you are in Wine Country, consider stopping by the Calistoga Inn to pick up a few bottles of fresh hand-crafted beer to bring back along with some of the famous local wines. The Inn also has a fine-dining restaurant that provides a great way to finish your wine tasting adventures. The restaurant features a nouveau American style menu using fresh local ingredients as well as grass-fed beef and free-range chicken.

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

## Election Night on the Potomac

The first-of-its kind election night gala will begin on November 4th at 5 p.m. when the *Potomac* sails from her home berth in Oakland's Jack London Square just as the polls are closing on the East Coast. After crossing the Bay, the historic vessel will pick up additional political partiers at San Francisco's Pier 40 in the City's South Beach Marina at 6 p.m. Election viewing will be on two "state of the art" big screen TVs.

During the three hour cruise, guests will be treated to fine wines courtesy of Foggy Bridge Winery, and food provided by Kincaid's Restaurant of Oakland and Palomino Restaurant of San Francisco.

The cruise will debark passengers at 8:45 p.m. in San Francisco, and 9:45 p.m. in Oakland, just as the evening's winner will be making his acceptance speech. Tickets are \$195 per person, 50% tax deductible, and may be purchased by calling (510) 627-1667. You are welcome to board at either Jack London Square or Pier 40. For more information, go to [www.usspotomac.org](http://www.usspotomac.org).

## Annual JLS Tree Lighting Ceremony

Ring in the holiday season on Friday, November 28th at Jack London Square's Annual Tree Lighting Ceremony. Enjoy all day entertainment starting at p.m. with KBLX's sponsored Bay Area High School Choir Competition. Kids will enjoy free jump houses, carnival games and visits with Santa Claus. The Santa photo fee will benefit the United Cerebral Palsy of the Golden Gate.

See this year's beautiful holiday tree light up the night skies at 6 p.m. with the help of Oakland's favorite rhythm and blues band, Rendezvous. Donate a jacket to "One Warm Coat" or non-perishable foods to benefit The Alameda County Food Bank and receive valuable coupon savings.

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Fisherman's Wharf on Pier 47 Foot of Jones on Jefferson Street

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

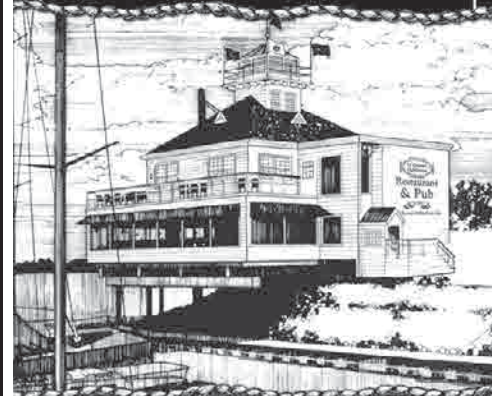


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Cooking

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WATER EMERGENCY TRANSPORTATION AUTHORITY



Golden Gate Ferry																															
LARKSPUR *																															
Weekdays (excluding Holidays)				Weekends and Holidays																											
Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur	Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur																								
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\*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
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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](mailto:ferrycomments.goldengate.org)  
For Larkspur and Sausalito website: [www.goldengate.org](http://www.goldengate.org)

**HOLIDAY 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 SERVICE: Larkspur & Sausalito**  
No ferry service on New Year's, Thanksgiving, and Christmas Day.



