



# BAY CROSSINGS

*"The Voice of the Waterfront"*

October 2007 Vol.8, No.10



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*"The Voice of the Waterfront"*

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## BAYCROSSINGS

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## ON OUR COVER



Veteran Bay Area aerial photographer Barrie Rokeach took to the skies several times over Labor Day weekend to capture the various stages of the operation to replace a massive chunk of the Bay Bridge deck (see our story on pages 12 and 13). Based in Berkeley, Rokeach is both a pilot and a photographer, shooting for major commercial clients, book publishers, magazines and the like. He has worked on several international book projects in the "day-in-the-life" genre, and is the author/photographer of two books: *Timescapes: California Aerial Images* (a coffee-table book celebrating the state's natural features) as well as the *Kodak Guide to Aerial Photography*. You can see more of his work at [www.rokeachphoto.com](http://www.rokeachphoto.com), and reach him at [barrie@rokeachphoto.com](mailto:barrie@rokeachphoto.com), tel. 510.527.5376.

### 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).



# TransLink® Offers More Convenience for Golden Gate Transit and Ferry and AC Transit Riders

BY LYSA HALE

It's been nearly a year since TransLink® cards were distributed to loyal Golden Gate Transit and Ferry and AC Transit riders for the card's "pre-launch" break-in phase. The goal was to have a limited group of riders help work out any kinks in the system. But word spread and others started requesting the card: By July 2007, 5,500 commuters were paying fares with TransLink, taking 4,700 trips a week with the cards.

These numbers will surge now that TransLink — the reloadable smart card that's more convenient than cash, tickets or passes — is widely available to Golden Gate and AC Transit riders, and MTC and its partners are launching a marketing campaign.

TransLink is simple to use. When boarding a bus or ferry, simply "tag" the TransLink card to the logo on the card reader and hold it until you hear a beep. Golden Gate bus riders also need to tag off when they deboard to ensure they are charged the correct fare. TransLink always checks first to see if a card has a valid pass or transfer before deducting the fare. You can get a card or add fare value online, on the phone, at retail locations or at transit stations — or even have value added automatically.

And users can save money, too. Golden Gate Transit and Ferry always gives bus riders 20 percent and ferry riders 37 to 46 percent off cash fares with TransLink. And through January 31, 2008, AC Transit is offering introductory discounts for TransLink users: 25 cents off adult cash fares, \$5 off a local adult 31-day pass and \$10 off a transbay adult 31-day pass.

The card was tested with six transit agencies in a pilot program beginning in February 2002 and then was rolled

out on a limited basis on AC Transit, Golden Gate Transit and Ferry, and the Dumbarton Express in November 2006. Now all riders on those transit services will be able to get a card. BART, Muni and Caltrain will begin accepting TransLink in spring 2008, followed by SamTrans and Santa Clara Valley Transportation Authority (VTA) in 2009. Eventually all Bay Area transit agencies will accept TransLink.

account or credit card to load e-cash or a monthly pass to the TransLink card whenever it gets low on value.

- Card and value replacement — If your card is lost or stolen, the card and the value on it can be replaced for a small fee.
- Speed of boarding — Passengers using TransLink get on board much faster than with cash or magnetic payment.

"TransLink takes the uncertainty out of calculating fares," said Jacob Avidon, project manager for TransLink. "Whether you're using just one transit system or transferring between systems, and whether your card is storing cash value, passes or both, TransLink automatically calculates the correct fare. It gives riders one less thing to worry about."

San Anselmo resident Ellin A. Purdom is director of client services for a San Francisco investment advisory firm. She discovered TransLink when she rode the Golden Gate Ferry on a Spare the Air Day last year. "I noticed this machine that passengers were tapping their cards to as they entered to board," she explains.

Now Purdom is a self-confessed "TransLink fan/devotee." Her favorite TransLink feature is Autoload, which allows her to reload her card automatically from her credit card when her balance falls below \$10. "I don't have to add funds manually, or go to a local TransLink office," she says. "It works just like FasTrak."

TransLink is a joint effort of the Metropolitan Transportation Commission (MTC), AC Transit, BART, Caltrain, Golden Gate Transit, Muni, SamTrans, Santa Clara VTA and all other Bay Area transit agencies.

To order a TransLink card, visit the TransLink website at [www.translink.org](http://www.translink.org), or call the TransLink Customer Service Center at 1-877-878-8883.



Regionwide implementation of TransLink means passengers will no longer have to carry exact change or operator-specific tickets or passes. Because TransLink is a smart card designed to store multiple fares, passengers who use more than one transit system will be able either to use electronic cash (e-cash) or to load multiple passes or stored rides on a single card.

Some of the card's other benefits include:

- Automatic reloading through Autoload — A card holder pre-authorizes a secure transfer of electronic funds from a bank

# Ferry Saga Slogs On

*Latest Hornblower Dustup at Congressional Hearing*

Controversy continues to simmer around the National Park Service's decision to award the lucrative Alcatraz ferry contract to proudly non-union ferryboat operator Hornblower Cruises. On September 18, players on one side of the issue testified before the House Natural Resource Committee's Subcommittee on National Parks, Forests and Public Lands. Notably absent was Terry MacRae, Chief Executive Officer of Hornblower.

The hearing was titled "Management of the Statue of Liberty National Monument." This was referring to the fact that Hornblower Cruises has also been awarded the Ellis Island / Statue of Liberty ferry contract in New York, much to the consternation of union and environmental activists. In his opening statement, Chairman Raul Grijalva (D-WV) said his committee was interested in "not only the new contract at the Statue of Liberty but also...the track record of the new concessioner at other NPS sites."

Following are excerpts from testimony offered before the committee:

## **Monique Moyer, Executive Director, Port of San Francisco**

For the past 34 years, the Port of San Francisco has had significant property and economic interest in the Alcatraz Island ferry contract. Regrettably, the Port found itself on the sidelines as a spectator in the most recent competitive selection process conducted by the National Park Service ("NPS"). The solicitation request was issued in July 2004, without any discussion between NPS and the Port... Despite the reliance on Port property to launch the Alcatraz Island service, the first time the Port was shown the plans and aggressive implementation schedule was on June 12, 2006, one month after the contract became final.

In June, August and September of 2006, the Port and the City...requested environmental review, prior to the

commencement of operations. Despite repeated requests to comply with local and state rules and regulations, in September 2006 the NPS launched interim Alcatraz Island ferry operations from Pier 31½ under the contract without environmental reviews.

...(U)nder the contract, implementation of the plan for permanent facilities at our property at Pier 31½ was required to start in February 2007. This deadline was missed.... the refusal to perform environmental review after contract award and the unwillingness of the NPS to enforce contract deadlines has resulted in a diminished quality of service to Alcatraz Island visitors and strained relations with the City and County of San Francisco.

## **Louis Giraudo, on behalf of the Fisherman's Wharf Restaurant Association**

The Fisherman's Wharf Restaurant Association ("FWRA") is comprised of twenty restaurants located on San Francisco's Fisherman's Wharf, all of which have been affected by the relocation of the Alcatraz Ferry Service...

Approximately 1.4 million people who used to spend time on the Wharf while waiting to board the Ferry or after returning from Alcatraz no longer do so. They are now a mile away (at Pier 33, as opposed to the former departure point, which was Pier 41 ½)... (t)his move has created a substantial environmental and economic impact on the Wharf area.

## **Testimony of Brent Blackwelder, President, Friends of the Earth**

In San Francisco, operating as Alcatraz Cruises, Hornblower Yachts has a record of environmental delays with the Alcatraz ferry service...(it) is months behind schedule on installing air pollution controls on its primary diesel vessels, which were due on commencement of operations in September 2006...the boats it is using today do not meet the standards we

supported in the company's bid proposal.

If the promise of cleaner ferries gave Alcatraz Cruises a winning edge over other bidders, then the NPS had a serious obligation to thoroughly examine whether this company could deliver in a timely manner on its environmental promises.

Alcatraz Cruises also appears to be falling further and further behind on its commitment to build a new hybrid solar-and-wind powered vessel within two years of taking over the service... the proposed new "Bay-Tri" hybrid vessel...graced the cover of the ferry operator's bid proposal to the NPS. A model of the vessel was displayed at the NPS and Hornblower offices in San Francisco...(t)here is no technical reason why the Bay-Tri cannot be built on schedule.

By failing to require concessionaires such as Hornblower Yachts and Alcatraz Cruises to fulfill environmental commitments as contracted, the NPS is failing in its responsibility and mission under the National Park Service Organic Act.

