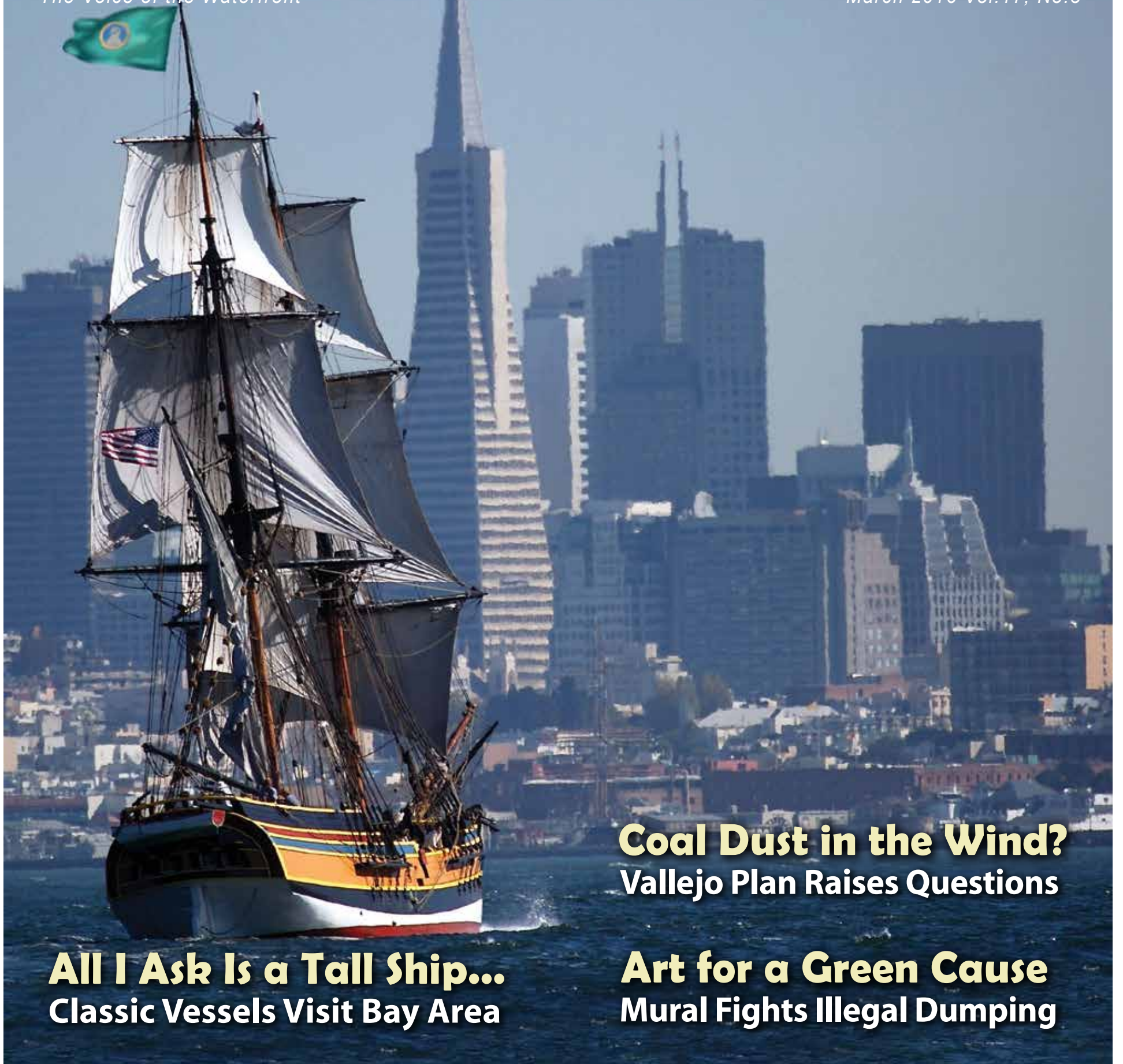




BAY CROSSINGS

"The Voice of the Waterfront"

March 2016 Vol. 17, No. 3



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"The Voice of the Waterfront"

columns

- 08 WHO'S FIXING THE FERRIES?**
Todd Leitsch Helps Keep Ferry Boats Running
by **Matt Larson**
- 16 SAILING ADVENTURES**
I Beg to Differ!
by **Captain Ray**
- 17 CULTURAL CURRENTS**
S.F. Ballet Stays on Pointe With Challenging Works
by **Paul Duclos**

features

- 12 COVER STORY**
Two Historic Tall Ships Pay Extended Visit to Several Bay Area Ports
by **BC Staff**
- 14 GREEN PAGES**
New Mural Aims to Fight Bayview's Illegal Dumping Woes
by **Bill Picture**

news

- 06 WATERFRONT NEWS**
New Leadership at Port of S.F.; Port of Oakland Loses a Terminal Partner
by **Patrick Burnson**
- 09 YES Conference Aims to Engage Youth on Taking Climate Change Action**
by **Stella Yip**
- 10 IT CAME FROM BENEATH THE SEA**
Sea Stars, River Otters and Sharks, Oh My!
by **Mallory Johnson**
- 11 BAYKEEPER**
Just Say No to New Coal Pollution From Train Terminals in the Bay Area
by **Sejal Choksi-Chugh**



guides

- 18 WATERFRONT ACTIVITIES**
Our recreational resource guide
- 20 BAY AREA FERRY SCHEDULES**
Be on time for last call
- 22 AROUND THE BAY**
To see, be, do, know



Two tall ship visitors to the Bay Area are spending over seven weeks in four ports hosting school children and the public for tours and excursions. *Lady Washington* and *Hawaiian Chieftain*, both U.S. Coast Guard-inspected passenger vessels with unique histories, arrived in Oakland's Jack London Square on January 20 and will remain at various Bay Area locations until April.

BAYCROSSINGS

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Bobby Winston, Proprietor
Joyce Aldana, President
Joel Williams, Publisher
Patrick Runkle, Editor

ADVERTISING & MARKETING

Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION

Francisco Arreola, Designer / Web Producer

ART DIRECTION

Francisco Arreola; Patrick Runkle;
Joel Williams

COLUMNISTS

Paul Duclos; Patrick Burnson;
Sejal Choksi-Chugh; Matt Larson;
Mallory Johnson; Captain Ray Wichmann

WRITERS & PHOTOGRAPHERS

Bill Picture; Joel Williams; Stella Yip

ACCOUNTING

Cindy Henderson

Advertising Inquiries:

(707) 556-3323, joel@baycrossings.com

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Moyer Steps Down From Port of SF

BY PATRICK BURNSON

Monique Moyer resigned last month from her post as director of the Port of San Francisco, and she leaves behind a strong legacy of a revitalized operation.

"I thank Monique Moyer for her unwavering nearly 20-year service to the residents of San Francisco," said Mayor Ed Lee. "She leaves a lasting legacy to the San Francisco waterfront that will continue to benefit San Franciscans for generations to come."