\*Please note: 2 trips per day / WEEKENDS ONLY (Fri. Sat. & Sun.) \*  
1 pm and 4 pm is the Sunset Cruise

Adventure Cat	
Nov. 2 to Nov. 30 - 1:00 P.M. and 4:00 P.M. is the Sunset Cruise	
*Please note: 2 trips per day / WEEKENDS ONLY	
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 / <a href="http://www.adventurecat.com">www.adventurecat.com</a>	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																												
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2:30	2:20*^	3:00	3:10	<b>Weekends and Holidays from San Francisco</b> <table border="1"> <thead> <tr> <th>Depart Pier 41</th> <th>Depart Ferry Bldg.</th> <th>Arrive Alameda</th> <th>Arrive Oakland</th> </tr> </thead> <tbody> <tr> <td>9:15</td><td>9:25</td><td>10:10</td><td>9:55</td> </tr> <tr> <td>10:50</td><td>-----</td><td>11:20</td><td>11:30</td> </tr> <tr> <td>1:00pm</td><td>1:10pm</td><td>1:30pm</td><td>1:45pm</td> </tr> <tr> <td>3:30</td><td>3:45</td><td>4:05</td><td>4:15</td> </tr> <tr> <td>5:00</td><td>5:15</td><td>5:35</td><td>5:45</td> </tr> <tr> <td>6:30</td><td>6:40</td><td>7:00</td><td>7:10</td> </tr> </tbody> </table>				Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland	9:15	9:25	10:10	9:55	10:50	-----	11:20	11:30	1:00pm	1:10pm	1:30pm	1:45pm	3:30	3:45	4:05	4:15	5:00	5:15	5:35	5:45	6:30	6:40	7:00	7:10
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\* To S.F. via Oakland # To Alameda via Oakland  
^ Departs immediately after loading

**FARES:**

	One Way	Round Trip	10Ticket Book*	20Ticket Book*	Monthly Pass
Adult (13+)	\$6.25	\$12.50	\$47.50	\$85.00	\$160.00
Child (5-12)	\$3.50	\$7.00			
Child under 5**	FREE	FREE			
Senior (65+)	\$3.75	\$7.50			
Disabled Persons*	\$3.75	\$7.50			
Active Military	\$5.00	\$10.00			

Seniors must show valid I.D., Regional Transit Connection, or Medicare Card. Military personnel must show Military I.D.

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.

Sharing time with whales is a privilege.

415-331-6267

[www.sfbaywhalewatching.com](http://www.sfbaywhalewatching.com)

Schedule information harvested online.  
Schedules are subject to change.

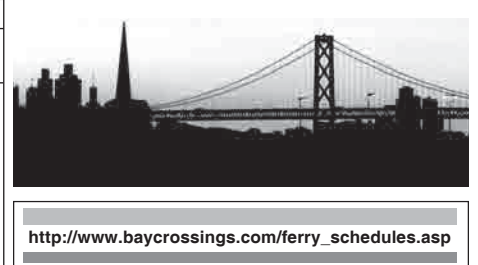
Blue & Gold Ferry			
BAY CRUISE		SAUSALITO	
Leave PIER 39		FISHERMAN'S WHARF, PIER 41	
Weekdays		Weekdays	
10:45am 12:00pm 1:15 2:30 4:00	10:00am 2:30pm 10:45 3:15 12:15pm 4:00 1:15 4:30 2:00	Depart Pier 41 11:00am 12:15pm 1:35 2:45 ----	Arrive Sausalito 11:40am 12:55pm 2:10 3:35 ----
Bay Cruise does 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.			
<b>FARES:</b> All prices include audio tour.			
Adult ..... \$23.00 Junior (12-18) ..... \$19.00 Senior (62+) ..... \$19.00 Child (5-11) ..... \$15.00 Special Rates On Line			
ANGEL ISLAND - SF/DAILY			
Weekdays			
Depart Pier 41 9:45am	Arrive Angel Island 10:05am	Depart Angel Island 10:10am	Arrive Pier 41 10:30
Weekends			
Depart Pier 41 -----	Arrive Angel Island -----	Depart Angel Island 11:05am 3:50	Arrive Pier 41 12:20 4:55
* Stops at Pier 41 prior to Ferry Building > Stops at Pier 41 for 20 minutes prior to Ferry Building			
ANGEL ISLAND - ALAMEDA/OAKLAND			
Weekends ONLY			
Depart Oakland 9:00am*	Depart Alameda 9:10am*	Arrive Angel Island 10:10am	
Depart Angel Island 3:10pm	Arrive Alameda 3:45pm	Arrive Oakland 3:55pm	
* Requires transfer at PIER 41 onto 9:45 am Angel Island Ferry			
ANGEL ISLAND - VALLEJO			
Weekdays			
Depart Vallejo 7:45am	Arrive Angel Island 10:05am	Depart Angel Island 2:00pm 3:25pm	Arrive Vallejo 4:30pm 5:30pm
Weekends			
Depart Vallejo 8:10am 10:00am -----	Arrive Angel Island 10:10am 12:10pm -----	Depart Angel Island ----- 2:55pm 4:15pm	Arrive Vallejo ----- 5:00pm 6:30pm
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.			
FARES			
Adult (65+)	Pier 41 SF Ferry Bldg \$15.00	Alameda/Oakland \$14.50	Vallejo \$32.50
Child	\$8.50(age 6-12)	\$8.50(age 5-12)	\$23.00
Child	FREE(5 & under)	FREE(4 & under)	FREE(5 & under)
*All prices include State Park Fees			

