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"The Voice of the Waterfront"

April 2009 Vol.10, No.4

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BAYCROSSINGS

April 2009 Volume 10, Number 4

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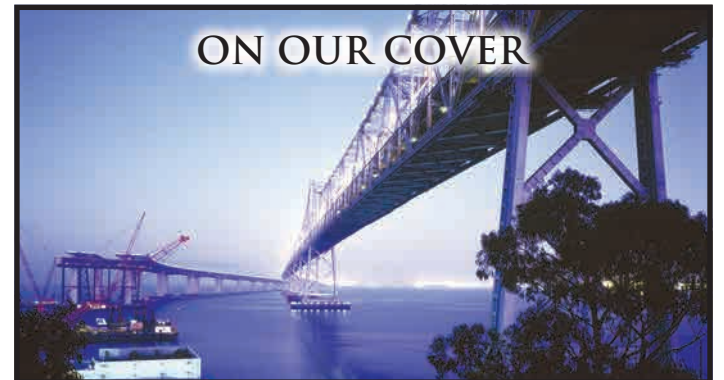
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ON OUR COVER



The Metropolitan Transportation Commission (MTC) Community Art Program is presenting *After Dark, Photos by Tom Paiva* through April 30th at the LunchStop Café at the Joseph P. Bort MetroCenter at 101 Eighth Street in Oakland just across from the Lake Merritt BART Station. The show is open for viewing from 7:00 a.m. to 3:00 p.m. weekdays free of charge.

Correction

We received a call from the Bar Pilot Commissioner in charge of training for the past 8 years with a clarification to our article last month referencing Bar Pilots and their training protocols. We were subsequently informed that Captain McCloy did not get his state required emergency training as a pilot at California Maritime Academy. We apologize for any confusion this might have caused.

Corrections & Letters

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

Port of Oakland Gets Its Own Stimulus Package

BY PAUL DUCLOS

Two new developments promise to give the Port of Oakland competitive cargo advantages in the future. Late last month, the Oakland Board of Port Commissioners approved a precedent-setting long-term agreement that is the first of its kind for U.S. marine terminal concession agreements. As a consequence, Ports America Outer Harbor Terminal, LLC (PAOH) will be the new concessionaire for Outer Harbor berths 20-24 for 50 years beginning in January 2010.

PAOH envisions investing \$2.5 billion over the life of the concession for capital improvements in the Outer Harbor. According to PAOH, economic consultant Martin Associates estimates this long-term agreement will bring over 6,000 jobs and more than \$100 million in direct personal income.

"You could call it a stimulus package at the Port of Oakland," said executive director Omar Benjamin. "We know it will translate into local business and employment opportunities and environmental improvements to the maritime area."

Traditionally, the port has had 10-15 year lease agreements. This concession is for 50 years and requires the concessionaire to be responsible

for operations, investment in capital improvements and development of the property. The concession of the property is expected to enhance maritime activity by attracting intermodal cargo with a modern terminal and, in turn, deliver long-term economic, environmental, and community benefits.

"We use less fuel per ton of aggregate moved and produce fewer emissions, particularly in urban areas."

— Mike Westerlund, Polaris Minerals

In other news, port spokesmen announced that the U.S. House of Representatives has approved \$32 million in federal funding for Oakland harbor projects in the fiscal year 2009 Omnibus Appropriations Act. While the bill still needs Senate and Presidential approval, it promises to provide \$25.1 million for completion of the 50-foot Oakland Harbor Deepening Project and \$6.9 million for routine operations and maintenance of the Oakland harbor.

S.F. Port Hosts Cruise-Ship Retrofits

The Port of San Francisco was a more festive place last month due to the influx of three Carnival Cruise Lines "Fun" ships. These vessels represent millions of dollars in revenue and thousands of

labor hours for San Francisco businesses and workers.

The 2,000-passenger Carnival *Elation* sailed from San Francisco's Pier 70 shipyard on March 10 after 12 days of scheduled repairs and refurbishments by BAE San Francisco Ship Repair. The *Elation* returned to southern California,

where she offers three- and four-day itineraries to Mexico.

Another Carnival ship, the 960-foot Carnival *Spirit*, arrived in San Francisco Bay March 13, also for a two-week refit at the Pier 70 drydock. The *Spirit* offers a variety of West Coast and Hawaii cruises throughout the year.

Combined, these two repair jobs are generating 100,000 hours of work for shipyard workers and revenue of approximately \$8 million, a percentage of which comes to the Port by agreement with BAE Systems. This is a most welcome boon in this difficult economic period.

Furthermore, BAE Systems has been working in conjunction with the City of San Francisco's CityBuild Academy to train members of the local community for well-paying trade careers. Spearheaded by Supervisor Sophie Maxwell and Mayor Gavin Newsom, CityBuild coordinates workforce training and job placement for construction projects. Hugh Vanderspek, president and general manager of BAE Systems San Francisco, said that the first five CityBuild graduates sponsored by BAE Systems started work this month at the shipyard.

A third Carnival ship, the 113,300-ton Carnival *Splendor*, made her maiden call to San Francisco on March 21. Built in Italy in 2008, the ship offers her 3,000 passengers a host of innovations, including a 21,000-square-foot spa and a 5,500-square-foot children's play area. Beginning in April 2009, the *Splendor* will

provide year-round seven-day Mexican Riviera cruises from Long Beach.

Cal Maritime Offers Online Learning

The Vallejo-based California Maritime Academy is offering an online certificated course in Maritime Security Awareness for workers in the maritime environment. The International Ship and Port Facility Security (ISPS) Code and the Maritime Transportation Security Act (MTSA) of 2002 require that regulated vessel and facility owners and operators assure and document that they have provided Maritime Security Training for "other personnel" who routinely have access to, and perform business operations inside the controlled security perimeter of a regulated facility or vessel. This includes administrative and management personnel, as well as vendors, truck drivers and service providers who require access to secure areas. Depending upon the level of existing knowledge and expertise a student brings to the course, the online self-paced training can generally be completed in 2-4 hours.