**Following the testimony, Speaker Nancy Pelosi issued a statement which included the following:**

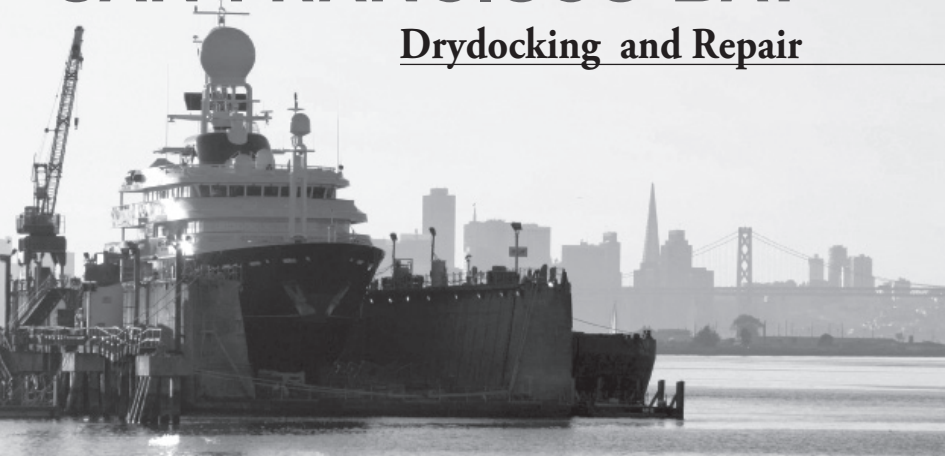
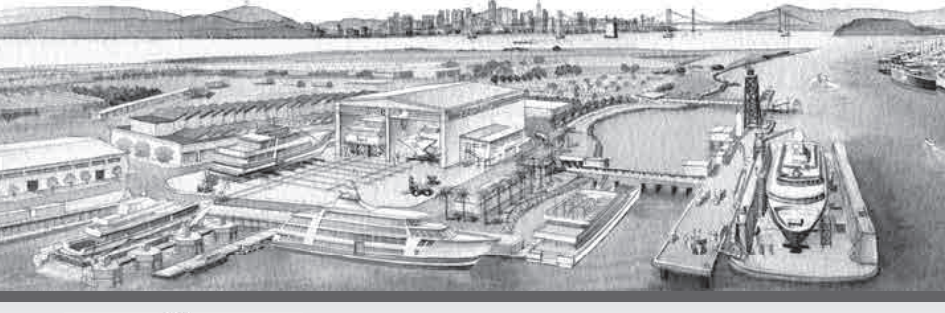
While Hornblower has sought fare increases from ferry riders, it has unjustly replaced a unionized workforce with nonunion workers. The Department of Labor has ruled that the ferry workers should receive the same pay and benefits as they did under the previous contractor, but Hornblower has appealed the decision.


Hornblower should focus its resources on fulfilling its contract obligations, not on replacing unionized employees and charging visitors higher fares. The National Park Service should have considered Hornblower's performance in San Francisco before awarding the company another major contract.

Full transcripts of all of these statements are available at [www.baycrossings.com](http://www.baycrossings.com)

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# Q&A: Emergency Needs Prompt Ferry Changes

## Role, Responsibilities of State/Regional Water Transit Authority Expanded

A new law brings the Vallejo, Alameda/Oakland and Harbor Bay ferries under the aegis of an expanded Water Transit Authority (WTA), now renamed the Water Emergency Transit Authority (WETA). Riders have raised questions about how this change will affect ferry service and what role the new WETA will have. Here, *Bay Crossings* addresses some of these questions.

### What changes might ferryriders expect? Will service or schedules change?

Not much will happen anytime soon, and when changes do occur they will be for the better. No service will be cut; if anything, the number of runs will eventually be expanded. This change has been long in the making, and the long-time initiative of the Bay Council, a leading planning think-tank, as well as many civic, corporate and community leaders. Things look very promising indeed for ferryriders. Much more money—estimates vary, but potentially as much as \$300 million—will make possible more and better service.

But new service won't happen overnight. First, there will be a lengthy process of working out the details of combining the Vallejo and Alameda/Oakland operations, a task that must address a host of legal, political and community concerns. This could take more than a year.

WTA is already well involved in planning possible new service for South San Francisco and Berkeley, but new service for any community not presently served by ferries will not happen quickly. Emergency

preparations, which will principally take the form of stand-by docking and passenger loading facilities, will take months if not years to get started.

In the meantime, service for ferryriders is likely to remain pretty much unchanged.

### What was the thinking behind the change?

The Water Transit Authority (WTA) was created to plan and pave the way for a comprehensive regional ferry service. Specifically, it was responsible for generating massive environmental reports. Along the way it built trust and understanding amongst the region's communities and institutions.

Meanwhile, state leaders like State Senator Don Perata have become increasingly concerned about the Bay Area's readiness to cope with a natural disaster or terrorist strike. The consensus is that our preparations are insufficient to avoid the tragic consequences and buffoonery that transpired in New Orleans in the wake of Hurricane Katrina. To address this shortcoming, the WTA's mandate has been expanded to include

emergency planning. Consistent with this change, the agency's name will be changed to the Water Emergency Transit Authority (WETA). Geography and history show that water transit is the proper focus of rescue planning, as evidenced by the emergency responses after both the 1906 and the 1989 earthquakes.

### How will the new agency be governed?

The eleven members of the current all-volunteer WTA board of directors, ably led by Charlene Haught Johnson, have worked their hearts out for over six years. Through endless meeting after endless meeting, they have done the heavy lifting of advancing the vision of a comprehensive regional ferry system.

The governor appoints three members to the new board, and the Senate and Assembly get one appointment each, for a total of five members in all. The community is relying on State Senator Perata to do all he can to encourage the appointment of board members friendly to ferryriders.

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Sunday, November 18**	St Louis Rams	1:15pm	10:00am
Sunday, December 9**	Minnesota Vikings	1:05pm	10:00am
Saturday, December 15**	Cincinnati Bengals	5:15pm	2:45pm
Sunday, December 23	Tampa Bay Buccaneers	5:15pm	<b>NO BUS SERVICE</b>