Baylink Ferry		
VALLEJO/SAN FRANCISCO		
FERRY BLDG./ FISHERMAN'S WHARF		
Weekdays		
Depart Vallejo 5:30am 6:30 7:00 7:45 8:45 10:00 11:30 2:00 3:20 4:05 4:45 5:35	Depart Ferry Bldg. 6:35am 7:35 8:10 8:55 9:55 11:10 12:40pm 3:30 4:30 5:15 6:00 7:05	Depart Pier 41 Fisher's Wharf ----- ----- ----- ----- 11:30am ----- 3:10pm ----- ----- 6:45
Weekends and Holidays		
Depart Vallejo 8:10am 10:00 11:30 1:00pm 2:30 3:00 4:00 5:35 6:00 6:35 8:20	Depart Ferry Bldg. 9:20am 11:10 12:40pm 2:10 3:40 4:30 5:10 6:45 7:30 7:45 9:50	Depart Pier 41 Fisher's Wharf 9:45am 11:30 ----- ----- 4:00pm 4:10pm 5:30 ----- 7:10 ----- 9:30
FARES: One Way		
Adult One-Way ..... \$15.00 Senior/Disabled/Medicare One-Way (65+/-disabled)* ..... \$7.50 Youth One-Way (6-12 years) ..... \$7.50 Baylink DayPass ..... \$27.00 Monthly Pass ..... \$330.00 Monthly Pass with Muni ..... \$370.00 Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.		
* Serves Pier 41 prior to arrival at SF Ferry Building # Serves SF Ferry Building prior to arrival at Pier 41		

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 7:30 8:30 ----- 5:05pm 6:05 7:05	6:55am 7:55 8:55 4:30pm 5:30 6:30 7:30	7:00am 8:00 4:35pm 5:35 6:35 7:35	7:25am 8:25 5:00pm 6:00 7:00 8:00
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 ..... \$6.50 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			

Red & White			
BAY CRUISE SCHEDULE			
PIER 43 1/2			
Monday through Sunday			
Sept 2 - Oct 19			
10:00am	12:30pm	3:00pm	Fare: Adult ..... \$22 Youth (5-17) ... \$16 Child (under 5) Free
10:45*	1:15	3:45	
11:15	1:45	4:15	
12:00pm	2:30		
* Weekends Only			

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.			