"Making this course available online provides flexible access for busy workers who need this training," explains J. Kim McNutt, Dean of Cal Maritime's Extended Learning program. "They can complete the course at their own pace and in coordination with their work and personal schedules."

"Taking the course is easy to do, and it is especially cost-effective when the company or organization has a large number of employees or just a single individual who needs the training. Those who successfully complete the course receive a Cal Maritime certificate upon completion. As an added benefit, we keep records of past certification and can issue a replacement copy for an individual if needed at a later date for proof of completion."

The new and improved Cal Maritime online course fully satisfies the requirements of the ISPS Code and MTSA regulations.

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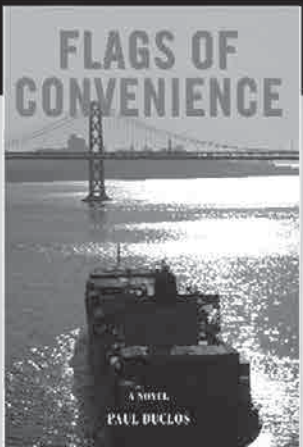
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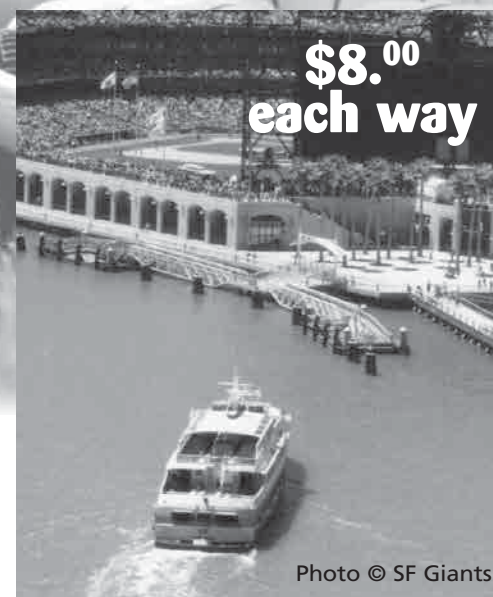
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- Every Saturday** **12PM – 2PM or 2:30PM - 4:30PM - Introduction to Sailing Course, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$30.
- April 2** **7PM – 9PM, Island of the Bay Slideshow, Club Nautique, Sailing School, 800-343-SAIL, www.clubnautique.net**
Come spend an evening in our Sausalito location with the author of the photographically stunning and geographically eye opening book: "The Islands of San Francisco Bay". FREE - Space limited, reservations required.
- April 2** **7PM – 9PM - Kayak Rolling, JFK Pool, Richmond, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Eskimo rolling is the safest and fastest way for a kayaker to self-rescue. Our heated pool is the most comfortable environment for learning this technique. There is no prerequisite for this class; however, previous paddling experience is highly recommended. Offered every Thursday evening! \$60 includes instruction, and all equipment.
- April 9** **6:30PM – 9:30PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface.
- April 10** **7:30PM – 10:30PM - Moonlight Kayaking at Jack London Square, Oakland Estuary, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. \$49 includes guides and all equipment.
- April 15** **7PM – 9PM - New Images from Gordon Robinson, Marin Scuba Club, San Rafael, 415-453-9556, 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: marinscubaclubmembership@yahoo.com.
- April 18** **12:30PM – 2:30PM - Giants Game Paddle, UCSF Outdoor Programs, 415-476-2078, outdoors.ucsf.edu**
Be part of a world famous San Francisco tradition-experience a Giants home game by kayak! Kayaks, gear, and guides included. \$40
- April 19** **9AM – 3PM - Angel Island Crossing, Sea Trek Kayaking Center in Sausalito. To reserve: 415-332-8494. www.seatrek.com**
A great adventure paddling from Sausalito over to Angel Island where we'll have a lunch break, short hike and enjoy fabulous views of the Golden Gate Bridge. Beginners with a physically active lifestyle welcome. \$85.
- April 25** **11AM – 5PM, Open House - FREE BBQ, Club Nautique, Sailing School, 800-559-CLUB, www.clubnautique.net**
Come in to the Sausalito location to check out the best sailing school and charter company on the bay! Take in a seminar, go on a FREE SAILBOAT RIDE, and tour our fleet of beautiful charter boats. All are welcome. Alameda Open House on May 2! Please R.S.V.P. if you plan to attend.
- April 25** **4PM – 6 PM - OCSC's Spring Fling BBQ – all invited! - FREE - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come enjoy a free BBQ at OCSC! We will be grilling hamburgers, hot dogs, and veggie burgers. The BBQ is a great way to meet people who are interested in sailing, learn about OCSC, and have a great time! No reservations required. See you on the 25th!
- April 25** **6PM – 10PM - Crew Social, Tradewinds Sailing School & Club, Richmond, 510-232-7999, www.tradewindssailing.com**
Meet people to sail with! Potluck hors d'oeuvres, bring your favorite appetizer and meet and socialize with Tradewinds Members. Bring business cards to exchange or use the blank ones we provide in the office. Bring a new friend and introduce them to the sailing lifestyle!
- April 25** **6PM – 9PM - Starlight Paddle, Sea Trek Kayaking Center in Sausalito, 415-332-8494, www.seatrek.com**
A mellow paddle along the Sausalito waterfront with its harbor seal population and floating homes community. We'll have views of the S.F. Skyline in the distance, the surrounding hills and an interesting waterfront community. Come check out the evening stars. \$65.
- April 26** **9AM – 2PM - City Front Brunch Paddle, UCSF Outdoor Programs, 415-476-2078, outdoors.ucsf.edu**
Spend the morning kayaking the eastern shores of San Francisco. After touring Mission Creek and the waterfront we'll dock kayaks at a classic SF restaurant, the Ramp, for Brunch. Kayaks, gear, guides, and Brunch are all included. \$79
- April 26** **1PM – 5PM - Corte Madera Marsh, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We will paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. If conditions permit, we may take an optional side trip past the infamous San Quentin Prison, then stop for lunch on a nice sandy beach with incredible views.
- April 28** **10AM – 4PM - Ladies Sail, Tradewinds Sailing School & Club, Richmond, 510-232-7999, www.tradewindssailing.com**
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Local Power Plants Harm Bay Wildlife

BY SEJAL CHOKSI, BAYKEEPER AND PROGRAM DIRECTOR

In the wake of increasingly alarming climate-change data and a growing movement to reduce our nation's dependence on fossil fuels, energy issues have risen to the top of the national environmental agenda. The Obama administration has pledged to craft a sustainable national energy policy that promotes renewable sources of energy and minimizes the harmful environmental impacts of our energy consumption on air quality and global climate change.