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# WATERFRONT ACTIVITIES

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- October 6 10AM - 3PM, Bair Island - Corkscrew Slough, Redwood City, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Join us for an exploration by sea kayak of Bair Island and Corkscrew Slough! Launching from the public boat ramp on Redwood Creek in Redwood City, we cruise through a paddler's paradise of intimate waterways and tidal marshes within a national wildlife refuge. This is a fun day of easy paddling in a spectacular, calm-water wonderland right in your own backyard! Includes kayak, all gear, and guides. Cost \$100. Call to reserve or book online.
- October 13 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? This 4 hour class allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks, and Sit-on-Tops. Learn the basic strokes and the difference between boat types. We emphasize basic water safety, but save capsized recovery practice for a later session. Includes kayak and all gear, instruction, and coupon for future rental, good for 2 hours! Cost \$59. Call to reserve or book online.
- October 13 10AM - 3PM - Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. While paddling the majestic Bay, take in the spectacular views of San Francisco, Mt. Tamalpais, Mt. Diablo, and the East Bay areas. \$85 including equipment.
- October 14 7AM - 12PM - Monterey Diving, Advanced Diving Technologies, 925-532-2111, [www.adtscuba.com](http://www.adtscuba.com)**  
Now is the time to be diving! The 'Viz' is great and the sun is out. This time of year we see the jellies returning along with the Sunfish. It is truly incredible. The whales and dolphins have been sighted every weekend. Dive the DV Escapade for 2-tank dives, refreshments and more. Nitrox available. Call today for details.
- October 14 8AM - 7PM - Women Skippers Regatta, Sausalito Yacht Club Auxiliary, 415-381-5475, [www.syconline.org](http://www.syconline.org)**  
Come join us for an opportunity to get on the helm and compete against other women skippers in an environment that is dedicated to promoting sailing and sail education for women. This is a one-day, three race event that donates all proceeds to the Tall Ship Semester for Girls, an accredited educational program open to young women in grades 10-12 that ties academics to sail training through a semester at sea. For more information contact G. Ward at 415-381-5475.
- October 14 9AM - 5PM, Big Boat Motoring Clinic, Club Nautique - Sail & Powerboating School, 510-865-4700, [www.clubnautique.net](http://www.clubnautique.net)**  
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- October 17 7PM - 9PM - Open Meeting: Divers Share Most Exciting Stories, Marin Scuba Club, San Rafael, 415-453-9556, [www.marinscuba.org](http://www.marinscuba.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: [marinsclubmembership@yahoo.com](mailto:marinsclubmembership@yahoo.com).
- October 20 4PM - 6 PM - Free Monthly BBQ, OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Cap off a great day of sailing with a free BBQ, refreshments and great company. OCSC's free monthly BBQ is an OCSC tradition, and everyone is invited! Whether you are new to sailing or an old sea dog, come join us and enjoy the afternoon!
- October 21 9AM - 4PM, Forward Stroke Clinic, with Brent Reitz, California Canoe & Kayak, Half Moon Bay, 800-366-9804; [www.calkayak.com](http://www.calkayak.com)**  
This one-day course introduces you to the finer details of the forward stroke. Brent Reitz, world class racer and 6-time National Wildwater Champion, discusses stroke mechanics, body posture, boat dynamics, and more. We video and critique your stroke during the class! Most of the day is spent on the water practicing strokes. It's not pure strength, but good technique that's important! Includes kayak, all gear, coaching and videography. Cost: \$159. Call to reserve or book online.
- October 21 9AM - 5PM, Poke Your Nose Out The Gate, Club Nautique - Sail & Powerboating School, 510-865-4700, [www.clubnautique.net](http://www.clubnautique.net)**  
Go sailing outside the gate with a Coast Guard licensed Club Nautique instructor aboard. Board one of our offshore equipped boats in Richmond and head out the Gate. The goal is to get around the San Francisco Sea Buoy, 11 miles west of Mile Rock. Sometimes we make it, sometimes we don't. Either way it's a great sail. A PFD and a arness with tether are mandatory so make sure you bring them with you. Cost \$145 for members/ \$195 non-members. Call for more information.
- October 21 10AM - 3PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Experience one the premier paddling destinations in California on this guided kayak tour. Colorful sea stars slide beneath your kayak as majestic Tule Elk roam the hillsides. \$85 including equipment.
- October 21 5PM - 8PM - Sausalito Starlight Paddle, UCSF Outdoor Programs, 415-476-2078, [outdoors.ucsf.edu](http://outdoors.ucsf.edu)**  
Starlight, the Bay, and a chance to share the experience with new friends and old. Plan to meet at Dunphy Park in Sausalito. We'll talk safety, paddle onto the bay, and share a snack. \$65
- October 24 6PM - 8 PM - Moonlight Sail, OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Set sail aboard one of our larger yachts skippered by a professional OCSC skipper and enjoy a relaxing night out on the Bay. You can soak in the beauty of the twinkling city lights while not lifting a finger; or pitch in and take the helm. Following the sail we will serve chili, chips, salsa, snacks, and beverages. A great time to get to know other like-minded sailors. \$30 for members, \$40 retail. Call to make your reservation.
- October 26 6PM - 9PM - Full Moon Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Navigating your kayak by moonlight is a mystical experience you won't soon forget. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. \$65 including equipment.
- October 27 9AM - 5PM, Radar/GPS Clinic, Club Nautique - Sail & Powerboating School, 510-865-4700, [www.clubnautique.net](http://www.clubnautique.net)**  
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## Gosolarmarin Organizes Homeowners Seeking Solar Power

**G**osolarmarin, a non-profit coalition of San Rafael homeowners interested in purchasing solar energy, will hold its first meeting Monday, October 1, in the Tamalpais Room at the San Rafael Corporate Center. Dana Armanino, the Green Business Coordinator for Marin County, will attend the meeting and be available to answer questions.

Lisa Max, gosolarmarin's organizer and a member of the Executive Steering Committee of the Lincoln San Rafael Hill Neighborhood Association (LSRHNA), began accepting expressions of preliminary interest from Marin County homeowners two weeks ago. She said that more than 150 homeowners had already expressed an interest in joining the group.

"The allure of solar energy as a green alternative at a discounted price has struck a responsive chord in the community," said Max. "Newspaper and television coverage, coupled with support of the Federation of San Rafael Neighborhoods, and the Executive Committee of Sustainable San Rafael, have helped spread the word rapidly."

Max said that the objectives of the meeting were to answer general questions, create a committee to develop a Request for Proposal (RFP) to present to the solar companies who have expressed an interest in working with gosolarmarin, and set an agenda for next steps as she continues to meet with companies.

"We are not at a point where people

have to make an opt-in/opt-out decision," Max said. "However, we do want to make sure that we have a group of sufficient size and commitment to go to the next step. We certainly want to be through the RFP stage by year's end."

Max has met with more than a dozen companies and consultants over the past six months as she developed her concept. In earlier meetings, the companies told her that they were interested in working with community groups to conduct informational meetings and discuss construction and permit issues. The current companies that have expressed an interest are Cooperative Community Energy Corporation (CCEnergy), Marin Solar, SolarCraft Services, and SPG Solar.

In preliminary discussions, companies have suggested that a 30 percent savings on installation costs over individual installations is possible if the work is contracted by a large enough group of homeowners. There are also federal, state and local incentives available. Max said she has also made preliminary contact with banks to determine if they would be willing to provide financing incentives.

Max first thought of organizing a community solar purchase three years ago when she and her husband moved from Bellevue, WA to Marin County. Last winter, she learned of a solar project on the Peninsula; to date, 78 residents have enrolled in that program, along with 119 homes in Mountain View and 20 homes in Woodside. Nine other Bay Area



Photo Courtesy of Marin Solar

community groups are in various stages of the process.

"The response here has been overwhelmingly positive," she said. "We have the opportunity to do a good thing and

save money for all of the participants." Max said that interested individual homeowners and neighborhood associations should contact her at 415-847-0900 or via email at [gosolarmarin@yahoo.com](mailto:gosolarmarin@yahoo.com).

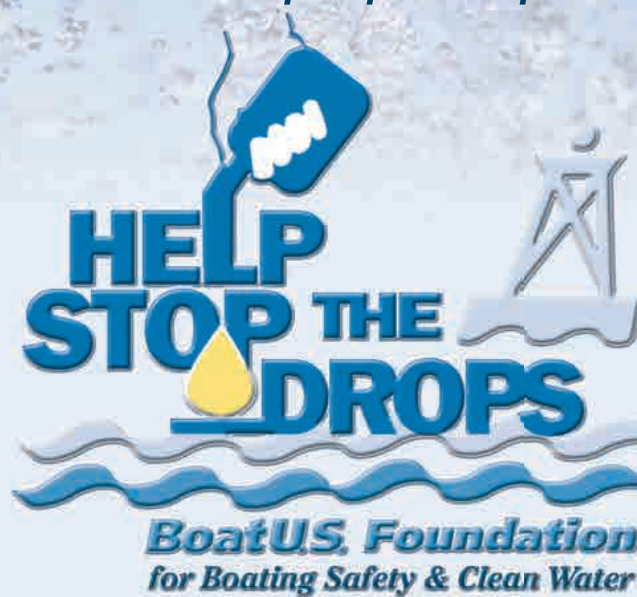


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Photo by Scott Hargis Photography

Left to right: Cuchulainn, Strangelove, Chile Pepper, Akula, and unknown boat competing in the 2007 Rolex Big Boat Regatta, San Francisco.

# Rolex Big Boat Regatta Thrills Race Fans

BY BILL PICTURE

The choppy waters and changing currents of the Bay proved challenging for even the most seasoned sailors in last month's Rolex Big Boat Series. The annual regatta, a San Francisco tradition since 1964, is widely regarded within the sailing community as one of the West Coast's premier sailing events. Hosted by the St. Francis Yacht Club, it consistently attracts some of the country's top competitors and fastest boats.

The Big Boat Regatta is one of the most spectator-friendly of the big boat races; the finish line for the last race of the day in each class is set a few dozen yards away from the St. Francis Yacht Club's deck. Deep water at the edge of the club's property allows competing boats to come practically within spitting distance of the crowds that gather onshore. By the series' end on Sunday, spectators had lined

the entire shore from Pier 39 to Crissy Field, watching sailors maneuver their vessels through the fast-moving pack and attempt to harness afternoon gusts of 12 to 15 knots.

Organizers, competitors and spectators enjoyed nearly postcard-perfect conditions for this year's four days of races. The entire series was set against a background of mostly clear skies, except for a thin veil of fog steadily standing guard at the entrance to the Bay and enshrouding the Golden Gate Bridge, which is the halfway point for many of the races in the Rolex Big Boat Series.