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TIBURON COMMUTE			
DOWNTOWN S.F., FERRY BLDG.			
Weekdays			
Depart Tiburon 6:00am 6:50 7:50 8:45 ----- 5:00pm 5:50 6:40	Arrive Ferry Bldg. 6:20am 7:10 8:10 9:05 ----- 5:20pm 6:10 7:00	Depart Ferry Bldg. ----- 7:15am 8:15 ----- 5:25 6:15 7:15	Arrive Tiburon ----- 7:35am 8:35 ----- 5:45 6:35 7:35

Angel Island Ferry			
ANGEL ISLAND/TIBURON			
Monday - Friday			
Mon-Fri: Ferry service by advance reservation for groups of 25 or more ( <a href="http://www.angelislandferry.com">www.angelislandferry.com</a> ). Individuals may "piggyback" with scheduled groups. (Use interactive calendar on website to check the group schedule for any date.)			
Weekends			
10am	11	1pm	3pm
10:20am		11:20	
12:20pm		3:30	
Please contact up regarding any questions. Our website contains all current information ( <a href="http://www.angelislandferry.com">www.angelislandferry.com</a> )			
FARES		Round Trip	
Adults (13 and over)		\$13.50	
Children (6 - 12)		\$11.50	
Children (3 - 5)		\$3.50	
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# Stanley Takes the Helm as WETA Moves Forward

Photo by Joel Williams

BY WES STARRATT, PE

**E**stablished to develop and operate a regional passenger ferry system on San Francisco Bay, the former Water Transit Authority (WTA) completed its Implementation and Operation Plan in 2003. The first two of its ferries were under construction as the WTA embarked on the first leg of its system, a new ferry operation between South San Francisco and Oakland.

Meanwhile, Sacramento lawmakers had an even broader vision—a ferry system to increase regional mobility and also provide emergency transportation in the event of a disaster. The result was Senate Bill 976, which, effective January 1, 2008, transformed the WTA into a new agency, the San Francisco Bay Area Water Emergency Transportation Authority (WETA). Additional legislation, Senate Bill 88, set aside \$250 million of Proposition 1B funds for waterborne

disaster response facilities, of which \$25 million was allocated to WETA in last year's budget and \$25 million in this year's budget.

At the same time, Steve Castleberry resigned after serving five years as WTA's Executive Director and CEO. So, the new WETA found itself with an expanded mission and the need for a new leader. After a nationwide search, that new leader was found right in the Bay Area: Jon Stanley, CEO of the Aircraft Carrier Hornet Foundation. Stanley brings an impressive resume; he graduated from the U.S. Naval Academy at Annapolis and gained experience with

nuclear-powered submarines, then earned a graduate degree in nuclear engineering from UC Berkeley. Since then, he has had 25 years of experience in project management and engineering. Board President Charlene Haight Johnson said that Stanley "possesses the right leadership skills, knowledge of the maritime industry, and consensus-building strengths to help WETA move forward with expanding Bay Area water transit to significantly

increase our region's emergency response capacity."

Intrigued by Stanley's maritime experience, we sat down with him for a wide-ranging discussion:

**Bay Crossings:** *From the U.S. Naval Academy at Annapolis to WETA, how would you describe your career path?*

**Jon Stanley:** My father was an officer in the Navy during World War II, and I have always been attracted to the maritime world. That was what drew me to the U.S. Naval Academy at Annapolis. What also attracted me was the challenge, since I wanted to do something difficult, and it was also out of town. That suited me, since I wanted to see more of the world than just the City of Long Beach where I grew up.

When I graduated from the Academy, I fully intended to make a career in the U.S. Navy and drive nuclear submarines. But, after six years, I decided to leave the service. My graduate work in Nuclear Engineering at UC Berkeley was in preparation for joining the civilian work force as a professional engineer. In the mid-1970s, I began working for a consulting engineering firm involved

in designing nuclear power plants. I also spent a couple of years at the Lawrence Berkeley National Laboratory. But, as the nuclear-power industry began faltering, I went into software development for other industries.

Several years ago, I heard that the Aircraft Carrier Hornet Foundation in Alameda was looking for a CEO. I was selected and found it a wonderful challenge. Equally important, I was back again on the waterfront, which is where I like to be.