Peter Dailey, the port's maritime director, told *Bay Crossings* that Moyer established her "street cred" in cargo operations early in her career. "Under her leadership the port expanded its Foreign Free Trade zones and got back into the ship repair business," he said. "Both she and former maritime marketing manager Jim Maloney, who resigned late last year, will be missed."

Moyer, who assumed the top spot in 2004, successfully delivered many projects during her tenure, including the James R. Herman Cruise Terminal

at Pier 27, the Exploratorium, the 34th America's Cup, and delivered numerous parks and open spaces. She also addressed seawall vulnerability and sea level rise and made historic investments in infrastructure on port property to make sure San Francisco's waterfront serves all its diverse communities, businesses and visitors.



Monique Moyer

The Port Commission is conducting a national search for a permanent port director, and may soon name a new maritime marketing manager too. In the meantime, Mayor Edwin Lee appointed Deputy Director Elaine Forbes as interim director of the Port of San Francisco. Her appointment is effective this month.

"Elaine's leadership and extensive background in policy and financial management make her an outstanding choice to lead the port during this time," said Mayor Lee. "Elaine is a proven leader and is an invaluable member of the port's executive team, showing her commitment and dedication to the port and our city. I am confident she will continue to serve the port and all of its stakeholders during this transition."

Forbes is currently the Deputy Director for Finance and Administration

for the Port of San Francisco and has held executive management and leadership positions at both the Planning Department and the San Francisco International Airport. In addition, she has worked in San Francisco's Budget Analyst's Office and Office of the Legislative Analyst providing fiscal and policy analysis and evaluating and reporting on complex municipal issues.

Forbes also worked as a redevelopment agency planner for the City of Oakland and has worked for several nonprofit land use policy and economic development organizations, including the Urban Strategies Council and the California Budget Project. She holds a Masters of Arts degree from the University of California, Los Angeles and a Bachelor of Arts Degree from Mills College in Oakland.

The Port of San Francisco is responsible for the 7.5 miles of San Francisco waterfront adjacent to the San Francisco Bay, which the port develops, markets, leases, administers, manages, and maintains. Its jurisdiction stretches along the waterfront from Hyde Street Pier on the north to India Basin on the south.

Port of Oakland Comes to Terms With Outer Harbor Terminals

The Port of Oakland has agreed to a lease termination with Outer Harbor Terminals. The port's governing Board of Port Commissioners approved the agreement late last month. It will now be reviewed by a bankruptcy judge in Delaware overseeing Outer Harbor Terminals' request for bankruptcy protection.

Outer Harbor Terminals announced in January its intention to close its Oakland operation, one of five privately operated marine terminals at the port. In January, the company also filed for bankruptcy protection. If the bankruptcy court approves the lease termination agreement, Outer Terminal will close April 29.

The port said it agreed to the

termination to devote its full attention to improving service to cargo owners and other customers in the aftermath of the terminal closure. "We're not pleased to see a terminal close, but this agreement helps ensure a smooth transition for our customers," said Port of Oakland Maritime Director John Driscoll. "All of our attention now is on efficiently migrating their cargo to the other terminals in Oakland."

The port and terminal operator signed a 50-year-lease in 2009. The agreement reached last month would terminate that lease and impose several conditions:

- Outer Harbor Terminal will continue Oakland vessel and cargo operations through March 31.
- Outer Harbor Terminal will pay about \$6 million in February and March rent to the port.
- The terminal operator will clean up debris and remove equipment on the 166-acre property.
- It will pay the port \$5.1 million for additional cleanup and repair.
- The port will provide free rent in April to ensure Outer Harbor Terminal remains open for cargo operations until the shutdown.

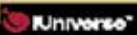
The port has developed a continuity plan to move ships and cargo to adjacent terminals when Outer Harbor Terminal closes. It has worked with other terminal operators to relocate ships and cargo from Outer Harbor Terminal. It has also implemented a \$1.5 million Transition Assistance Program to extend gate hours at port terminals.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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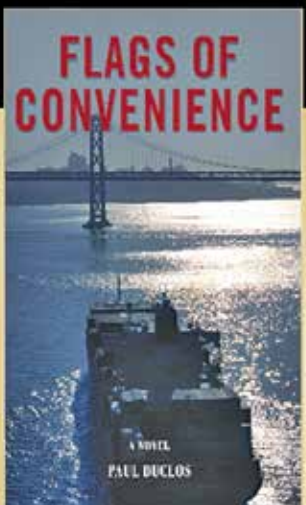
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San Francisco Bay Ferry

Marine Mechanic Todd Leitsch

BY MATT LARSON

While riding the ferry, many of us don't think past the ticket price as far as what goes on to keep the ferry boats moving day in and day out. But in addition to the captains and deckhands you see while boarding the vessel, there are some unsung heroes who make the whole experience possible.

Todd Leitsch is one of those people. He has spent over 10 years as a marine mechanic for Golden Gate Ferry, a position that entails doing basically everything that needs to be done to get the boats ready for the morning commute. Leitsch works the graveyard shift at Larkspur, so

you probably won't see him hard at work unless you're boarding the first run of the day. He clocks in at 11 p.m. and gets off at 7:30 a.m.—just in time to take his daughter to school.

The work done by Leitsch and his crew can't be performed by just anybody,

as they are all highly trained individuals specializing in, well, just about everything. "I could be doing structural welding on a boat one day, I could be working electrical the next day, plumbing the next day or I could be doing preventative maintenance on a diesel engine," Leitsch said. "To work at Golden Gate Ferry you've got to be really well-rounded. None of us are really specialized in any one particular aspect of working on boats. Here, we must be able to do a little bit of everything."

"In addition to the captains and deckhands, there are some unsung heroes who make the whole experience possible."

Variety at the workplace is desirable in any profession, and for Leitsch that's his favorite aspect of the job. And that variety goes beyond the work itself to the people he works with. "For some reason the marine field seems to draw a little bit more of an eclectic type of personality," Leitsch laughed. "You get to meet a lot of different people and it's pretty interesting."

Leitsch is proud to be one of them.

Growing up north of Pittsburgh, Pennsylvania, Leitsch first moved to California with the military and was stationed at Fort Ord, Monterey. He worked in combat search and rescue for the U.S. Army. He later decided

to make California his home, and he now lives in Novato with his wife and daughter. These days, when he's not working on boats or spending time with his family, Leitsch likes to stay active by either going cross-country skiing at Sugar Bowl or rock climbing in the Cascades.

Those are his favorite things away from the boats, but when he's working? The *Del Norte* takes the title of Leitsch's favorite boat in the fleet. "It's always been a very dependable boat," he said. That was a statement he immediately retracted, however, when he remembered that he had to spend a lot of time working on the *Del Norte* when he first started at Golden Gate. "It's a very dependable boat now," he clarified, referring to the boat's engine replacement and retrofit. "To me it's kind of like an old Chevy truck, it just keeps on going."