Larger boats in the IRC fleets raced to a designated mark beyond the Golden Gate, just offshore from the Point Bonita Lighthouse. Organizers chose this location because winds and currents where the Bay meets the Pacific make for sizeable swells. These swells, they say, help separate the men from the boys.

Of the more than 100 boats entered in this year's grand-prix, which took place

from September 13-16, nearly one-third represented yacht clubs located outside of the Bay Area, 14 from outside of California. In fact, competing in the four

IRC-handicapped and six one-design classes that comprise the Rolex Big Boat Series were crews from as far away as Vancouver, Tokyo and Torquay, a seaside



Photo by Scott Hargis Photography

Sjambok, skippered by Michael Brennan, sails in the Rolex Big Boat Regatta, San Francisco, September 15th, 2007.



Photo by Scott Hargis Photography

Rosebud, skippered by Roger Sturgeon, sails in the Rolex Big Boat Regatta, San Francisco Bay.

for next year's J/105 North American Championship, which the St. Francis Yacht Club is set to host in August 2008.

Returning J/105 class champion Chris Perkins of San Francisco and his vessel, *Good Timin'*, once again beat out the competition. After having taken some time off recently, Perkins and his crew were afraid they might be a little rusty. "We are shaking off the cobwebs for this regatta," he said. On Sunday, Perkins was awarded the Commodore's Cup, one of six Perpetual Trophies re-awarded each year.

IRC B class competitor Lani Spund of Los Gatos, skipper of *Kokopelli2*, was neck-and-neck with a crew from Sacramento going into Sunday afternoon's final heat. But, in the last race, he managed to earn the one point he needed to break the tie. Spund was awarded the City of San Francisco Trophy, one of the two golden spades used to break ground for the Golden Gate Bridge back in 1933.

For more information on the Rolex Big Boat Series, visit [www.stfyc.com](http://www.stfyc.com).

resort area in southern England.

One of the most competitive classes in this year's Rolex Big Boat Series was the J/105 class. One-third of the boats competed in this class, making it one of the event's fastest-growing categories. Organizers say this is because crews from all over the United States are gearing up



Photo by Scott Hargis Photography

Left to Right: Grace Dances, J-World, Jolly Mon, Twist.

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**Vallejo** Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Marine World amusement park.

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

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## SMOOTH MOVE: MASSIVE NEW BAY BRIDGE DECK SEGMENT SLIDES INTO PLACE WITH EASE

# Tricky Labor Day Operation Races to Early Finish

BY BRENDA KAHN

So smooth, it was like sliding in a drawer. That's how one local news organization described the delicate process of rolling in a new 6,500-ton segment of the upper deck of the San Francisco-Oakland Bay Bridge over Labor Day weekend. The operation also was remarkably fast, with the installation taking a little under three hours, about half the time originally predicted. In fact, nearly every aspect of the complex retrofit-by-replacement just to the east of the Yerba Buena Island Tunnel was so well-orchestrated that Caltrans and the Bay Area Toll Authority (BATA) were able to shave 11 hours off the schedule, and reopen the bridge to traffic at 6 p.m. on Labor Day proper – far ahead of the

original deadline of 5 a.m. on Tuesday.

There were many heroes helping to deliver the tricky project, not the least of which were the 250 or so intrepid construction workers, truck drivers and big-equipment operators who toiled around the clock over the three-day weekend. Then there's the man presiding over it all, C.C. Myers, the larger-than-life figure who heads the construction firm that bears his name.

"We're risk takers, but we always make our schedules," said a confident Myers on the Saturday afternoon of the three-day operation, no doubt referring to his firm's near-miraculous performance in speedily rebuilding a key element of the fire-damaged MacArthur Maze in Oakland this past May. Behind him, crews worked at a fast clip with massive mechanical claws and equally massive jackhammers to

demolish old deck section and haul away the multiton chunks of rebar-and-concrete debris. The challenging task required precision aim to avoid damaging the new deck columns standing just a few feet away from the old deck.

Kudos also are due to the Caltrans public information staff, who did their utmost to alert travelers up and down the state about the bridge closure well in advance of the Labor Day weekend, and to the transit operators that beefed up service, particularly the ferry systems and BART. Bay Area residents did their civic duty by cutting back on driving and hopping on transit to partake of the weekend's rich cultural offerings, from a Summer of Love commemorative concert in Golden Gate Park to the Art & Soul festival in Oakland.

BART, which took the unusual step

of offering all-night service to 14 stations, reported record ridership over the weekend. While there were some bottlenecks here and there, Bay Area freeway travel was relatively light, and the doomsday scenario of regional gridlock never materialized.

By late Sunday evening, crews had carved a neat, football-field-sized hole out of the upper deck, and had laid rails across the lower deck. Just after midnight, the new steel rebar-and-concrete slab, which had been built over a period of several months to the south of the existing deck, started to roll across the rails with a slim margin of a mere three inches on each side.

"The new viaduct to the tunnel improves the seismic safety of the current bridge, and eventually will hook up to the new East Span that's under construction to the north of the existing bridge," said Andrew Fremier, deputy

director for BATA, which is staffed by MTC.

Taking advantage of the extended bridge closure, BATA and Caltrans staff used the holiday weekend to reconfigure the toll plaza, adding a peak-hour FasTrak®-only lane (for a total of eight) and extending striping so as to separate cash payers from those paying their tolls electronically a full 2,600 feet back from the toll plaza, a distance that is more than four times longer than the previous approach. Newly installed signage also will help guide drivers to the correct lane, and minimize weaving.

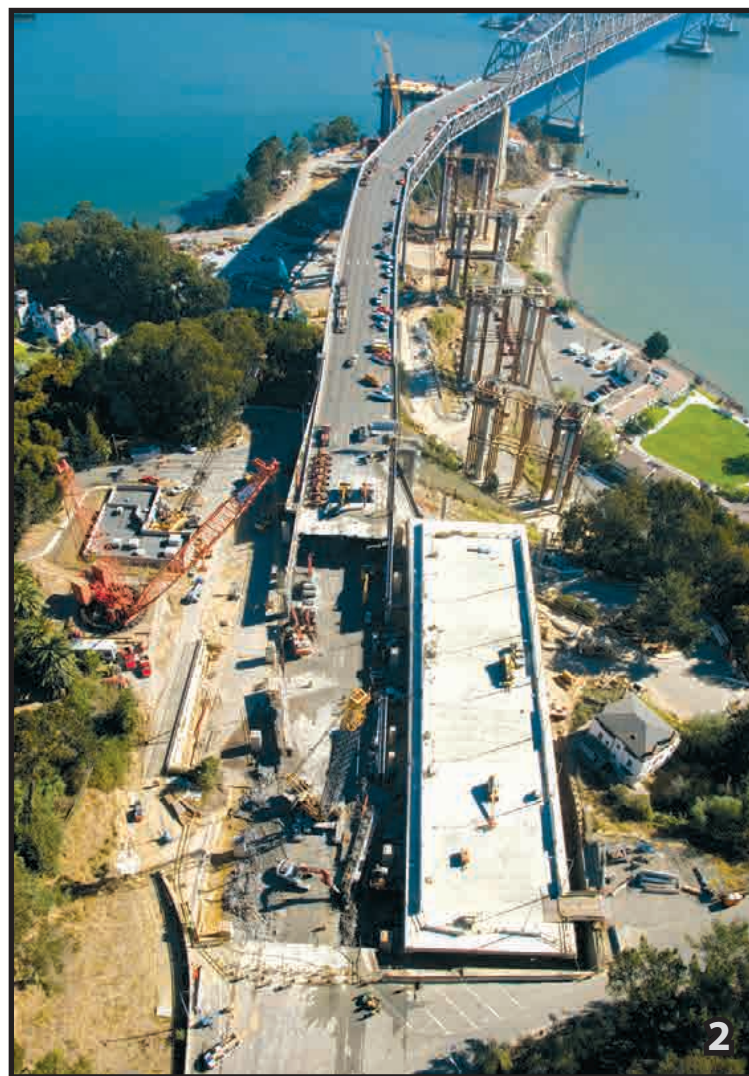
At 2 p.m. on Monday — Labor Day proper — Caltrans and BATA held a press conference where they made a dramatic announcement: Instead of requiring the full 81 hours allotted for the job, the bridge would open by 6 p.m. that day, just 70 hours from the start of construction. With the announcement, the few glitches that had threatened the operation, from a shortage of trucks to haul away debris, to tougher-than-expected rebar that slowed the initial demolition, faded into distant memory.