**BC:** *How did you feel about being selected for the WETA job?*

**JS:** My initial reaction upon being selected to head the WETA was, "This is really a great job!" And one reason I accepted it was that I love the challenge and find the vision is compelling. I am thoroughly enjoying it, and finding that it is a very exciting time to be involved in putting together a regional ferry system. Furthermore, I am very impressed with what the WETA staff has done in the last few years with a limited staff. They have really put together a tremendous plan and a vision for a regional service. I am as excited as can be and want to put my oar



WETA Executive Director  
John Stanley

in the water and get this thing done!

**BC:** *What is the status of creating the regional ferry system?*

**JS:** The near-term project for us is a ferry operation from South San Francisco to Oakland, and we are on schedule for starting that service in the late summer of 2010. Next comes Berkeley/Albany to San Francisco, and we are finishing up the Environmental Report on that service as we speak. We have also begun environmental reports for ferry terminals at Hercules and some of the other runs. So we are moving right along, and are excited about the prospects.

**BC:** *What about the construction and maintenance of the ferries themselves?*

**JS:** The initial two ferries for the regional

Mare Island, as well as the possibility of a mobile maintenance facility.

**BC:** *What is the status of WETA's acquisition of existing ferry systems?*

**JS:** WETA is mandated by the state to develop a transition plan for the assumption of existing ferry services on the bay, with the exception of Golden Gate Ferries. We have established a team—including representatives of the cities of Vallejo and Alameda and the Metropolitan Transportation Commission—that is currently developing a transition plan and expects to have public meetings in both cities early next year. For Vallejo, the transition plan is due for completion by July 1<sup>st</sup> of next year. We believe that we have the funding needed for both acquisitions.



“We are also developing emergency service contracts with private boat operators to make sure that, in the event of an emergency, we will be able to call upon all of the passenger boats on the bay.”

— Jon Stanley, Executive Director, WETA



system, both 149-passenger, 25-knot spare boats, are being completed in the Seattle area. The first, to be called Gemini, will be here in December, and the second, to be called Pisces, will arrive next March. In addition, two 199-passenger, 25-knot ferries are being built for the South San Francisco service and will arrive in late 2009. Ferry maintenance facilities will be needed. We have some funding and are looking at one facility that exists on

**BC:** *How will WETA provide emergency response capability?*

**JS:** The state bill that established the WETA requires that we identify sources of fuel around the bay and develop additional docking capability in the corridor between San Francisco and the East Bay. We are also developing emergency service contracts with private boat operators to make sure that, in the event of an emergency, we will be able to

call upon all of the passenger boats on the bay. We are also working closely with the U.S. Coast Guard, the Metropolitan Transportation Commission, and the Offices of Emergency Services on both sides of the bay.

**BC:** *How will WETA secure adequate funding to carry out its mission?*

**JS:** Some federal money is available from the Ferry Boat Discretionary Fund. There is also the state's Proposition 1B funding, Regional Measure 2 from bridge tolls, plus sales tax measures in San Mateo and Contra Costa counties. We have received our first award of \$25 million from Prop. 1B. Some of it will be used for the new ferry terminals and some for permanent and mobile ferry maintenance and fueling facilities. We expect to get additional monies from the state in future years, because a total allotment of \$250 million is available. But, the real challenge may be to find sufficient operating funds, although some is available through Regional Measure 2. Based on these funding sources, from federal, to state, to regional and local sources, we have identified sufficient funding to make a great beginning to the transition of existing services from Vallejo and Alameda, build at least the first couple of new terminals and ferry operations, and provide emergency response capability.

So, I think that the original vision of the regional ferry system articulated in the WTA Implementation & Operations Plan is doable, although it is going to be a challenge. We are going to try to get the system in place by 2025 and triple the

number of ferry commuters on the bay, from four to twelve million per year. It will be an interesting challenge!