All of Golden Gate Ferry's boats are in excellent working condition, especially due to Leitsch's nightly efforts. And he assures us that there's always something to do, as not a day goes by where they're not thoroughly inspected. "We do what they call a daily inspection," he said. "We go

through the boat and basically check all the major systems, add any fluids that are needed for the engines or transmissions. There's always little things." Leitsch also specializes in welding, so if you see some fancy metalwork on board, you could probably attribute that to him.

Sometimes Leitsch gets to be a passenger on the ferry boats, and he loves it. Especially as compared to any other method of travel in the Bay Area, Leitsch agrees that the ferry wins by a long shot. "Driving to San Francisco can be a hassle," he said. "Get on a boat, enjoy the scenery! It's a beautiful ride."




Todd Leitsch has spent over 10 years as a marine mechanic for Golden Gate Ferry, getting boats ready for action.



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YES Conference Engages Youth on Climate Change



BY STELLA YIP

The next generation of environmentalists and climate change scientists gathered at the Youth for the Environment and Sustainability 2016 Conference—or YES Conference—at UC Berkeley’s Lawrence Hall of Science on January 30 to present and discuss projects they have started at school to reduce the impacts of climate change. Some 250 students from as young as eight to seniors in high school attended sessions on air quality, urban forestry, local water resources and Safe Routes to School programs.

Part of the Spare the Air Youth program, sponsored by the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District, the YES conference encourages walking and bicycling to school and other efforts to reduce greenhouse gas emissions. Students and professionals in the environmental field from all over the Bay Area shared success stories and discussed ways to apply these strategies to their respective communities.

The all-day conference included student-led workshops, student keynote speakers, and a welcome from MTC Commissioner and City of Berkeley Mayor Tom Bates. Staff members from the Aquarium of the Bay parked their Baymobile on the lawn and led a hands-on activity to illustrate how increased carbon emissions have impacted the Bay’s marine ecosystem. Staff from the Bikemobile also led bike repair workshops to teach basic bike mechanics and to promote bicycling.

Seventh-grader Anna Silverman leads the Safe

Routes to School program at A. E. Kent Middle School in Marin County, where she and her classmates have started creative campaigns like the “DoNut Drive,” which looks like the words “Do Not Drive,” to reward students that bicycle or walk to school. When asked why this was important to her, Anna said, “This is the only Earth we have. If we don’t do anything now, we could experience even greater climate change effects.”

Some parents of the students also chose to spend their Saturday at the YES Conference. Parent Bret Bartlett, who attended the conference for the first time with his son Brady, said, “I was impressed that the kids put so much effort into their projects. The students already learn this material in school, but the conference teaches students how to apply it in their lives.”

Inaugurated in 2013, the conference has doubled in size and has added new workshops with every year. MTC Public Information Officer and YES Conference coordinator Leslie Lara said, “The YES Conference is a unique opportunity for students to develop leadership skills, showcase their work and meet other teens equally as passionate about the environment as they are.”

As a returning attendee of the YES Conference, Evan Lu, a senior at Irvington High School in Fremont, said, “I want more friends to come to the conference because the more they know, the more likely they are to change the environment.” Evan is part of the Safe Routes to School program and organizes the Golden Sneaker Contest, which awards the classroom with the highest number of students using healthy transportation options with a class party and a golden sneaker trophy. To Evan, these efforts are needed because “we need to change the world before it’s too late.”

Transit Internship Program Now Accepting Applications

BY BC STAFF

The Metropolitan Transportation Commission’s annual High School Internship Program is now accepting applications for paid summer internships with transportation agencies throughout the nine-county San Francisco Bay Area. Since 2000, the internship program has been providing Bay Area students the opportunity to work for a variety of local transit, planning and public works agencies. The program was conceived by MTC’s Minority Citizens Advisory Committee to encourage young people to consider careers in transportation.

Students will be employed, either full-time or part-time, for up to 250 hours between June and August under the mentorship of a transportation professional at the public agency. Previous interns have left the program with skills in marketing, public outreach, data analysis, AutoCAD, Geographic Information Systems and other valuable skills.

“The internship program is not only about helping students build technical skills, but also about giving them a head start and experience with the job application process,” said MTC Internship Program Coordinator Yulee Kim. “Applicants compete with other students for a position, answer typical job application questions, and many of them go through a formal interview process at the public agency.”

Thirty-nine paid internships are available throughout Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties. A list of internship opportunities and the online application are available at: jobs.mtc.ca.gov/InternshipOpportunities/jobinternship.html.

To apply, students can submit the completed application online, including an attached one-page document that describes, in the applicant’s own words, a transportation problem in his or her community and what the applicant thinks could be done to resolve it. A letter or letters of recommendation from a teacher, principal, counselor, religious leader or employer also must be included. Students must live and go to school in the same county that they are applying for, must have completed 10th grade and must be at least 16 years old by the start of the program in June. Students graduating in 2016 also are eligible to apply for the internships. The application must be submitted by 11:59 p.m. on March 20.



Sea Stars, River Otters and Sharks—Oh My!

BY MALLORY JOHNSON

How do sea stars eat? What is a river otter's favorite food? Do sharks hunt people? The answers may surprise you. Read about three of the Bay's top predators and find out what it takes to be an apex predator.

Sea Stars

Life in a tidepool isn't easy, and only specialized animals and plants survive. Tidepool residents must withstand hammering waves when the tides roar in, and blazing sun, harsh winds and freshwater rain when the tides creep out. Not just any creature can spend a day in these conditions and live to tell the tale. Few animals are able to sustain such a lifestyle, but the ever-resilient sea star is not like most animals. Not only do sea stars thrive in tidepools, they rule them.

Sea stars are a keystone species within the tidepool ecosystems; their very presence contributes to the health of their habitat by helping to keep the rest of the food web in check. Sea stars are not picky eaters, and will dine on almost anything they can get their tube feet on, including clams, oysters, some



A sea star's mouth is found on its bottom side.

snails or even other sea stars.

A sea star's mouth is found on its bottom side, nestled amongst its tube feet. These marine invertebrates have some unique eating habits. In order to eat their food, sea stars will crawl over their meal and carefully throw up their stomachs, enveloping their meal while their digestive enzymes break it down. After a sea star is done eating, it will draw its stomach back in through its mouth.

River Otters

River otters are also top predators within their own ecosystems. River otters make themselves at home in burrows near the water's edge, and can easily thrive in river, lake and estuary environments. River otters are keen and capable hunters and enjoy a variety of food sources. As semiaquatic carnivores, their prey largely consists of fish, but they'll also snack on crustaceans, aquatic insects, frogs, rodents and even birds.

River otters are great at adapting to different environments, and are just as comfortable on land as they are in the water. They are excellent swimmers, reaching up to eight miles per hour in the water, yet they can run and play on land just as easily, using their clawed feet for traction. These lively creatures love to play in the snow and among icy and muddy hills, and they can often be seen sliding and chasing one another around.