What many Bay Area residents don't realize is that here in California, our energy production harms some of our state's most precious resources: our

coastal waters, bays, estuaries, fisheries and marine wildlife. This is because about 20 percent of California's energy is produced by coastal and bayside power plants that use an antiquated process called once-through cooling. Concerned residents around the country are calling for an end to the use of this harmful and inefficient technology, and San Francisco Baykeeper is working to phase out the use of once-through cooling at power plants here in the Bay Area.

Once-through cooling is a process that pulls in cold sea and bay water to cool power plant turbines and then releases the heated water back into the environment. Every day, 16 billion gallons of marine waters are sucked into California's power plants, killing nearly everything that passes through the plants' machinery. Larvae and small fish get pulled into the plant

and die in the turbines ("impingement"), while larger fish and marine mammals get trapped on the intake screens by the force of the rushing water ("entrainment"). Studies have shown that 79 billion fish and other marine animals are killed every year in California waters by once-through cooling.

Widely regarded as an outdated technology, once-through cooling has been used at Bay Area power plants for decades, to the detriment of our local environment. The Mirant Delta Corporation operates three once-through cooling plants on the Bay: in San Francisco, Pittsburgh and Antioch. Although the three Bay plants are "peaker plants"—meaning they provide energy only during the periods of highest consumption—the plants' cooling systems operate year-round and consistently impact San Francisco Bay. The intake process, which causes the impingement and entrainment of marine animals, can kill organisms from all levels of the food chain and disrupt the normal processes of the Bay's ecosystem. Additionally, the plants release heated water that can reach temperatures as high as 100 degrees. The Bay's normal temperature rarely goes above 70 degrees, so a sudden influx of hot water can disrupt the Bay's delicate ecosystem and the animals living in it. The fishing industry feels the impacts too, as once-through cooling depletes fishery stocks and threatens the survival of California's salmon and Pacific herring, the Bay's last commercial fishery.

Baykeeper is part of a coalition of environmental and fishing groups that is aggressively fighting the continued use of once-through cooling. We're supporting a bill in the California Legislature that would force inefficient coastal power plants—including all three of the plants along the San Francisco Bay shoreline—to switch to less environmentally damaging cooling systems by the year 2015. The bill, authored by Senator Ellen Corbett (D-San Leandro), would also require the State Water Board to create a timeline

that completely phases out the use of once-through cooling at California power plants. This bill is critical to protecting California's marine ecosystems, but there is opposition from the energy industry, which has been reluctant to take responsibility for the environmental costs of their operations.

The use of once-through cooling has sparked a legal battle that has gone all the way to the United States Supreme Court. Baykeeper's ally Hudson Riverkeeper sued the U.S. Environmental Protection Agency when the agency proposed that economic concerns of the energy industry outweigh the protection of marine life when considering alternatives to once-through cooling. The Supreme Court heard oral arguments for the case in December 2008, and a decision is expected soon. The Court's ruling could help steer the Obama administration as it develops a national policy that moves our energy production away from the harmful use of once-through cooling and toward healthier and more sustainable sources of energy.

In the meantime, San Francisco Baykeeper and our partners and allies will do all we can to tell California's policymakers how important it is to phase out once-through cooling. To join Baykeeper and learn more about how to voice your support for ending once-through cooling, visit www.baykeeper.org.

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Sejal Choksi, Baykeeper and Program Director for San Francisco Baykeeper

San Francisco Baykeeper is the Bay's pollution watchdog, using science, advocacy and the courts to hold polluters accountable and enforce clean water laws. Sejal first joined San Francisco Baykeeper as an attorney in 2002. As the Baykeeper, she now directs the organization's advocacy programs, pollution patrols and legal docket. www.baykeeper.org



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

Angel Island A California State park and wildlife reserve. Angel Island is both a great picnic destination with hiking, kayak tours, an hour-long fully-narrated TramTour, as well as a historical site dating back to the U.S. Civil War.

Vallejo Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Six Flags Discovery Kingdom theme park.

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

**Blue & Gold Fleet at PIER 39
Beach Street & The Embarcadero
San Francisco**

SAILING ADVENTURES

A BRIEF HISTORY OF ANGEL ISLAND PART 2

BY CAPTAIN RAY

Last month, we looked at the pre-history and early history of Angel Island. This month, I'll bring it up to the 21st century.

Starting in 1910, China Cove, at the northeast corner of the island, was used as an Immigration Station. Because of a weak economy in the 1870s, Asians, and Chinese workers in particular, were no longer welcome in the United States, even though they had been valued laborers in the decades before. When Congress passed the Chinese Exclusion Acts in the early 1880s, the U. S. government needed a way to enforce the restrictions it had placed on the immigration of Chinese. The act was quite controversial at the time and the term 'immigration station' was a euphemism used to make the facility's purpose more palatable to the public. In addition, its isolated location on Angel Island seemed ideal. Although the station was publicly called the "Ellis Island of the West," internally it was called the "Guardian of the Western Gate." This facility was intended to slow the entrance of Asians into the United States; in reality, it became a detention center.