“It was an amazing accomplishment,” said Caltrans Director Will Kempton.

### Photo Album

**Adjacent page:** Normally the busiest bridge in the region, the Bay Bridge was eerily devoid of traffic over Labor Day weekend due to a three-day closure to allow two critical projects to proceed: the replacement of a key section of the East Span upper deck, and the reconfiguring of the toll plaza. This page, clockwise starting at upper right corner: 1) The Bay Area Toll Authority and Caltrans restriped the Bay Bridge approach to separate FasTrak® users from cash-payers further downstream from the toll plaza. 2) Crews excavated a football field-sized chunk of the upper deck to make way for the new piece. 3) By early Monday morning, the new, seismically stronger deck piece was rolled into place. 4) A temporary truck shortage slowed the hauling of the massive debris.

**Credits:** All aerial photos on pages 12 and 13 © 2007 Barrie Rokeach, [www.rokeachphoto.com](http://www.rokeachphoto.com); close-up photo of debris chunk by Noah Berger.



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# Skill, Intelligence, and Training

BY SCOTT ALUMBAUGH

*"I was born so long ago that I grew up before the era of gasoline. As a result, I am old-fashioned. I prefer a sail-boat to a motor-boat, and it is my belief that boat-sailing is a finer, more difficult, and sturdier art than running a motor. Gasoline engines are becoming fool-proof, and while it is unfair to say that any fool can run an engine, it is fair to say that almost any one can. Not so, when it comes to sailing a boat. More skill, more intelligence, and a vast deal more training are necessary."*  
--Jack London

As you cross the San Francisco Bay, you often see tall ships—not large ships, like tankers or container ships. I'm talking about tall ships, as in ships with tall masts and no engines, from what is generally referred to as the Age of Sail.

And as much as I like roller furling and oversized self-tailing winches and other conveniences of a modern boat, I much prefer the look of a square or gaff-rigged sail to the triangular Bermuda rig. I especially like this look as it sails hard by the Golden Gate, silhouetted against a setting sun.

I'm not alone in that regard. Many are taken in by the romance of wooden ships. And for those who want to learn more, we are lucky to have the San Francisco Maritime National Historical Park. The SFMNHP has acquired and restored a number of historic ships, creating floating museums along the Hyde Street Pier.

There is no charge to stroll the pier and get a close look at ships like the 300-foot *Balclutha*, or the lumber schooner *C.A. Thayer*. The entire area is filled with artifacts and equipment, and their histories and uses. For instance, you can learn why the toilet on a sailboat is called the "head" while you are, well, using the public toilet on shore. But be forewarned: You might find that after reading the explanation and seeing the illustrations, you'd prefer to sail on a fiberglass boat after all.

But before you stroll back to your

civilized life, take a close look at the scow schooner *Alma*, docked near the end of the pier. From 1891 to 1918, *Alma* shuttled cargo around the Bay under sail. In those days the best highways around the Bay Area were the waterways, and over 400 of these craft were constructed around the Bay.

Back in her working days, *Alma* would load up with oyster shells from Alviso, and then sail them up to Petaluma to sell to chicken farmers. The chicken farmers would grind up the shells and feed them to hens to harden the hens' eggshells for the wagon trip to the city. On other runs, hay would be loaded up to 30 feet above deck level, and the captain would have to stand on a ladder to steer.

Five generations of Californians have stood on *Alma's* decks. Thanks to the San Francisco Maritime National Park Association—which operates the Maritime Museum, membership programs, fundraising and education programs on behalf of the SFMNHP—the latest generation is the youngest. The Association enables 2,000 school children a year to sail *Alma* and learn about their seafaring heritage.

Most sailors today wouldn't even try to get their boats in or out of a slip without an engine, let alone try to maneuver cargo in the strong winds and currents of the Bay. Some sailors might even note that just as the "gasolene" engine can be operated by

almost anyone, other conveniences like the GPS, auto-helm, and wind indicator have made it so that almost anyone can operate a sailboat. Or think they can, anyway.

Take a minute, then, to appreciate the skill, intelligence, and training it would take to sail a fully-laden, flat-bottomed schooner like *Alma* from atop a ladder. And think about contacting the Association to see how you can help keep this heritage alive.

#### For more info:

San Francisco Maritime National Park Association  
<http://www.maritime.org/index.htm>

#### Alma:

<http://www.nps.gov/archive/safr/local/alma.html>

#### Scott Alumbaugh

is a US SAILING certified, Coastal Passage making instructor. He holds a 100-Ton Masters license, has worked as a delivery and charter skipper in the United States, Mexico and in the Caribbean, and is a sailing instructor at OCSC Sailing in Berkeley Marina.



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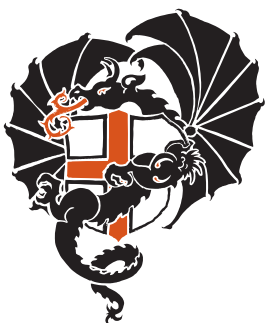
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# When You're Hot, You're Hot

*San Francisco's Newest Brewery Serves Up Chili Beer*

BY JOEL WILLIAMS

From 1898 to 1909, the Wunder Brewing Company was located at Greenwich and Scott Streets in San Francisco. Recently, four native San Franciscans revived the name of the noted brewery for a brewpub located on Ninth Avenue in the vicinity of Golden Gate Park. Their goal is to serve great beer with fantastic food in true San Francisco style.

Brewer John Wonder, along with partners Carl Durham, Augustus Vastardis and Alex Frantz, moved into the former



Photo by Joel Williams

Brewer John Wonder samples his product right out of the tank.

location of Eldo's Brewery in the Sunset District in June and were able to reopen in less than a month. This was no small feat, as the brewing process alone is usually at least two weeks from grain to glass.

When I visited Wunder Brewing Company, the brewpub had seven fresh, clean beers on tap, ranging from a light American wheat beer to a full flavored Scottish ale. The Scottish ale in particular stood out as a stellar example of that style, with a rich malty flavor that comes from no less than six different kinds of malted barley. It has a delicate balance and is deceptively smooth for a beer with 7% ABV. The porter was also exceptional and had a silky finish with nice smoky and chocolate flavors.

Wunder's most unique beer by far is the chili beer. Yes, chili beer. Wonder simply takes his Pale Ale and adds whole habanero chili peppers to it in kegs. The result is a very distinctive flavored beer that definitely has a spicy kick to it. I have had beers flavored with jalapeños before, and I found this one to be much tastier. I will say, however, that the resulting burn would probably make it difficult to have more than a pint or two—yes, that is a challenge!

The brewpub is also bringing in a lager yeast and soon plans to make a version of a San Francisco common beer; this is also known as a steam beer, but Anchor Brewing

has apparently trademarked that term. The common beer will be a great complement to Wunder Brewing Company's current lineup, and a fitting tribute to a style of beer that is representative of San Francisco's brewing heritage.

In terms of his background, John Wonder is a veteran who was already a home brewer when he decided to go to UC Davis with the intention of pursuing a degree in science. He ended up getting a degree in Fermentation Science with an emphasis on winemaking. Wonder then went to Napa, where he pursued a winemaking career. Although he enjoyed the work, he never felt like he truly fit into the wine upper crust. He decided to turn back to brewing. Fourteen years and several brewing positions in California, Florida and Hawaii later, Wonder has returned home and is ready to start a new chapter by bringing the Wunder name back to life. Wonder had grown up with a poster for the original Wunder Brewing Company on his wall, which he liked because of the similarity to his last name. When the right space became available, Wonder and his partners bought the rights to the Wunder name and realized their dream.

The interior décor of the brewpub is dedicated to the history of San Francisco, with classic photos and artifacts celebrating the city's past. The upstairs has been converted to an informal lounge with comfortable wicker furniture. The most striking feature of the interior, however, is the beautiful 40-foot bar that runs almost the entire length of the restaurant.

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



## Paws on the Square

Bring your family and furry friends down to Jack London Square for a day of contests, vendor booths, and entertainment to sooth those savage beasts. Hop-A-Long animal rescue shelter will be on hand to provide valuable information on pet adoption and spay and neuter practices.

**Date:** Saturday, October 13 **Time:** 10AM to 2PM **Location:** Foot of Broadway

## Haunted Harbor

A safe family event for Halloween. Costume contests for kids, dogs and adults...plus live children's musical entertainment and activities. Scary lights yacht parade in the estuary at night-fall.