River otters are a good indicator of the health of rivers. As the health of a stream, river or the Bay changes, so does the amount of their prey, and in turn, the number of otters. Without river otters to regulate prey populations, an overabundance of smaller animals can deplete the other animals and plants in the food web, disrupting the balance and resilience of the whole ecosystem.



River otters live near the water's edge, and can easily thrive in river, lake and estuary environments.

Sharks

Sharks are quite possibly the most well-known and feared of all marine predators. While sharks are one of the top predators of the ocean, humans have very little to fear from these aquatic predators. A common misconception



Sharks have been around for over 400 million years.

about sharks is that they're thirsty for human blood. Not true! As a matter of fact, most sharks are picky eaters, and people are not on the menu. Most shark attacks on humans are simply a case of mistaken identity.

When looking up from under the surface of the water, sharks can only see the silhouettes of what's above. Consequently, the shape of a surfer silhouetted against the water's surface can be mistaken for a seal or sea lion, a favorite food of great white sharks, the species most commonly associated with this myth. However, once they

realize that they did not bite into the mouthwatering blubber-filled pinniped they wanted, sharks will typically move on to find something more appetizing, which is why most shark attacks end in bites rather than actual fatalities.

Sharks have been around for over 400 million years, yet there's still a lot about these prehistoric animals that remains a mystery. What we do know about them is that they play a vital role in the ocean's ecosystem; however, many shark populations are threatened due to overfishing and overconsumption. As an apex predator, sharks help maintain a balanced lifecycle within the underwater community.

Take a bite out of science at Aquarium of the Bay as we celebrate the Bay's top predators from March 19 to April 3. Find out what's on the menu as we explore top predators like unassuming sea stars, keen river otters and awe-inspiring sharks. Have fun with hands-on science experiments and activities, all while learning about what it takes to be a top predator. Find out more at www.aquariumofthebay.org.

All photos in this story are courtesy of Aquarium of the Bay.

Mallory Johnson is the Communications Manager at Aquarium of the Bay, a nonprofit dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



Say No to Coal Pollution in the Bay

BY SEJAL CHOKSI-CHUGH

Fool me once, shame on you. Fool me twice, shame on me. It looks like developers are trying to fool all of us who love San Francisco Bay—twice.

For the second time in less than a year, development threatens the Bay with contamination from coal. Developers are proposing to build a shipping terminal on the shore of Mare Island Strait in Vallejo. They may be trying to pull the same trick that an Oakland developer used: get permits to build the shipping terminal first, and then wait until later to admit that it will be used to export coal.

Coal contains arsenic, lead and other toxins. If either of these facilities are approved to handle coal, more coal would be shipped to the Bay Area by train in open rail cars, shedding toxic dust and pieces of coal into neighborhoods near railroad tracks and San Francisco Bay's watershed. Coal and coal dust could also be blown into the Bay if the coal is stored on the shoreline awaiting export, or during the loading of coal onto outbound ships.

Coal dust pollution can have effects that range from asthma in kids to bronchitis in adults, and it also interferes with fish reproduction. The Bay's smallest creatures can ingest dust and tiny coal particles. Fish eat the small creatures, so the toxins could move into the bodies of anything that eats the fish, including harbor seals, shoreline birds and people who fish from Bay piers and shores.

The proposed export terminal also poses another toxic threat. The project includes a new factory at the site of a former General Mills flour mill that has been closed since 2004. Orcem, an Irish company, plans to manufacture cement,

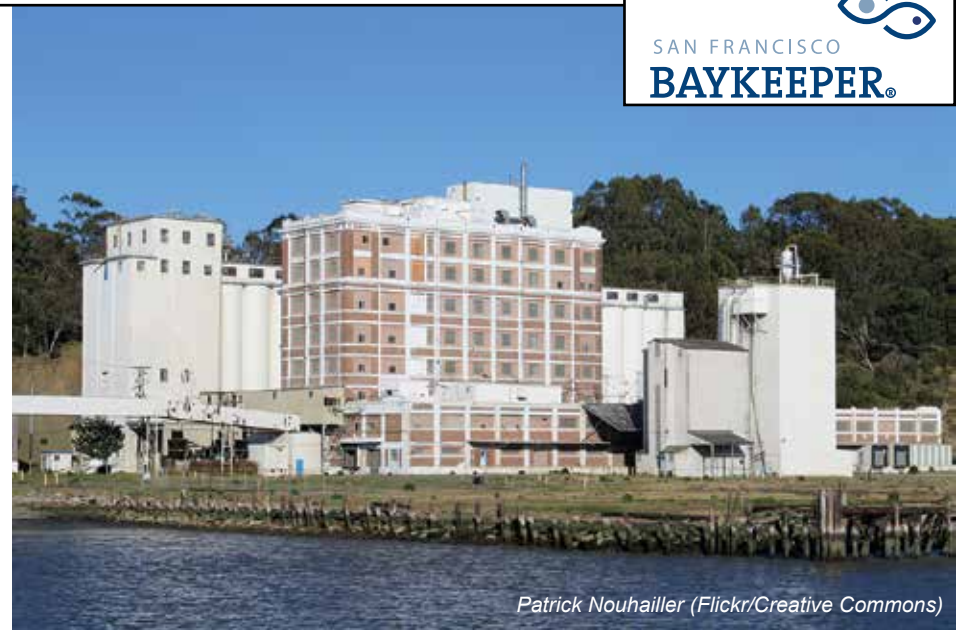
a basic ingredient of concrete and stucco, using granular blast furnace slag. Orcem emphasizes that this is a "green" type of cement, because it takes less energy to produce than the most commonly used cement, Portland cement.

But a substance as dangerous as granular blast furnace slag does not belong on the shoreline of San Francisco Bay. People who handle this slag are warned that overexposure can cause chemical burns, irreversible skin and eye damage, lung failure and cancer. Slag would arrive at the cement plant by ship. If it were spilled into the Bay as it was being unloaded, this caustic substance could harm any wildlife that happened to be nearby.

The proposed project would also harm San Francisco Bay in other ways. To build the shipping terminal and deep water port, several acres of Bay wetlands would have to be destroyed. The public would lose access to some shoreline areas that are now open, and the San Francisco Bay Trail would be disrupted.

Vallejo leaders shouldn't let the same showdown now taking place in Oakland happen in their town. An Oakland developer concealed his plan to export up to nine million tons of Utah coal until after he got a go-ahead to build a shipping terminal on the old Oakland Army Base. For more coverage, see "Coal from Utah Threatens the Bay with Pollution" in the September 2015 issue of *Bay Crossings*.

Baykeeper, Sierra Club and Vallejo residents are urging Vallejo leaders to make sure they understand all the pollution risks from the proposed shipping terminal and cement plant—and stop this project before it has a chance to contaminate Vallejo and San Francisco Bay. To learn more about Baykeeper and support our work, visit our website at baykeeper.org.