More than 175,000 Chinese were processed through the Immigration Station: some within a few weeks, most within a few months. For some, the process took several years. Any immigrant who could prove she was the child of someone already a U.S. citizen was eligible for entry. Many carried falsified documents and these "paper sons and daughters" were interrogated about their home village and family history, in an effort to prove that there was reason to deny them entrance into the United States. A number of those waiting for their cases to be decided carved poems into the woodwork of the center. Some of this poetry is still visible today, and two detainees wrote down much more of it in the early 1930s. They discovered the historic poetry while waiting for their own cases to be resolved.

The Immigration Station was also used to process thousands of Japanese "picture brides" as well as immigrants from Korea,

the Philippines and Russia. During World War I, enemy aliens (mostly German citizens) were held for a time before being transferred to a facility on the east coast. In 1940, the Immigration Service closed the station and turned it over to the U. S. Army. During World War II, the Army used the detention barracks to process both German and Japanese prisoners of war. After the war, the buildings were abandoned and the slow process of deterioration began. Once scheduled for demolition, the station is now re-opened after a \$15 million phase I restoration with more to come.

In addition, during World War II, hundreds of thousands of U.S. soldiers were processed going to and from the Pacific Theater of the war. Angel Island was second to Camp Stoneman in Pittsburg for processing soldiers, and it was said by many soldiers that the food on Angel Island was the best the Army had to offer.

The advent of the Cold War added yet another level of fortification to Angel Island: Nike missiles. Three below-ground magazines were constructed on Point Blunt, the southern tip of the island. The radar and control facility for these missiles was built on the top of the island's highest point, but only after it was bulldozed flat! Fortunately, the dirt was just pushed over the edge. Now that the missiles have been removed from Point Blunt, the top of the mountain has been restored and recontoured to resemble its original profile.

The first part of Angel Island to become a State Park was the area around Ayala Cove. That was in 1954, and more land was acquired in 1958, extending the park to the top of Mount Livermore. It was not until the removal of the Nike missiles in 1962 that almost the entire island became part of the state park system. The only exceptions are two U. S. Coast Guard-maintained navigation sites, one on Point Blunt and one on Point Stuart.

Today, you can hike, bike, and even camp overnight on Angel Island, enjoying the views and savoring its long and varied history.

Opening Day on the Bay 2009

Pacific Inter Club Yacht Association hails the start of the Yachting season on Sunday April 26th with Opening Day on the Bay. The day starts with a Blessing of the Fleet hosted by Corinthian YC in Tiburon. All boats then are to rendezvous in the parade staging area just north of Anita Rock off the shore of Crissy Field at the Presidio of San Francisco. The 93 year old parade is the United States largest and this years theme is "Legends of the Sea".

The parade is to start around noon when the San Francisco Fire Boat will start the parade. They are then followed by Historic and classic yachts in five classes of competition:

1. Class 100 Power Boat Decorated to Theme by a Club
2. Class 200 Sailboat Decorated to Theme by a Club

3. Class 300 Power or Sail Boat Decorated to Theme by Juniors
4. Class 400/500 Club Fleet Decorated with Flags and Streamers
5. Class 700 Any decorated boat, not to theme, by a club member

The two non-competitive classes are:




1. Class 000 Historic and classic yachts
2. Class 800 Any non decorated boat

Members of Yacht Clubs belonging to PICYA are encouraged to enter and parade entry forms are available at www.picya.org. The Opening Day on the Bay term originated from the opening of the drawbridge to allow the houseboats to be moved into Belvedere Cove and anchored for the summer. This years Grand Marshall is Carl Nolte, San Francisco Chronicle reporter and author.

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Port of Oakland Accelerates C

BY BILL PICTURE

Last month, the Oakland Port Commission moved the voting date for the Comprehensive Truck Management Plan (CTMP), an effort intended to reduce air pollution caused by the hundreds of diesel trucks that carry goods to and from the Port of Oakland each day, from August to May. The Maritime Committee will vote on the CTMP on May 21, after which the plan goes before the full commission on June 2.

Shaving a few months off of the original voting date might seem like a less-than-bold step considering that the plan has been in the works for two years, but environmental advocates believe it makes clear the commissioners' commitment to improving the quality of life for port workers and neighbors. Not only that, they say that, if the port is going to meet the new state-mandated clean air standards set to go into effect on January 1, 2010, it will need that extra time to implement the changes laid out in the CTMP.

"We're very excited," said Doug Bloch, Director of the Coalition for Clean & Safe Ports. "The commissioners basically said, 'Look, we've been working on this thing for two years now. We need to wrap this up.' And the executive staff at the port agreed."

The Coalition represents several dozen environmental, labor, public health, faith and community organizations concerned that diesel soot from port-related truck traffic is endangering the health and safety of those who live and work in and around the port.

The Problem

Everyone agrees that air quality in West Oakland needs serious improvement. But how much of the area's air pollution problem can be blamed on the Port of Oakland and, more specifically, the trucks that service the port is an



Photo by Beth Trimarco



Photo by Brooke Anderson

In March of 2008, the Coalition took to the streets to demand that the Port of Oakland deal with the problem of Port-related air pollution. According to the Coalition, such a plan would not only improve the quality of life for Port workers and neighbors. It would also improve working conditions for the truckers who service the Port.

open question.

After public health officials connected the dots between air pollution in West Oakland and the high rate of asthma among children in the area, the California Air Resources Board set out to find out exactly where the pollution was coming from.

"We cooperated with them on that study, and what they found was that only 16 percent came from Port of Oakland sources," says spokesperson Marilyn Sandifur. "Only 4 percent of the total was related to trucks going to and from the port." Sandifur points out that 84 percent was found to originate from other sources, one of which is the thousands of vehicles that pass through the nearby MacArthur Maze each day.

But Doug Bloch of the Coalition for Clean & Safe Ports says that, based on what he's seen with his own eyes, he believes that port truck traffic accounts for a bigger piece of the smoggy pie.

"I see those trucks coming through the neighborhood, belching out thick, black smoke," he explains. "If you go down to the port, you can see it and smell it in the air. I've actually heard drivers tell stories about the air being so bad that it made them sick, and they had to pull over to throw up."