#### AND A WELCOME TO THE NEW WETA BOARD

Prior to the announcement of Jon Stanley's appointment as executive director of WETA, a new board of directors was appointed. It is headed by Charlene Haught Johnson, former chairperson of the WTA board. She was appointed by Governor Schwarzenegger. Additional members appointed by the governor are: Anthony J. Intintoli, Jr., former mayor of the City of Vallejo and also a former member of the WTA board; and Gerald Bellows of the U.S. Maritime Administration. The other two members of the new WETA Board are: Beverly Johnson, mayor of the City of Alameda and a former WTA Board member, appointed by the California Senate Rules Committee; and John O'Rourke of the International Brotherhood of Electrical Workers and the San Francisco Labor Council, who was appointed by the California Assembly Committee on Rules. Bay Crossings welcomes them all and wishes them success in creating the new ferry system.

# AROUND THE BAY IN NOVEMBER

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## ***Ice, Ice Baby***

While San Francisco rarely sees snow, there are plenty of opportunities to experience a cool holiday tradition at four ice skating rinks in the city:

### **Holiday Ice Rink at Embarcadero Center presented by Wachovia: Nov. 12 – Jan. 4**

Ice skating returns to Justin Herman Plaza with the Holiday Ice Rink at Embarcadero Center. Delighting families, couples and ice skating enthusiasts for 15 years, the Embarcadero Center's rink will be open to the public for nine weeks. Admission: \$8.50 for adults; \$5 for seniors and children 10 years and younger on weekdays after 6 p.m. and weekends. Admission on weekdays until 6 p.m. is \$8 for adults; \$4.50 for seniors and children 10 years and younger. For more information, visit [www.embarcaderocenter.com/ec/attractions](http://www.embarcaderocenter.com/ec/attractions).

### **Safeway Holiday Ice Rink in Union Square: Nov. 12 – Jan. 4**

The Safeway Holiday Ice Rink in Union Square debuts this holiday season under the festive Union Square holiday tree. Sessions are 90 minutes and start on the even hour. Admission: \$8 for adults; \$4 for children eight and younger. Open Sunday-Thursday, 10 a.m. - 10 p.m., Friday - Saturday, 10 a.m. - 11:30 p.m. (note: the rink will close at 7:30 p.m. on Dec. 31). For more information, call (415) 781-2688.

### **Ice at the San Francisco Zoo: Nov. 24 - Dec. 31**

Visitors to the western edge of the San Francisco peninsula can have a full day of family activities including ice skating at the San Francisco Zoo. The Zoo's ice skating rink will be available for an additional charge to park admission. Open daily, rain or shine, 10 a.m. - 4 p.m. (closed Christmas day). The San Francisco Zoo, 1 Zoo Road. For more information visit [www.sfzoo.org](http://www.sfzoo.org).

### **Yerba Buena Ice Skating - All Year-round**

Yerba Buena offers ice skating all year long, but this time of year, the view of the city from the rink's wall of windows is especially charming. Located in an urban rooftop garden at Yerba Buena Garden, 750 Folsom St., the skating rink is open for public skating 10 a.m.-10 p.m. Admission: \$6.25 - \$11. For more information, visit [www.skatebowl.com](http://www.skatebowl.com) or call (415) 777-3727.

## ***Light Up for the Holidays***

San Francisco will be offering several "Lighting Ceremonies" in November:

### **Embarcadero Center's Building Lighting: Nov. 21**

The Embarcadero Center's building lighting will go green during the 27<sup>th</sup> Annual Building Lighting Ceremony. This year the exterior building will be illuminated with 2-watt bulbs, which use cold cathode technology instead of a 15-watt bulb. The new bulbs will use 13 watts less per 17,000 lights throughout the holiday season. The lighting ceremony will be followed by an ice show, fireworks display and Winter Carnival at the Holiday Ice Rink at Embarcadero Center presented by Wachovia. The festivities start at 6 p.m. and are free to the public. For more information, visit [www.embarcaderocenter.com/ec/attractions](http://www.embarcaderocenter.com/ec/attractions).