Patrick Nouhailler (Flickr/Creative Commons)

A shipping terminal and cement plant proposed for this site on the Vallejo shoreline threatens to contaminate San Francisco Bay.

Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



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Tall Ships Pay Extended Public Visit to Bay Area

BY BC STAFF

Two tall ship visitors to the Bay Area are spending over seven weeks in four ports hosting school children and the public for tours and excursions. *Lady Washington* and *Hawaiian Chieftain*, both U.S. Coast Guard-inspected passenger vessels, arrived in Oakland's Jack London Square on January 20 and will remain at various Bay Area locations until April.

The two ships are owned by Grays Harbor Historical Seaport Authority (GHSA). For more than 25 years, this nonprofit has provided hands-on educational opportunities focusing on exploring our connections to the world's oceans along with preserving our maritime history and traditions.

The two tall ships visiting the Bay Area have rich histories. Launched on March 7, 1989, the *Lady*



Hawaiian Chieftain under sail in San Francisco Bay during her current visit to the Bay Area. Both *Lady Washington* and *Hawaiian Chieftain* will be available for tours and sails through April 11.

Washington was built in Aberdeen, Washington by GHSA as a full-scale replica of the original *Lady Washington*.

In 1787, the original *Lady Washington* was given a major refit to prepare her for an unprecedented trading

voyage around Cape Horn. In 1788, she became the first American vessel to make landfall on the west coast of North America.

A pioneer in Pan-Pacific trade, she was the first American ship to visit Honolulu, Hong Kong and Japan. *Lady Washington* opened the black pearl and sandalwood trade between Hawaii and Asia when King Kamehameha of Hawaii became a partner in the ship.

The modern *Lady Washington* was constructed by skilled shipwrights based on historians' extensive research into the original vessel. She was launched as part of the 1989 Washington State centennial celebration. Over the years, *Lady Washington* has appeared in several motion pictures and television shows, including *Pirates of the Caribbean: The Curse of the Black Pearl*, *Star Trek: Generations*, *Once Upon a Time* and *Revolution*.

Built of steel in Hawaii in 1988, the *Hawaiian Chieftain* was originally designed for cargo trade among the Hawaiian Islands. Naval architect

Raymond Richards' design for the ship was influenced by the early colonial passenger and coastal packets that traded among Atlantic coastal cities and towns.

The early packet ships were regular traders and were selected because they sailed remarkably well and could enter small ports with their shallow draft. Out of the gradual development of the Atlantic packet ship hull form came the ship design practices that helped produce some of the best of the clipper ships of the later 1850s.

In 1993, *Lady Washington* joined *Hawaiian Chieftain* for their first mock sea battle on San Francisco Bay. 1996, GHSA formed a partnership with Central Coast Charters to continue working together. Today, the two tall ships participate in educational cruises and ambassadorial visits along the west coast throughout the year. *Hawaiian Chieftain* also makes solo port visits as a sail training and educational vessel.

From Jack London Square, the duo sails to Antioch's City Marina on March 2, where they will stay until



Photo by Scott Ferguson.

Lady Washington fires a cannon on her companion ship, *Hawaiian Chieftain*, during a Battle Sail.

March 9. They will then travel to the Port of Redwood City, where they will reside from March 12 to March 23. The ships will finish their Bay Area visit in Sausalito from March 25 until April 11.

In each port, the ships will open for walk-on tours and offer public sailings, including the popular two-ship battle sails. The three-hour battle sails feature close quarters maneuvers with real can-

nons firing real gunpowder, but no cannon balls. Guests are encouraged to help operate the ship and verbally taunt the adversaries. Tickets are \$75 for adults; \$67 for seniors, students and active military; and \$39 for children 12 and under. Most battle sails are scheduled on Saturdays and Sundays from 2 p.m. to 5 p.m.

The ships will also offer two-hour adventure sails, which feature a chance for guests to help raise a sail or take the helm of a real tall ship, conditions permitting. Tickets are \$47 adults and \$39 for children 12 and under. Most adventure sails are scheduled at 11 a.m. Sundays, but there will also be six weekday value-priced excursions (two at each port) that begin at 4 p.m. for \$35 per person.

No reservations are required for the walk-on tours, which are usually scheduled for Tuesday to Friday from 4 p.m. to 5 p.m. and Saturday and



Photo by Thomas Hyde

Lady Washington under sail.



Photo by Tomas Hyde

Lady Washington and Hawaiian Chieftain trade broadsides during a mock sea battle.

Sunday from 10 a.m. to 1 p.m. Both ships also book specially priced one-hour and three-hour educational programs for elementary school students and homeschool groups during the week.

For a detailed schedule of tours and sailings and to purchase tickets, visit www.historicalseaport.org or call (800) 200-5239.

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New Mural Draws Attention to Illegal Dumping



A new mural was unveiled last month in the Bayview-Hunters Point District to bring attention to the problem of illegal dumping in the area. The mural was commissioned by the San Francisco Department of the Environment. Photo Camer1.com

BY BILL PICTURE

A colorful new mural by San Francisco artist Cameron Moberg was unveiled last month in the Bayview-Hunters Point District to bring attention to the problem of illegal dumping in the area. The mural, which is near the intersection of 3rd Street and Palou, was commissioned by the San Francisco Department of the Environment (SF Environment), which hopes the eye-catching mural will encourage residents to keep an eye out for illegal dumping and report violators using the City's 311 hotline and app.

While the mural specifically calls out the environmental impact of dumping used motor oil, which can contaminate groundwater and end up in the Bay, SF Environment spokesperson Sraddha Mehta said that oil is just the tip of the iceberg when it comes to dumping.

"It's pretty appalling," she said. "Anything and everything you can think of gets dumped in this neighborhood. Used motor oil is just a starting point for us, to raise awareness of the bigger issue of illegal dumping."

Mehta reports that San Francisco's

Department of Public Works (DPW) collected over 20,000 tons of abandoned waste last year—everything from unwanted furniture and old television sets, to biomedical waste and leftover paint and solvents, which contain harmful chemicals. She adds that between 2012 and 2014, DPW collected over 6,000 gallons of abandoned motor oil.

"And that doesn't include the oil that was dumped directly onto the ground or directly into sewers," she said. "This is a big problem, and this neighborhood is taking the brunt of it."

A convenient target

Mehta says that most of the waste being abandoned on the streets of the Bayview originates far outside the neighborhood's geographic boundaries. "A lot of it comes from outside of the City even," she said.

While Bay Area cities offer a plethora of convenient and in many cases free ways for residents to dispose of landfill-unfriendly waste, businesses that generate a lot of this kind of waste are charged a disposal fee. Though the fee is modest, unscrupulous businesses haven't taken to driving their waste to more remote areas to dump it and avoid paying for proper disposal. And remarkably and

unfortunately, the Bayview's desolate industrial areas and dead-end streets have become favorite dumping spots.