Regardless of whether the trucks going to and from the port account for 4 percent of air pollution in West

Oakland or more than that, the Port of Oakland and Coalition for Clean & Safe Ports members agreed back in February of 2007 that the problem was serious enough to warrant finding a way to ensure the trucks' compliance with changing clean-air standards. In fact, the port has been working on cleaning up the air since the late 1980s. Since then, numerous projects have been implemented, including several pilot projects and the retrofitting and, in many cases, replacement of older terminal equipment.

Still, the question remains: Who should be responsible for bringing the trucks that service the Port of Oakland in compliance with state standards? In other words, who should foot the bill for cleaner air?

A Broken System

Under the current system, most drivers are independent contractors hired by the trucking companies to haul goods to and from the port. "Right now, it's up to the drivers to shoulder the costs for upgrading and maintaining their equipment," says Bloch. "And that's just not fair or realistic." Retrofitting older models of trucks generally costs between \$15,000 and \$30,000, with newer, cleaner-burning trucks starting at about \$100,000. What the Coalition is recommending is that drivers be hired as employees, and that the trucking companies assume full responsibility for the trucks.

Consideration of Clean-Air Plan

Last year, the Port of Oakland offered up a few million dollars to help drivers retrofit their trucks. The port has also set aside money in the past to help drivers purchase newer trucks. The latter program saw eighty cleaner-burning trucks hit the street. On average, newer trucks emit 70 percent less pollution than older ones.

“But, even with the subsidies, most drivers aren’t in a position to retrofit their trucks, let alone buy new trucks, particularly in this credit market,” says Bloch, who adds that the average annual income for a truck driver is \$30,000. “They can’t get credit. It’s much easier for the trucking companies to get credit.”

The trucking industry has argued, however, that these added costs—employee benefits and truck maintenance—would have to be passed on to their clients, who would, in turn, be forced to pass them on to consumers. They also point out that free-wheeling truck drivers aren’t exactly excited about having to surrender the very thing that attracted them to truck-driving and the open road in the first place: independence.

“Sometimes it’s not about what we as individuals want,” says Bloch, who believes that the global shipping industry can absorb the added trucking costs without affecting its bottom line very much. “It’s about what’s in everyone’s best interest. What we have right now is a Wild West situation. The port doesn’t have any direct relationship with the trucking industry or the truck drivers, so there’s no way to enforce any kind of regulations and, therefore, anything goes.”

A Game Plan

In 2008, the Port of Oakland hired a consulting company, Beacon Economics, to weigh all of these factors and come up with suggestions for fixing the trucking system at the port. Their findings and suggestions were to inform the policies and procedures being prescribed in the Comprehensive Truck Management Plan.

Beacon’s findings were posted last month on the port’s website. And, while the “Economic Impact Analysis,” as the report is titled, is careful not to tout an employee-based trucking system as the ultimate solution to the port’s air pollution woes, it does make a strong case for making the switch.

According to the report, complying with continuously changing and increasingly more stringent emissions standards under the current system will require large and continual subsidies. The Coalition for Clean & Safe Ports believes the switchover to an employee-based system is as good as recommended, because they say that this kind of a financial commitment, particularly now, is unlikely to come from anywhere else. Even most of the trucking companies have said that they are not in a position to offer



Photo by Beth Trimarco

Coming up with a plan to improve the trucking system at the Port is just one way that the Port of Oakland is addressing air quality problems in the area. In March of 2008, the Port decided to reduce health risks associated with diesel pollution from Port sources by 85% by 2020. The truck program is just one part of the much larger Maritime Air Quality Improvement Plan.

any financial assistance to drivers. The study also points out that the switch would be fairly easy to implement, as nearly one-third of the drivers who service the port are already trucking company employees.

That said, the Beacon study makes clear that an employee-based trucking system is far from hitch-free. For instance, 60 percent of the drivers polled by Beacon said that they were not interested in becoming trucking company employees. If those drivers left the fleet, 800 new drivers would have to be recruited.



Photo by Beth Trimarco

A study by the California Air Resources Board found that trucks going to and from the Port of Oakland account for 4% of the air pollution in West Oakland. Environmentalists and West Oakland residents suspect the figure may actually be higher.

“The most efficacious approach to cleaning up and minimizing inefficiencies in the drayage sector at a given port has yet to be established,” the report says. “However, in the coming years, the potential contribution of an employee driver requirement—that all drivers serving the port be employees of a [trucking company]—will become clearer in addressing these issues.”

The L.A. Model

All eyes are currently on the Port of Los Angeles, which made the switch last year to an employee-based system under the Port of Los Angeles Clean Trucks Program. Under that program, more than 3,000 cleaner-burning trucks compliant with 2007 EPA standards have rolled into service, all of them privately financed by trucking companies.

In just six months, diesel emissions at the Port of Los Angeles have been significantly slashed, meaning better air for port workers and neighbors. But Port of Oakland spokesperson Marilyn Sandifur says that each port has its own unique set of variables that must be taken into account when considering serious policy changes. In other words, what was best for the Port of Los Angeles isn’t necessarily what’s best for the Port of Oakland.

“The Beacon study has to be taken in the fuller context of maritime business here at the port,” Sandifur explains. “We have to look at the big picture and understand the economics of the drayage sector.”

Sandifur also points out that the final CTMP is just one part of a much larger and broader plan to improve air quality at the port. In March 2008, the Port Commission set the clean air bar high for itself, committing to an 85 percent reduction of health risks associated with port sources of diesel emissions by 2020. “The Maritime Air Quality Improvement Plan is the bigger picture that I was talking about,” Sandifur says. “It’s a roadmap for addressing air quality for the long term.”

In the meantime, the team drafting the CTMP finds itself in the unenviable position of having to balance social responsibilities with economic ones, and presenting to the Commission on May 21 a plan that will satisfy all of the issue’s stakeholders—shippers, truckers, trucking companies, environmentalists and area residents. “We really do appreciate everyone’s hard work,” says Sandifur. “Ultimately, I think we all want the same thing. We all want clean air.”