### **PIER 39/Fishereman's Wharf Tree Lighting: Nov. 23**

A multi-cultural celebration, PIER 39's Holiday Tree Lighting will feature Bay Area groups performing seasonal favorites from around the world, including holiday traditions from Christmas, Chanukah and Kwanzaa. PIER 39's majestic tree, decorated with 400 ornaments, 500 bows and 2,000 LED lights will be lit at 5:30 p.m. in the Entrance Plaza by local NBC Chief Meteorologist John Farley. The festivities are from 1 p.m. - 6 p.m. and are free to the public. For more information, visit [www.pier39.com](http://www.pier39.com).

### **Market Street Holiday Snowflake Lights: Nov. 18**

For the first time in 103 years, San Francisco's Market Street will be lit for the holiday season. Presented by PG&E, five-foot wide energy-saving LED illuminated snowflakes will hang from Market Street's signature "Path of Gold" light poles this winter. The Market Street Association is reviving a tradition that once had merchant associations compete for top honors in decorating contests. (The Path of Gold lights that run the length of Market St. from Steuart to Castro streets were originally installed in 1916 and continue to cast a distinctive amber glow on one of the City's main thoroughfares.) Initial installations of the snowflakes will adorn the lamps at Second through Fifth streets November 18 through January 2009. A lighting ceremony is scheduled for Nov. 18 at 6 p.m. in front of the Westfield San Francisco Centre. The event is free and open to the public. For more information, visit [www.marketstreetassociation.org](http://www.marketstreetassociation.org)

## ***Sauce Boss to be Crowned***

In celebration of Italian culture and cuisine, FIERI is hosting the world's largest tomato sauce competition in San Francisco from 12 p.m. - 5 p.m. on Sunday, November 2 at the Saints Peter and Paul Event Center, 666 Filbert Street in North Beach. Bay Area restaurants will compete for the coveted distinction of being named The Boss of the Sauce! The event has attracted the attention of television producers for spotlight coverage to be evaluated by the Food Network. Proceeds from the event benefit Saints Peter and Paul Church, and FIERI, in preservation of the Italian culture and language. Restaurants will present their sauce to the attending general public in elimination rounds, and then to a panel of celebrities for final judging. The first 100 attendees are the first round judges. This competition provides a platform for deciding the best of the best! Beer, wine and specialty cocktails will also be served. Cost is \$20 per person. For more information visit [www.bossofthesauce.org](http://www.bossofthesauce.org).

## ***Local Restaurants Support Our Troops!***

McCormick & Kuleto's Seafood Restaurant in Ghirardelli Square, (415) 929-1730, and Spenger's Fresh Fish Grotto in Berkeley at 1919 Fourth Street, (510) 845-7771, have announced that they will be offering all U.S. military veterans a free lunch or dinner entrée on Sunday, November 9, in appreciation for their service to our country. McCormick & Kuleto's and Spenger's Fresh Fish Grotto are participating in what is a nationwide Veterans Appreciation program on the part of the McCormick & Schmick's family of seafood restaurants. Due to the success of last year's event, McCormick & Kuleto's and Spenger's Fresh Fish Grotto will hold this year's event on the Sunday prior to the national Veterans' Day holiday on November 11 to enable families to dine together with the veterans in their lives. The restaurants will offer a free entree to those defined as a veteran by the Veterans Administration, Title 38 U.S. Code 101, which is a person who served in the active military, Army, Navy, Air Force or Coast Guard, and who was discharged or released under conditions other than dishonorable. Veterans will be asked to show proper identification.

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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](mailto:joel@baycrossings.com).