"It's so unfair," Mehta said. "The neighborhood's already contending with so many environmental issues—multiple Brownfield sites, a sewage treatment plant, a former power plant and a Superfund site. And people are coming here in the middle of the night to dump their waste. That's when a lot of this happens—in the middle of the night."

Mehta added that some of the dumping is done by hauling businesses, who charge individuals and other businesses to take their waste away for proper disposal but instead dump it. "So the people that hire the haulers think they're doing the right thing, but their waste ends up on some street corner instead."

Though leaving behind a few quarts of used motor oil or some leftover paint on a street corner may seem like no big deal, the environmental impact is anything but. Should these materials spill or leak and end up in waterways, they harm water quality and quality of life.

"One gallon of used motor oil can contaminate a million gallons of drinking water," Mehta explained.

Don't forget that San Francisco's

water treatment plants are only intended to treat biological waste, so chemical contaminants that end up in gutters slip right past this line of defense. And any liquid that reaches sewers in outlying areas of the City, like Ocean Beach, isn't treated at all because those sewers flow directly into the ocean.

But liquid contaminants aren't the only waste of concern to the City, which spends over \$4 million each year removing abandoned waste. Construction waste such as nails and broken glass, biohazardous medical waste and abandoned appliances, which contain toxic heavy metals and chlorofluorocarbons, all pose serious health and safety threats. Even old furniture is dangerous if left behind, because it eventually attracts pests that use it as a breeding ground.

"And dumping attracts more dumping," Mehta said. "That's a proven fact. People see junk out on the street, and think it's okay to do the same thing."

Viewers are likely to notice that the tone of Moberg's mural is much different than the other murals around town. Far from happy or uplifting, Moberg's mural depicts angry sea animals scowling as oil is dumped into their watery home.

"They're angry, just like the people

GREEN PAGES

in the Bayview are angry about what's happening in their neighborhood," Mehta said. "This is their home, and people aren't respecting that."

Moberg and SF Environment spent months talking to residents of the Bayview before a single brush touched the wall to ensure that its message was spot-on. And once designed, Moberg enlisted the help of local youth to help paint the mural. "Engaging the community was an important part of this project," Mehta said.

But why art?

The mural is latest in a series of efforts made to address the problem of illegal dumping in the Bayview. Over the years, DPW has increased the number of trucks that patrol the neighborhood collecting abandoned items. They've also installed more signage to alert would-be dumpers

of the consequences of their actions, and have even organized midnight stakeouts to try to catch illegal dumpers in the act.

SF Environment has done its share to make residents and businesses in the Bayview understand how detrimental dumping is to their health and well-being. Their field representatives regularly canvas the neighborhood, knocking on doors and explaining how to properly dispose of waste. And they encourage locals to be vigilant when it comes to protecting their neighborhood and report illegal dumping.

Still, the problem continues. "It's a big problem, and there is no one solution," Mehta said. "We have to attack it from every angle. And art is another angle. We've done brochures and flyers, but art speaks to people in a way that no brochure or flyer ever will."

"This project hit close to home for me," Moberg said. A San Francisco native,



Artist Cameron Moberg is a San Francisco native who remembers the parents of friends who lived in the Bayview neighborhood complain about the illegal dumping happening near their homes.

Moberg said he remembers hearing the parents of friends who lived in the neighborhood complain about the illegal dumping happening near their homes.

"So it makes me happy that I can use what I do best to raise awareness over an issue that directly affects people I love in the city I love."

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I Beg to Differ!

BY CAPTAIN RAY

There are those who say, "You can't sail on San Francisco Bay in the winter!" If by this they mean it's not blowing 20 knots, the Bay's famous short chop isn't causing spray to fly everywhere, and it's not overcast and cool -- well, then they might be right. However, this past week (the last in January), I had a lovely sailing experience that proves the naysayers quite wrong. At least in *my* opinion!

I was assigned to do a four hour skippered charter/lesson. This outing had originally been scheduled for the previous week. Because of a winter storm that brought much needed rain to the Bay Area, we rescheduled at the last minute. As it turned out, postponing was a great call, because the new day was warm and sunny. So we were already off to a good start. An added pleasure (and a surprise for both of us) was that the charterer was a student of mine from 20 years ago. He has been sailing ever since, including a passage from Rangiroa (in the Tuamotu Archipelago about 200 miles NNE of Tahiti) to Patagonia at the southern tip of South America, a distance of several thousand miles. He was now back in the Bay Area and wanted to



The winter months in San Francisco Bay can offer wonderful opportunities for sailing.

share his passion with his nephew, who had never sailed.

As soon as we had cleared the Berkeley Marina breakwater, I directed the crew in raising the sails and then shut off the motor. Once the boat was sailing toward the Golden Gate, I turned the wheel over to the nephew. I stood alongside him answering his questions and providing the occasional bit of coaching.

It was definitely a light-air day. The wind never blew more than five or six knots, we were in shirt sleeves for the complete sail, there was no spray in our faces, no waves to challenge our balance and tire us out. We never saw a single whitecap on the Bay. However, other

than motoring in and out of the Berkeley Marina, we sailed the entire time and our four hours together were extremely pleasant.

The nephew quickly got the hang of steering and was able to anticipate the boat's movements and keep a steady course. He asked questions about how sails work and we began a discussion of airfoils, pressure differences and lift. I explained to him why boats cannot sail directly into the wind: When we try we enter what is commonly called 'the no-go zone', the sails merely become noisy flags (called *luffing* in sailor-speak). I had him turn the boat slowly into the no-go zone so he could see this happen and then turn back again until the luffing stopped. Now our course was as close to the wind as possible. The nephew understood the principles of physics that were involved and enjoyed the 'science of it all'. Then something began to change: the wind. Or more precisely, the wind's direction changed.

Wind is named for the direction from which it comes, and on that day it had been coming from the south. That had allowed us to sail directly toward the Golden Gate Bridge. Now it was *veering* (shifting clockwise from our perspective on the boat) and the sails were starting to luff.

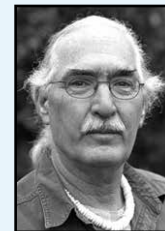
I explained to the charterers our two options. We could make a small course

alteration to starboard (the right) or we could make a big turn to port (the left) in order to get to the other side of the no-go zone. We opted for the latter plan (*tacking* in sailor-speak), which required moving the sails across the boat. Then we tacked several more times just for the practice.

As we began our downwind trip back home, we ate lunch and took photos to commemorate our fine day of sailing. All too soon our time together was over and we were back in the marina.

So please ... don't tell me you can't sail on San Francisco Bay in the winter. I *must* beg to differ!

Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer,



and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.

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SF Ballet Stays on Pointe

BY PAUL DUCLOS

One of the more progressive and generous gestures made by the San Francisco Ballet (SFB) is its Pointes of View Lecture Series, which features company artists and visiting scholars meeting with ballet fans for an early-evening dialogue about the trends and innovations in company performances. These are free and open to the public and staged at the War Memorial Opera House on Wednesdays throughout the season.