“We just need to bring this thing home,” says Bloch. “To use a football analogy, the coach has called the play. Now the port just needs to snap the ball and bring it to the end zone.”

For more information on the Comprehensive Truck Management Plan (and to read the just-released Economic Impact Analysis), visit www.portofoakland.com.



The “Left Coast Lifter” crane and barge slipped under the Golden Gate, skirted the San Francisco shoreline and passed under the West Span of the Bay Bridge; the final destination is the Bay Bridge East Span construction zone on far side of Yerba Buena Island (visible in image 5). Photos 1 and 2 are by Noah Berger and the aerial photos 3, 4 and 5 are © 2009 Barrie Rokeach.

It Takes a Massive Crane to Build a Monumental Bridge

“Left Coast Lifter” Sails Into San Francisco Bay

BY KARIN BETTS

An immense, barge-mounted crane dubbed the “Left Coast Lifter” that will be used to help build the San Francisco-Oakland Bay Bridge’s new suspension span passed under the Golden Gate and into San Francisco Bay on Thursday, March 12. The 400-foot-long barge – built by U.S. Barge in Portland, Oregon – was initially shipped to China a year ago for fitting by Shanghai Zhenhua Port Machinery Co. Ltd. (ZPMC) with a custom-built shear-leg crane capable of lifting up to 1,873 tons.

The replacement of the East Span of the San Francisco-Oakland Bay Bridge is one of the largest public works projects in California history, and requires the use of some of the biggest construction equipment

that exists. And the “Left Coast Lifter” is no exception, weighing in at a whopping 3,920 tons. The extended boom of the shear leg crane is 328 feet long, and will tower above both the cantilever bridge and the new Skyway decks when raised.

“This crane is the workhorse that will erect the remaining pieces of the new East Span,” said Andrew Fremier, deputy executive director of the Bay Area Toll Authority (BATA), which is run by the Metropolitan Transportation Commission (MTC). “It was built specifically for this project, and we’re glad to see it take its place in Bay Area history.”

The “Left Coast Lifter” will be used starting this summer to offload and erect the steel used in the temporary support structures for the new signature span, as well as to raise all 28 deck segments of the new span’s roadway and the lower sections

of its steel tower. The upper parts of the 525-foot tower are beyond the reach of the crane’s boom, so a strand jack system built into the tower’s temporary frame will lift those pieces into place.

During its month-long journey back across the Pacific, the self-erecting crane was stowed flat for transport, and the entire crane barge placed on a special semi-submersible ship. Within a week of its arrival at a mooring site south of the Bay Bridge, the crane barge was floated off the partially submerged ship and towed to a pier in the Port of Oakland, where it is being prepared for service. Later this spring, the fully operational crane will sit north of the new East Span construction site near Yerba Buena Island, in view of motorists driving over the Bay Bridge.

“We’re at the point where the photographs being taken will end up in

history books,” said Bart Ney, Caltrans spokesperson. “Over the next two years, with the help of this crane, we’re going to be erecting a self-anchored suspension span that is the largest of its type in the world.”

The new East Span is two bridges in one: a sleek Skyway (with side-by-side roadways) that is already complete, and a self-anchored suspension span, or SAS, closing the gap between the end of the Skyway and Yerba Buena Island. The East Span project is being directed by the Toll Bridge Program Oversight Committee, a consortium of three agencies: MTC’s BATA, Caltrans and the California Transportation Commission. BATA is financing the \$5.7 billion East Span project with bridge toll funding. For more information about the project, go to baybridge360.org and baybridgeinfo.org.

AFTER DARK

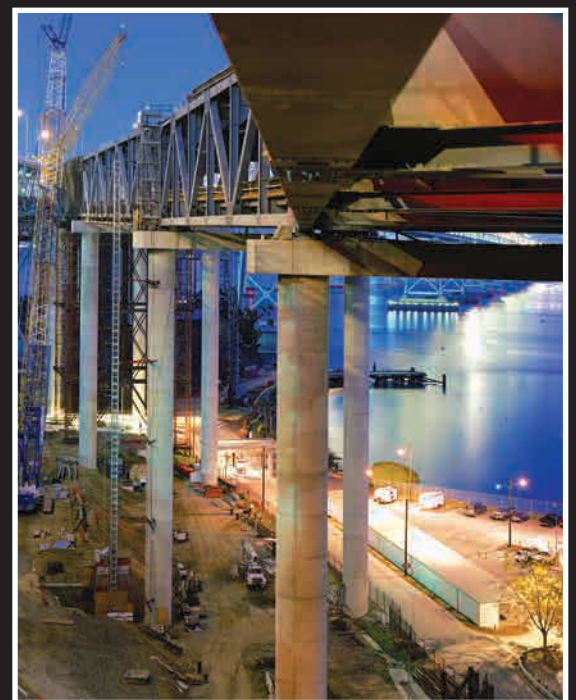
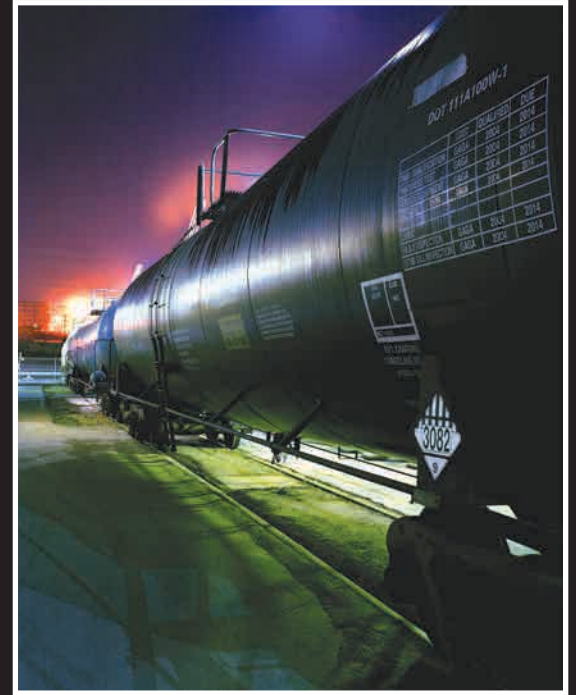
These images, along with this month's cover photo, are part of an exhibition on display in Oakland. They are taken from two series that photographer Tom Paiva has been working on over the past year. One set of images is from an exploration of the construction of the new eastern span of the Bay Bridge. Paiva explains in his artist's statement: "I am attracted to the monumental scale and dynamic forms of the development of this major bridge project. Each image is a moment in time, because the project is always changing, morphing each month as new materials, engineering, and components are added."