**Date:** Saturday, October 27 **Time:** 4PM to 10PM **Location:** Foot of Broadway

## United Nations Birthday Celebration

In celebration of the founding of the United Nations, Jack London Square will host a parade of international flags, including live music with guest speakers and a traditional flag raising.

**Date:** Sunday, October 21 **Time:** 11AM to 1PM **Location:** Water Street

## USS Potomac Cruise and Angel Island Tour Combo

Begin your adventure with a leisurely cruise to Angel Island aboard the Presidential Yacht *USS Potomac*. Enjoy a

document led tram tour of Fort McDowell and other significant historical sites. A Gourmet Box Lunch and beverages will be provided on the tour. Price is \$85 per person. Call 510-627-1215 or

visit [www.usspotomac.org](http://www.usspotomac.org) for more information.

**Date:** Wednesday, October 24 **Time:** 10AM to 3PM **Location:** 540 Water Street.

# ALAMEDA | OAKLAND FERRY



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

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



**510.749.5837 | [www.eastbayferry.com](http://www.eastbayferry.com)**

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

# GET THERE BY FERRY

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WATER TRANSIT AUTHORITY

WTA

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
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----
6:35	7:05	7:10	7:40	11:00	12:00	12:30pm	1:20pm
7:10	7:40	7:45	8:15	1:30pm	2:20pm	2:30	3:20
7:50	8:20	8:30	9:05	3:30	4:20	4:30	5:20
8:20	8:50	9:10	9:45	5:30	6:20	7:00	7:50
9:15	9:50	10:10	10:45	One-Way Ferry Fares			
10:10	10:45	10:55	11:30	LARKSPUR SAUSALITO			
11:10	11:45	11:55	12:30pm	Daily Daily			
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare \$7.10 \$7.10			
12:40pm	1:15	1:25	2:00	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			
4:15	4:45	4:55	5:25				
-----	-----	*5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

\*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	3:35	4:05	4:15	4:45
3:20	3:50	4:00	4:30	5:00	5:25	5:35	6:05
4:45	5:15	5:30	6:00	6:20	6:45	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](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.



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415-331-6267

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



Adventure Cat					
2007 Departure Schedule		BAY CRUISE		SUNSET CRUISE	
September 4 to September 30		1:00 P.M.	3:00 P.M.	6:00 P.M.	
Sunset cruise includes hors d'oeuvres and two drinks for \$45.		Bay Cruise Rates: Adults: \$25 / Children 6-12: \$15 / Kids 5 and under: Free			
(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
6:00am	6:10am	6:30am	-----	9:00 am	9:10 am	---	9:35 am
7:05	7:15	7:35	-----	10:40	10:25 *	11:10	11:25
8:10	8:20	8:40	-----	12:20 pm	12:10 pm*	12:50 pm	1:05 pm
9:15	9:25	9:45	10:00	1:55	1:45 *	2:25	2:40
11:00	10:50	11:30	11:45	4:00	3:45 *	4:30	4:45
12:45pm	12:35pm	1:15pm	1:30pm	5:45	5:30 *	---	6:20
2:30	2:20	3:00	3:10	7:20	7:05 *	7:50	8:05
4:40	4:30	5:10	-----	8:55	8:45 *	9:20	9:30
5:50	5:40	6:15	-----	10:30	10:20*	---	11:00
6:20*	6:10*	-----	7:00	Weekends and Holidays from San Francisco			
6:55	6:45	7:20	-----	Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland
7:55	7:45	8:20	-----	8:30 am	---	9:10 am	9:00 am
8:55	8:45	-----	9:25	9:45	10:00	10:20	10:35
Weekdays from San Francisco				11:35	11:50	12:10 pm	12:20 pm
Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland	1:10 pm	1:25 pm	1:45	1:55
-----	6:30am	7:15am	7:05am	2:50	---	3:45	3:55
-----	7:35	8:20	8:10	4:55	5:10	5:30	5:40
-----	8:40	9:25	9:15	6:30	6:45	7:05	7:15
10:15	10:30	10:50	11:00	8:10	8:25	8:45	8:55
12:00pm	12:15pm	12:35pm	12:45pm	9:40	9:55	10:15	10:25
1:45	2:00	2:20	2:30	<b>ALAMEDA/OAKLAND FARES:</b>			
3:45	4:10	4:30	4:40	One Round 10Ticket 20Ticket Monthly			
-----	5:20	5:40	5:50	Way Trip	Book*	Book*	Pass
5:20	5:45	6:10	6:20	Adult (13+)	\$5.50	\$11.00	\$45.00 \$80.00 \$150.00
-----	6:25	6:45	6:55	Child (5-12)	\$2.75	\$5.50	
-----	7:25	7:45	7:55	Child under 5**	FREE	FREE	
-----	8:25	8:45	8:55	Senior (65+)	\$3.25	\$6.50	

\* On Giants weekday home game nights, these departures stop at AT&T Ballpark before proceeding to Pier 41.

**Schedule information harvested online. Schedules are subject to change. October, 2007**

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.

# Blue & Gold Ferry

BAY CRUISE			
Leave PIER 39			
Weekdays	Weekends and Holidays		
10:30am 11:00pm 11:45 1:00pm 2:45	3:15pm 4:00 4:45 6:00	10:30am 11:00 11:45 1:00pm 6:00	2:00pm 2:45 5:30 6:00
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 .....	\$21.00	Junior (12-18) .....	\$17.00
Senior (62+) .....	\$17.00	Child (5-11) .....	\$13.00
Special Rates On Line			

ANGEL ISLAND					
Weekdays					
Depart Ferry Building	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Building	Arrive Pier 41
9:25am	9:45am	10:25am	10:30am	-----	10:50am
-----	-----	-----	3:20pm	4:20pm	3:45*
-----	-----	-----	4:25	-----	4:55
Weekends					
Depart Ferry Building	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Building	Arrive Pier 41
9:20am	9:45am	10:10am	10:20am	11:10am	11:35am
11:20	11:45	12:10pm	12:15pm	1:35pm*	1:10pm*
1:45pm*	3:20	3:45	3:55	5:15*	4:50*

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
6:25am	6:55am	7:00am	7:30am
7:40	8:10	8:15	8:45
8:50	9:20	-----	-----
-----	-----	4:30pm	5:00pm
5:05pm	5:35pm	5:45	6:15
6:20	6:50	7:00	7:30

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 <a href="http://goldengateferry.org">goldengateferry.org</a> .	
For more information, visit <a href="http://www.eastbayferry.com">www.eastbayferry.com</a> for Alameda/Oakland service and <a href="http://www.baylinkferry.com">www.baylinkferry.com</a> for Vallejo service. Or call Blue & Gold Fleet at (415) 705-8200.	

[http://www.baycrossings.com/ferry\\_schedules.asp](http://www.baycrossings.com/ferry_schedules.asp)

# 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
8:45am	9:55am	-----	-----
10:00	11:10	11:20am	11:30
11:30	12:40pm	-----	-----
1:00pm	2:10	-----	-----
3:00	4:30	4:00pm	4:10pm
4:05	5:15	-----	-----
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 <a href="http://www.baylinkferry.com">www.baylinkferry.com</a> 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
1:00pm 3:00	1:20pm 3:30
Weekends	
10:00am, 5:00pm hourly	10:20am, 5:20pm hourly
July 4, 2007	
10:00am, 5:00pm hourly	10:20am, 5:20pm hourly
Schedule Subject to change w/o notice	Adults (12 and over) \$10.25 Seniors \$10.25 Children (5 - 11) \$8.00 Children (4 and under) Free* Bicycles \$1.00
<a href="http://www.angelislandferry.com">www.angelislandferry.com</a>	Call (415) 435-2131

# 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.	
<b>Fare:</b>	
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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Mendocino  
707 937-5005

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Red & White	
BAY CRUISE SCHEDULE	
PIER 43 1/2	
Monday through Sunday	
10:00am	3:00
10:45	3:45
11:15	4:15pm
12:30pm	5:00
1:15	5:30
1:45	6:15
2:30	

Ferry Building Line	
All Ferry Building Line Cruises depart from Ferry Building Gate E.	
May 23, 2007- September 2, 2007	
<b>Wednesday, Thursday &amp; Sunday</b>	<b>Friday &amp; Saturday</b>
11:00am - 12:30pm	11:00am - 12:30pm
1:00pm - 2:30	1:00pm - 2:30
3:00 - 4:30	3:00 - 4:30
5:00 - 6:30	5:00 - 6:30
<b>Monday &amp; Tuesday</b>	No scheduled cruises, available for group charters

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

# Richmond's Maritime Industry - Bay Area's Best

The city of Richmond is well known for its rich maritime history. During World War II, over seven hundred war ships were constructed at Kaiser Shipyards, which made it the largest shipbuilding operation in the United States.