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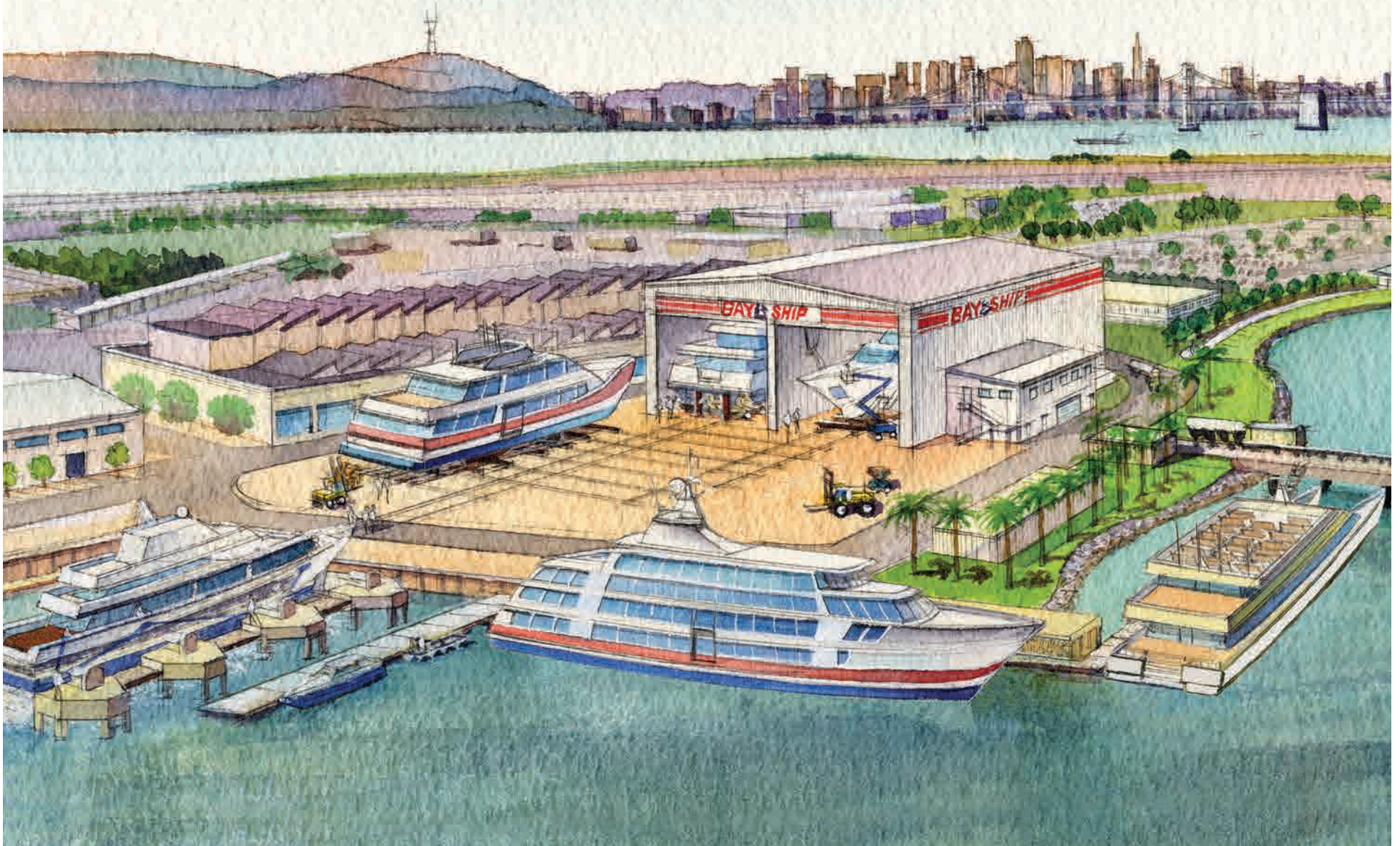
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# Ferry Maintenance Center San Francisco Bay



Bay Ship & Yacht would like to welcome and congratulate Jon Stanley in his new position as Executive Director of the Water Emergency Transit Authority. We are confident that his expertise and experience will be invaluable in achieving the WETA's goals in the future.



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