Other images are from industrial sites of quite diverse types: oil and chemical refineries and a ship in drydock. Paiva states, "I find these environments exceedingly appealing. The forms are modern, massive, simplified, without embellishment. Light creates dimension and startling relationships. It can magnify shapes and textures, and stimulate the viewer's interest."

Paiva notes that he works at night, and explains some of the technique behind his unique images: "Rarely can I get more than three or four images completed in a night's work. I actually like the technical challenges of working with film at night. You cannot be sure what the film will pick up in these environments of complex mixed light sources, diverse intensities, and deep shadows. The available light sources of sodium vapor, mercury vapor, metal halide, tungsten and fluorescent intensify the yellows, blues, greens, and overall depth. I do not use computer manipulation in my work."

The Metropolitan Transportation Commission (MTC) Community Art Program is presenting *After Dark, Photos by Tom Paiva* through April 30th at the LunchStop Café at the Joseph P. Bort MetroCenter at 101 Eighth Street in Oakland just across from the Lake Merritt BART Station. The show is open for viewing from 7:00 a.m. to 3:00 p.m. weekdays free of charge.

Photos by Tom Paiva. All rights reserved.



GET THERE BY FERRY

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

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

HOLIDAY SERVICE: Larkspur & Sausalito
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WETA



ALAMEDA/OAKLAND				ALAMEDA/OAKLAND																															
Weekdays to San Francisco				Weekends and Holidays to San Francisco																															
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Weekdays from San Francisco

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

FARES: One Way, Round Trip, 10Ticket Book*, 20Ticket Book*, Monthly Pass

Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
Child (5-12)	\$3.50	\$7.00			
Child under 5**	FREE	FREE			
Senior (65+)	\$3.75	\$7.50			
Disabled Persons*	\$3.75	\$7.50			
Active Military	\$5.00	\$10.00			

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

PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.

Schedule information harvested online. Schedules are subject to change.

Blue & Gold Ferry

BAY CRUISE		SAUSALITO			
Leave PIER 39		FISHERMAN'S WHARF, PIER 41			
Weekdays	Weekends and Holidays	Weekdays			
10:45am 12:00pm 1:15 2:30 4:00	10:00am 2:30pm 10:45 3:15 12:15pm 4:00 1:15 4:30 2:00	Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
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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.					

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 Adult \$23.00 Junior (12-18) \$19.00
 Senior (62+) \$19.00 Child (5-11) \$15.00
 Special Rates On Line

ANGEL ISLAND - SF/DAILY

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

Weekends			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35am	11:00am	11:05am	12:20
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* Stops at Pier 41 prior to Ferry Building
 > Stops at Pier 41 for 20 minutes prior to Ferry Building

ANGEL ISLAND - ALAMEDA/OAKLAND

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

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

ANGEL ISLAND - VALLEJO

Weekdays			
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
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Weekends			
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
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Free transfers are required in San Francisco at either the Ferry Building or Pier 41. Ask a deckhand if you have questions about where to make the transfer. Tickets are now on sale at the Vallejo Ferry Terminal Ticket Office.

FARES	Pier 41 SF Ferry Bldg	Alameda/Oakland	Vallejo
Adult	\$15.00	\$14.50	\$32.50
Senior (65+)	\$15.00	\$14.50	\$23.00
Child	\$8.50(age 6-12)	\$8.50(age 5-12)	\$23.00
Child	FREE(5 & under)	FREE(4 & under)	FREE(5 & under)

*All prices include State Park Fees

Baylink Ferry

VALLEJO/SAN FRANCISCO		
FERRY BLDG./ FISHERMAN'S WHARF		
Weekdays		
Depart Vallejo	Depart Ferry Bldg.	Depart Pier 41 Fisherman's Wharf
5:30am 6:30 7:00 7:45 8:45 10:00 11:30 2:00 * 3:20 4:05 4:45 5:35	6:35am 7:35 8:10 8:55 9:55 11:10 12:40pm 3:30 * 4:30 5:15 6:00 7:05	----- ----- ----- ----- ----- 11:30am ----- 3:10 * ----- ----- ----- 6:45

Weekends and Holidays		
Depart Vallejo	Depart Ferry Bldg.	Depart Pier 41 Fisherman's Wharf
10:00 11:30 1:00pm 3:00# 6:00#	11:10 12:40pm 2:10 4:30# 7:30#	11:30 ----- ----- 4:10pm# 7:10#

TIBURON

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

* Friday ONLY
 # Recommended to Ferry Building Farmer's Market & To Ferry Building via PIER 41
 ^ Via Angel Island
 > Via Sausalito
 All Weekend departures make additional stops before reaching destination.