Today, the waterfront and surrounding areas are still teeming with maritime activity catering to both the leisure and commercial communities. From marinas offering stunning views of the bay and the San Francisco skyline to deep water docks for larger ocean going vessels along with boating service and supply stores, yacht clubs, yacht sales, and even a sailing school, the maritime industry still thrives in the city of Richmond.

We encourage you to experience firsthand the following reputable Maritime Industry Businesses located along and around Richmond's scenic waterfront areas:

**1. Bay Marine Boat Works, Inc. (800) 900-6646**

A full-service boatyard specializing in fiberglass and wood repairs, topside and bottom painting, sandblasting, welding, electrical and mechanical repairs.

**2. Brickyard Cove Marina (510) 336-1933**

Brickyard Cove Marina has 250 berths, 125 dry storage, All's Fare Restaurant, Custom Canvas, Tradewinds Sailing, Easom Racing and Rigging, Quantum Sails, Passage Yachts, Swedish Marine and available office space with spectacular views of San Francisco Bay

**3. Channel Marina Yacht Harbor (510) 233-2246**

Private harbor with over 70 covered and uncovered berths and a fuel dock.

Richmond Community  
Redevelopment Agency  
Office of Economic Development  
(510) 307-8140  
[Richmondca4business.com](http://Richmondca4business.com)

**4. Club Nautique (866) 606-7245**

Award winning sailing school with the largest, newest, best equipped fleet of sail and powerboats for lessons and charters from beginners to offshore.

**5. Foss Maritime (510) 307-7820**

Foss operates the largest, most modern fleet of tugs on the West Coast and provides a full range of marine transportation services, including Harbor Services, Ocean Towing, Shipyard and Terminal Services.

**6. Keefe Kaplan Maritime, Inc. (510) 237-4141**

KKMI is a complete Marine Service facility and internationally recognized yacht brokerage, world-class boatyard, and an on-site Marine Store.

**7. Levin – Richmond Terminal Corporation (510) 232-4422**

Private bulk cargo marine terminal and short-line railroad interchanging with Union Pacific and BNSF – Offering import/export services and deep water berthing.

**8. Mackay Marine (510) 669-9560**

Providing complete solutions for maritime navigation and communications electronic systems including 24-hour on-site repairs anywhere on the Bay Area.

**9. Marina Bay Yacht Harbor (510) 236-1013**

845-slip marina in a deep draft harbor surrounded by the Bay Trail and 4 parks. Amenities include Salute's Restaurant, Aminis' Deli and the Marina Bay Yacht club.

**10. Passage Yachts, Inc. (510) 236-2633**

Passage Yachts has a full-service brokerage and new sailing and power yachts from Beneteau, Island Packet and Wauquiez.



**11. Point San Pablo Yacht Club (510) 233-1046**

A private club, located at the north end of the Santa Fe Channel – Always accepting applications for new members.

**12. Quantum Pacific Sail Makers (510) 233-1046**

Provides custom service – sail maker for all types and sizes of sailing craft

**13. Richmond Yacht Club (510) 237-2821**

Since its inception in 1932, the Richmond Yacht Club has been the home of sailors and has developed a reputation as “the ‘sailingest’ club on the Bay.”

**14. Richmond Yacht Harbor, LTD. (510) 235-1176**

RYH, Ltd. is a small privately-owned yacht harbor on the Santa Fe Channel in Pt. Richmond. Quiet, deep water accommodates boat sizes of 20-75 feet. Marine architect and custom repairs on site.

**15. Richmond Yacht Service (510) 234-6959**

Sailboat: Deck Hardware; Complete Rigging Service.

**16. Rutherford's Boat Shop Inc. (510) 233-5441**

Marine woodworking, Classic yacht restorations, structural and interiors, traditional rigging. Currently restoring the 126' steam yacht Cangarda originally built in 1901.

**17. SugarDock (510) 232-4282**

A uniquely configured full service deep-water dock offering the convenience of fueling, provisioning, watering and repairing with the ability to service those larger ocean-going vessels most harbors are unable to berth.

**18. Swedish Marine (510) 234-9566**

California's #1 heating and refrigeration store.

**19. Tradewinds Sailing School & Club (510) 232-7999**

Tradewinds has more than 40 years of experience making sailing easy and enjoyable to learn. Offering a professional training program and affordable rental and charter programs to members.

**20. West Marine (510) 965-9922**

The country's leading retailer of boating supplies and accessories.

# Historic Steam Yacht Sails Again in Richmond

The *Cangarda*, a majestic 126-foot yacht built in 1901, will soon be steaming out of Richmond with a new lease on life. The ship is one of only three Edwardian-era steam yachts in the world, and the last one in America. She is currently in the final stages of restoration at Rutherford's Boat Shop in Richmond Yacht Harbor, which is well known for their work restoring classic yachts as well as their flawless work in marine woodworking, structural and interior work and traditional rigging.

The *Cangarda* is named after original owners Charles Canfield, a Michigan lumber mogul, and his wife, Belle Gardner. Canfield ended up selling the boat to George Fulford, a member of the Canadian Parliament who owned a 20,000-square-foot mansion, Fulford Place, on the banks of the St. Lawrence River. The *Cangarda* was a perfect centerpiece for the beautiful waterfront property and eventually an entire room was devoted to it at Fulford Place.

The Fulford family enjoyed the yacht for decades afterwards. Daughter Martha was married aboard her in 1909; Sir Wilfred Laurier, Prime Minister of Canada, gave the bride away. And in 1927, Mary Fulford hosted a famous dinner entertaining the Prince of Wales, Duke of Kent, and the Prime Ministers of both England and Canada.

During World War II, she was used as a training vessel by the Canadian Royal Navy. After the war the ship was sold but the new owner failed to maintain the vessel and the *Cangarda* slowly went into disrepair.

In the early 1980s an attempt was made to restore her. The ship was disassembled and an effort was made to rebuild the hull, but the project eventually ran out of money. In 1999 the gutted hull sank at a Boston pier; it looked like the *Cangarda* was gone for good.

What was left of the *Cangarda* was rescued shortly thereafter, however, and the search began for a new owner who would complete the restoration. Captain Steve



The *Cangarda* leaves Richmond's Marina Bay for Rutherford's Boat Shop where her restoration will be completed.

Cobb, who has skippered pleasure yachts and a plethora of maritime vessels for over 30 years, took it upon himself to shop the crippled *Cangarda* around to possible buyers. He was looking for someone who would appreciate her unique beauty and



The *Cangarda* was launched into Richmond's Marina Bay on August 24th.

historic significance, and who might have the funds to undertake the massive restoration project.

Cobb was able to find a prominent Bay Area yachtsman and venture capitalist who enjoys restoring classic boats. The deal was done, and the *Cangarda* was shipped in bits and pieces to the West Coast. The new owner, who has asked to remain anonymous, has a home in Richmond

and chose to have the restoration done at Rutherford's Boat Shop in Richmond Yacht Harbor. He had worked with owner Jeff Rutherford in the past to restore the sailing yacht *Joyant* (built in 1911) with amazing results. When asked how he found the

*Cangarda*, the owner's response was, "Boats find me!"

The *Cangarda's* original hull was damaged beyond repair, so Rutherford had it scanned with a laser; he then used the three-dimensional image to reverse engineer a new hull that would conform to the specifications of the original. Next, a new boiler was

manufactured to fit in the footprint of the original, which, although it would still hold pressure, could not be recertified for use due to its age. Finally, the beautiful Victorian interior was reinstalled, complete with the original Cuban mahogany woodwork.

Bay Area native Jeff Rutherford is no stranger to extensive restoration projects. When he was in his twenties, he got his

start by working in Rockland, Maine rebuilding a 90-foot schooner. He worked on the project for a full year, and then moved back to San Francisco, where he worked repairing wooden tugboats. He then took a job with Pacific Fishboat Company building large fishing boats, until that company closed two years later. He then started his own business, setting up shop in Richmond Yacht Harbor in 1982, and has been there ever since.