Dance educator Mary Wood has interviewed ballet master Felipe Diaz and principal dancer Lorena Feijoo on the World Premiere of Liam Scarlett's *Fearful Symmetries*, as well as ballet master Katita Waldo and artists from the company to discuss William Forsythe and his unique approach to contemporary ballet.

Here in an exclusive *Bay Crossings* interview, Ms. Wood shares a few poignant insights.

Bay Crossings: *How do you prepare for these interviews?*

Mary Wood: First, I familiarize myself with the context—if I'm interviewing a choreographer, I try to find out as much as possible about the work, and about its music/composer. Then I find any biographical information about the people with whom I'll be in conversation. If it's a historical subject (*Swan Lake*, *Giselle*, etc.) I review the history of the piece and its period. It's fun to try to find nuggets that haven't appeared in the program notes or press releases! Then I devise a bullet-point list of topics to cover—I rarely prepare set questions, because I'd rather that the tone be more conversational.

BC: *Are some more challenging than others?*

Wood: Of course. If I don't know my guest(s) or have never spoken with them, I "over-prepare" lists of topics or questions (despite what I said above) because I don't know how they'll respond. The worst guest

is the one who answers a question in a few words and then looks expectantly at me, waiting for the next. Another challenging guest is one who launches into a soliloquy, summarizing every topic I've prepared, and then runs down, leaving me with nothing more to ask!

BC: *Who are the easiest guests?*

Wood: The easiest guests are, not surprisingly, ones I know, and I can trust them to take a cue and run with it entertainingly and informatively. I have recently observed that most of the currently popular, youngish choreographers are wonderfully thoughtful and articulate. That's a treat!

BC: *Can you address any challenges?*

Wood: It can be a challenge if the material is all new to me, because I have to spend a lot of time on research. On the other hand, it's easy to come up with interview points, because I genuinely want to know more about it.

BC: *Have you ever been surprised by some of the responses?*

Wood: Sometimes I've been more delighted than surprised, I think, by a guest, usually a younger corps dancer, who is well-informed and articulate. The interview turns out to be easy, when I'd feared I would have to really work for responses!

BC: *What should the audience take away from these talks?*

Wood: My goal is always to create a better-informed, more appreciative audience. So, I want them to know more about the choreographer, the dancer, the composer; more about choreography, about music; more about ballet history, and more about the innovations we're experiencing in our art form. They're bound to understand and to enjoy what they see so much more.

BC: *Anything the audience should do to prepare?*

Wood: I'd love it if the audience would read the program notes—they're excellent, and I often refer to them. And do some simple googling of the guests who have been advertised. It would be wonderful if folks would come with a list of questions, and then ask any that weren't answered during the conversation during our Q & A.

BC: *Finally, how did you come up with this concept?*

Wood: The Pointes of View series is an evolutionary product of an earlier series of pre-performance programs sponsored for

well over 50 years by the Junior League of San Francisco. When the SFB took over the sponsorship, we wisely didn't tinker with what had been pretty successful—a bit of information imparted, some visuals, an interview.



Yuan Yuan Tan and Tiit Helimets in Tomasson's *Swan Lake* (Erik Tomasson)

Follow Paul Duclos' Cultural Currents online with his blog at:
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- March 9 Radar Recertification 1 Day - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- March 20 6PM – 8:30PM – Spring Equinox Sail - Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
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- March 26 1:45PM – 5PM - Spectator Sail - Tall Ship Cannon Battle, Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
This afternoon sail is a once a year opportunity to sail alongside visiting tall ships and watch the cannon battle between *Lady Washington* and *Hawaiian Chieftain*. Close maneuvers, loud cannon booms and smoke are worth the price of admission. Please note there are no cannons aboard *Freda B* and this is strictly a spectator sail. Cost: \$65-\$80 per person.

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5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	-----	-----
7:45	8:15	-----
10:00	11:10	11:30
2:00 p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45	6:00	-----
-----	7:15	6:55
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10:00 a.m.	11:10 a.m.	11:30 a.m.
11:30	12:45 p.m.	-----
2:30 p.m.	3:40	4:00 p.m.
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Weekdays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
6:00 a.m.	6:10 a.m.	6:30 a.m.	---
6:30 a.m.	6:40 a.m.	7:00	---
7:05	7:15	7:35	---
7:35	7:45	8:05	---
8:10	---	8:40	---
---	8:20	8:40	---
8:40	8:50	9:10	---
9:15	9:25	9:45	10:00 a.m.
11:00	10:50	11:30	11:45
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	---
3:50	3:35	4:20	---
5:05	4:45	5:30	---
5:50	5:40	6:20	---
6:20	6:05	---	6:50
6:55	6:45	7:20	---
7:55	7:45	8:25	8:40
8:55	8:45	---	9:25
Weekdays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:30 a.m.	7:15 a.m.	7:05 a.m.
---	7:00	7:45	7:35
---	7:35	8:15	---
---	8:05	8:50	8:40
---	8:40	9:25	9:15
10:15 a.m.	10:30	10:50	11:00
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.
1:45	2:00	2:20	2:35
3:00	3:15	3:30	3:45
4:00	4:30	4:45	5:05
5:00	5:20	5:40	5:50
---	5:40	6:00	6:15
---	6:25	6:45	6:55
---	7:25	7:45	7:55
8:05	8:25	8:45	8:55

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
		7:35	8:00
FARES: One-way			
Adult	\$6.70		
Adult (Clipper Only)	\$5.00		
Youth (5-18)	\$3.30		
Disabled / Seniors (65+)	\$3.30		
School Groups	\$2.20		
Children (under 5)	FREE		

ALAMEDA/OAKLAND - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

ALAMEDA/OAKLAND			
Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
11:25	11:10	11:50	12:10 p.m.
12:05 p.m.	11:50 p.m.	12:30 p.m.	12:50
1:50	1:35	2:20	2:40
2:50	2:35	3:20	3:40
4:40	4:25	---	5:10
6:10	5:55	6:30	6:50
7:45	7:30	---	8:20
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
9:00 a.m.	9:15 a.m.	9:55 a.m.	9:40 a.m.
10:35	10:50	11:05	11:20
11:15	11:30	11:45	12:00 p.m.
1:00	1:15	1:30	1:45
2:00	2:15	2:30	2:45
3:50	4:05	4:20	4:35
5:20	5:35	5:50	6:05
6:55	7:10	7:25	7:40
FARES: One-way			
Adult	\$6.40	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult (Clipper Only)	\$4.80		
Youth (5-18)	\$3.20		
Senior (65+) Disabled	\$3.20		
Child under 5	FREE		
School Groups	\$2.10		
Short Hop - Adult	\$1.50		
Short Hop - Youth	\$0.75		
Short Hop - S / D	\$0.75		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50

Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:05	5:55
7:00	7:50	7:35

South San Francisco / San Francisco	
Weekday Service - Monday through Friday	
Depart S. San Francisco	Arrive Ferry Building
9:00 a.m.	9:30 a.m.
Depart Ferry Building	Arrive S. San Francisco
3:30 p.m.	4:00 p.m.
One-way FARES:	
Adult	\$7.40
Adult (Clipper Only)	\$7.20
Youth (5-18 years)	\$3.70
Seniors (65+ yrs), Disabled	\$3.70
School Groups	\$2.40
Children (under 5) (with an adult)	FREE

AROUND THE BAY IN MARCH

Mmmm Bacon... and Beer Festival

The Oakland Bacon and Beer Festival is coming back for a third year! On Sunday, March 13 from 2:30 to 5 p.m. at the Market Building at Jack London Square, @eat Boston, Bison Organic Beer and Oakland Grown present the third annual Oakland Bacon and Beer Festival as a fundraiser for Oakland Grown. The Bacon and Beer Festival is a day to celebrate two amazing comestibles, bacon and beer. Your \$46.50 ticket gets you into the festival, where you're free to sample from the restaurants and brewers. The Market Building at Jack London Square is located at 55 Harrison in Oakland. For more information and tickets, visit baconandbeer.net/Oakland.

More Beer Here!

Marin's favorite rite of spring, the 21st Annual Fairfax Brewfest, will take place on Saturday, March 19 from 1 to 5 p.m. The event features 24 of the best California microbrewers pouring the freshest batches of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends! Being one of the first big beer events of the season, many of the brewmasters themselves will be pouring the beer so patrons can critique, ask questions and swap beer stories with the experts. Taste the brews and meet the brewers who make these amazing libations during this annual rite of spring in Fairfax. Besides unlimited beer tastings all day, you can dance to Irish tunes from the Gas Men. Tickets are \$40 in advance and \$50 at the door. The Fairfax Pavilion is located at 142 Bolinas Road in Fairfax. Visit www.fairfaxbrewfest.com for more information.



Rock & Roll History

Starting March 17, the Contemporary Jewish Museum gives the Bay Area a chance to celebrate a legend of its countercultural heyday when the exhibition *Bill Graham and the Rock & Roll Revolution* opens. On view through July 5, this is the first comprehensive retrospective about the life and career of the famed rock impresario. Graham launched the careers of countless rock & roll legends in the 1960s and beyond—among them such iconic Bay Area artists as the Grateful Dead, Santana, and Janis Joplin—at his famed Fillmore Auditorium. This exhibit contains 250 objects, including memorabilia, photographs, psychedelic art and more. The pieces, many on view for the first time with this exhibition, come from the private Graham family archive and other lenders including Carlos Santana and the Experience Music Project. There are stunning backstage and performance images of rock and roll royalty, an amazing collection of original Fillmore posters, famous instruments, nostalgic objects like the original apple barrel that greeted

guests at the Fillmore Auditorium, and much, much more. Graham's story is also a survival story, and the show illuminates how Graham's childhood experiences as a Jewish emigrant from Nazi Germany fueled his drive and ingenuity as a cultural innovator and advocate for social justice. The Contemporary Jewish Museum is located at 736 Mission Street in San Francisco. The museum is open daily (except Wednesday) from 11 a.m. to 5 p.m. and Thursdays to 8 p.m. Museum admission is \$12 for adults, \$10 for students and senior citizens with a valid ID, and \$5 on Thursdays after 5 p.m. Youth 18 and under are free. More information is available at thecjm.org.

165th Saint Patrick's Day Parade

The West Coast's largest Irish event celebrating Irish history and culture, the 165th Annual San Francisco St. Patrick's Day Parade and Festival will take place on Saturday, March 12 at 11:30 a.m. The parade will start at the corner of Market and Second, where over a hundred colorful floats, Irish dance troupes and marching bands will wind their way to Civic Center Plaza. This year the St. Patrick's Day Parade and Festival will honor the 100th year of the 1916 Irish Rising and the men and women who supported this centennial event. Featured groups from throughout the Bay Area's Irish community include schools, youth organizations, labor unions and cultural groups, as well as the San Francisco Police Department and firefighters. In addition, many of our local political leaders proudly march up Market Street. Again this year, the festival will be held at Civic Center Plaza, in front of City Hall. The festival is full of flair and offers all in attendance the opportunity to truly experience Irish culture. This year's festival features cultural and exhibitor booths, a healthy selection of Irish food and beverages, Irish dancing and live music both contemporary and traditional. There are

also a multitude of activities for children such as inflatable and mechanical rides and much more. The San Francisco Saint Patrick's Day Parade is a time to celebrate and participate in the City's Irish culture and it's a great day out for everyone—Irish or otherwise! The Festival starts at 10 a.m. and ends at 5 p.m. For more information, please visit www.uissf.org.

Trivia Night at JLS Winery

Come join the fun at the Rosenblum Cellars Tasting Room with hilarious hostess of all things trivia, Nicole Farar-Bridges. Every Tuesday starting March 1 at 6 p.m., Nicole will lead up to eight teams through five rounds of questions. Winning teams will receive wine-themed gift baskets and other amazing Rosenblum merchandise. Please sign up early, as teams and tables fill up fast. Rosenblum Cellars is located at 10 Clay Street in Jack London Square. For more information, visit www.rosenblumcellars.com.

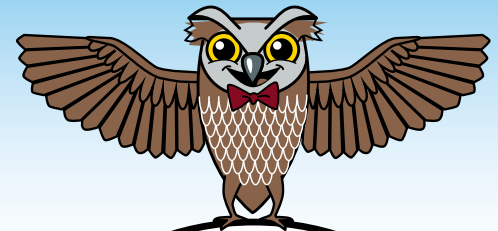
Yountville Live

From March 31 to April 3, Yountville Live combines the very best in music, wine and food with the small-town lifestyle and sophisticated ambiance of Yountville. This event is the ultimate luxury getaway event, featuring exclusive performances from some of today's hottest recording artists, exquisite foods from world-class restaurants and award-winning chefs and a unique variety of some of Napa Valley's most celebrated wineries. This super-luxe weekend is the perfect blend of premium entertainment and epicurean experiences with all of the luxury and sophistication that the Napa Valley has to offer for guests who appreciate the art of living well through discovery and exploration. Performances include the Goo Goo Dolls, Plain White T's, Mayer Hawthorne and American Idol winner Kris Allen. For more information and tickets, visit www.yountvillelive.com.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.



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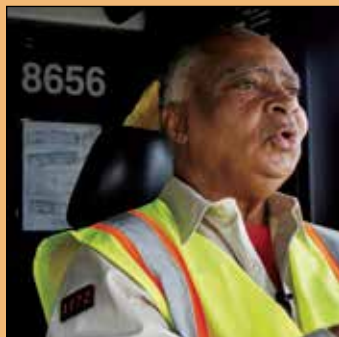
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Good Karma Bikes for promoting bicycling (2014)

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Submit your nomination online by **April 4, 2016** at:

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