It took a crew of 20 people three years to get the *Cangarda* to the point where she could be launched; on August 24<sup>th</sup> she slipped into Richmond's Marina Bay in front of over 100 onlookers. The boat briefly rolled to one side, which Cobb said was a definite possibility, but quickly righted herself to the relief of everyone watching. Because the steam engines aren't currently ready to power the *Cangarda*, she was "escorted" back to Rutherford's Boat Shop, where the remaining work will be completed while she is afloat in Richmond Yacht Harbor.

When asked about the cost of the restoration, both Cobb and the owner said it was irrelevant; reported estimates have ranged from \$5 to 10 million. What they do see as important is the historic preservation of such a masterpiece.

# AROUND THE BAY IN OCTOBER

## Harvest Festival Comes to San Francisco Ferry Building

The Ferry Building Marketplace celebrates its fifth annual Harvest Festival the weekend of October 26th - 28th with a range of events, including organic wine and beer tasting, honey tasting, olive oil tasting, live music, and a barnyard by the bay. The Friday, October 26 organic wine and beer tasting from 4 p.m. to 8 p.m. benefits the California Certified Organic Farmers (CCOF), one of the oldest and largest organic certifiers in the country. Throughout the weekend, marketplace merchants will be offering a delightful abundance of special fare, tastings and demonstrations.

## Watch Angels from a Tall Ship

Join the Golden Gate Tall Ships Society during Fleet Week to see the Navy precision flying team, the Blue Angels, from the decks of the reproduction turn-of-the-century Scow Schooner, Gas Light. The cruise includes box lunch and beverages (wine and soft drinks) as well as a magnificent view of this spectacular event. Cruise is Saturday, October 6th at 1 p.m. The cost is \$90 for adults and \$35 for children, with discounts for members of the Society. Call (415) 331-1009 or visit [www.ggtss.org](http://www.ggtss.org) for more details.

## Car-Free Napa Valley Wine Tasting

Napa Valley visitors can now enjoy a relaxing traffic-free ride across the Bay and then be whisked away into the heart of Napa Valley for the consummate wine-tasting experience. Leave from the San Francisco Ferry Building via the Baylink Ferry to Vallejo where the Napa Winery Shuttle picks you up and takes you to three or four selected Napa Valley Wineries, with a possible stop in downtown Napa to visit one of its 10-plus wine-tasting rooms. At the end of the day, riders can return to San Francisco via the ferry, take an airport shuttle directly from Napa or choose to spend a night or two at one of three participating Napa Valley inns. Price for the shuttle service and all wine tours is \$65, ferry tickets and lodging are not included in the price. For more information, call (707) 257-1950 or visit [www.napawineryshuttle.com](http://www.napawineryshuttle.com).

# Halloween



# Events

## Fright Fest

Thrills by day and chills by night are served up at Six Flags Discovery Kingdom in Vallejo every Friday and Saturday night through October 28th. Rollercoasters become monstrosities in motion and scares await at every turn as the park morphs into a shadow land of ghosts and ghouls with haunted mazes and themed scare zones. For more information, call (707) 644-4000 or visit [www.sixflags.com](http://www.sixflags.com).

## Boo at the Zoo

On Saturday, October 27th costumed kids and their families can get an early start to their trick-or-treating at several candy stations throughout the Zoo and venture into the Haunted Nature Trail, where they can get up close and personal with a number of animals, such as snakes and owls. Experience thrills and chills during a Creepy Crawley Critter presentation at the

Insect Zoo. Watch gorillas, lions, chimpanzees, tigers, polar bears, grizzly bears and other Zoo animals enthusiastically enjoy their special pumpkin treats during the "Pumpkin Stomp and Chomp." The daytime event takes place rain or shine and is free with paid Zoo admission. For more information, call (415) 753-7080 or visit [www.sfzoo.org](http://www.sfzoo.org).

## Monster Bash on the *Hornet*

All ages are welcome for a haunted night aboard the *USS Hornet*, a National Historic Landmark. Aptly nicknamed the Gray Ghost, the ship is the setting for a thrilling evening of dancing and haunted happenings. Live dance music, including hits from the seventies and eighties, will be provided by Livewire Dance Band. The event takes place October 27th from 7:30 p.m. to midnight. Advance tickets are \$20 for adults and \$10 for children up to age 17; \$25 at the gangplank. Proceeds benefit preservation of the historic aircraft

carrier. For information, telephone 510-521-8448, ext. 282 or visit [www.hornetevents.com](http://www.hornetevents.com).

## Goblin Jamboree in Sausalito

Get in the true Halloween spirit at the Annual Goblin Jamboree Fundraiser, the kickoff event to the Bay Area Discovery Museum's 20th Anniversary Year and the Bay Area's best Halloween festival for children and families. Come in costume and explore the museum, which has been transformed into a haunted wonderland complete with games, attractions, live entertainment and special treats. Enroll in the witches' school, take a train or pony ride, visit the petting zoo and enjoy a full brew of games, activities and live entertainment. The event takes place Saturday and Sunday, October 20-21, 10 a.m. - 4 p.m. at 557 McReynolds Road, Sausalito. Tickets are available at the door. All activities are included. Members \$12; General \$14, Children under age 1 are free.

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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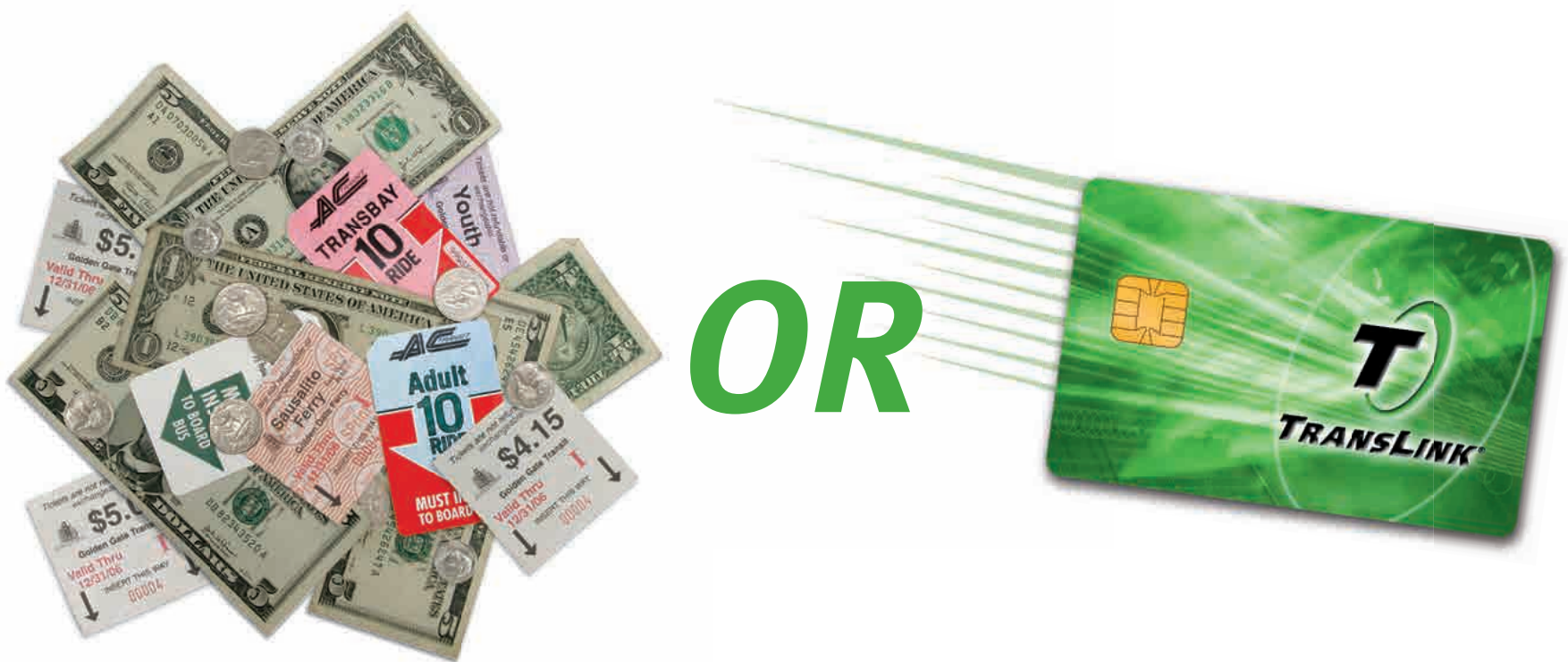
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