TIBURON COMMUTE

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

Available through 3/29/09

Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30am 7:30 8:30 ----- 5:05pm 6:05 7:05	6:55am 7:55 8:55 4:30pm 5:30 6:30 7:30	7:00am 8:00 4:35pm 5:35 6:35 7:35	7:25am 8:25 5:00pm 6:00 7:00 8:00

No service on weekends

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

Fare:
 One-Way Adult \$6.50
 One-Way Juniors (5-12) \$3.25
 Children (under 5) Free
 One-Way Seniors (62 & over) \$3.75
 Disabled \$3.75
 Active Military \$5.25
 One-Way Commute (book of 10) \$55.00
 One-Way Commute (book of 20) \$100.00
 Monthly Pass (book of 40) \$185.00
 Free MUNI and AC Transit Transfers Provided

Red & White BAY CRUISE SCHEDULE

PIER 43 1/2		
Monday through Sunday		
Oct 20 - Dec 31		
10:00am	12:00pm	2:30pm
10:45*	1:15	3:00
11:15	1:45	3:45
		4:15*

* Weekends Only

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



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

Angel Island Ferry

ANGEL ISLAND/TIBURON

Monday - Friday
 Mon-Fri: Ferry service by advance reservation for groups of 25 or more (www.angelislandferry.com). Individuals may "piggyback" with scheduled groups. (Use interactive calendar on website to check the group schedule for any date.)

Weekends			
10am	11	1pm	3pm
10:20am	11:20	1:20pm	3:30

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Safety at Sea Seminar Offered to Local Sailors

An officially-sanctioned Safety at Sea Seminar will be held at California Maritime Academy in Vallejo Saturday, April 11. The seminar will cover vital topics including first aid, rescue, emergency communications, firefighting, and weather.

"Any sailor planning an offshore voyage should attend one of these," said Michael Moradzadeh, Pacific Cup Yacht Club (PCYC) Commodore. "Whether racing or cruising, safety has to be your first consideration." Offshore racing rules require that a certain percentage of the crew of a boat have completed such a course to be eligible to enter.

The live flare demonstration and the Coast Guard helicopter rescue demonstration are highlights of the event, giving vital information and underscoring their importance. West Marine's Chuck Hawley, veteran of countless ocean races and voyages, and widely known for his engaging presentation style, will moderate the seminar and instruct on certain topics.

Organized in coordination with PCYC and Encinal Yacht Club, sponsors of the two largest long-distance ocean races out of Northern California, the seminar is open to any interested person, and is particularly intended for individuals planning to race in Encinal Yacht Club's Coastal Cup from San Francisco to Catalina, the 2010 Pacific Cup or SSS TransPac, from San Francisco to Hawaii, or the 2009 Trans Pac, departing from Los Angeles.

Encinal Yacht Club organizes the annual Coastal Cup race to Southern California in June of each year. This year, the race will start June 17 and end at Catalina Island. For more information visit <http://encinal.org/pageResource/coastalcup/2009/coastalCup.html>.

The price of the seminar is \$80, with a \$5 discount for US Sailing members. Lunch and a certificate of completion are included. For more information, including signup, sailors may visit <http://pacificcup.org/sas2008>. The California Maritime Academy (www.csum.edu) is a specialized campus of the CSU system and is the only degree-granting maritime academy on the West Coast. www.csum.edu

AROUND THE BAY IN APRIL

Floating Art Show in Sausalito

Yes, art floats at this fun Sausalito event on the water. On Saturday, April 25, Sausalito's colorful floating homes community will present the seventh annual Artists of Issaquah free exhibition. Guests will view and purchase a wide variety of outstanding art while aboard some of these unique, world-famous water homes. Seventeen resident artists from Issaquah Dock, as well as five from Liberty and other nearby docks, will offer paintings, photographs, sculpture, jewelry, exotic wood bowls and mixed media art at attractive prices. The large Sausalito floating homes community boasts a rich heritage of creative expression and this exciting event maintains this valuable tradition. The show is from 11:00 a.m. to 5:00 p.m. at "gallery houseboats" at Issaquah Dock and Liberty Docks in Sausalito. For more information visit www.artistsofissaquah.com. Admission is free.

Tugboat Captain

Displays Maritime Art

Tugboat Captain Jan Tiura's photo exhibit "Of Ships and Tugs" at the East Bay Municipal Utility District in downtown Oakland spotlights her new work, "Hulls." The show runs through April 24 and examines how form and function intersect with the fury of the sea through close-ups of the skins of ships. All the photographs in the show, many made in the Port of Oakland, were shot from the vantage of the tugboat she captains. These powerful abstracts contrast vividly with her earlier work: "Heart of the Bay," which included photographs of commercial ships and tugs. Tiura's large prints are mounted on aluminum that extends out from the wall, a treatment that intensifies the dramatic effect of the huge subjects. The gallery is located on the 2nd floor of EBMUD at 375 11th Street in Oakland, and is open from 8:00 a.m. to 4:30 p.m. Monday through Friday.

Full-Immersion Stage Production

Comes Back To San Francisco

"Point Break Live!" began a limited San Francisco engagement Friday, March 13, at CELLSpace. It is the absurdist stage adaptation of the 1992 Keanu Reeves/Patrick Swayze extreme-sports blockbuster that tells the story of former College football star, Johnny Utah, in pursuit of the surfing, bank robbing, skydiving, bare-hand-fighting adrenaline-junkie-cum-Zen-master Bodhi Sattva. Since its Seattle debut in 2003, "Point Break Live!" has 'rawked' sell-out crowds in Minneapolis, New York City and Los Angeles to rave reviews, with all shows sold out two weeks in advance. The starring role of Johnny Utah is selected from the audience each night, and the lucky performer reads the entire script off of cue cards. This method manages

to capture the rawness of a Keanu Reeves performance, even from those who generally think themselves incapable of acting. The fun starts immediately with the "screen test," wherein the volunteer Keanus go through a grueling audition process. The production features armed robbery, big-wave surfing, car chases, explosions, no less than two extended skydiving sequences and an indoor monsoon. The audience doesn't just watch the show; they are in it. It's a messy show and the action literally spills forth from the stage; plastic ponchos are distributed to protect the audience. It's suggested you leave your fineries at home, but, that's part of the fun, Brah. The production will feature Friday night performances at 9:00 p.m. and is scheduled to run at least through the end of May. Last year's run was extended for an additional three months due to the enormously popular reaction. CELLSpace is located at 2050 Bryant Street in San Francisco. Tickets are \$25 and available at www.theatermania.com or by calling (866) 811-4111. For more info, cast photos, and video visit www.pointbreaklive.com.

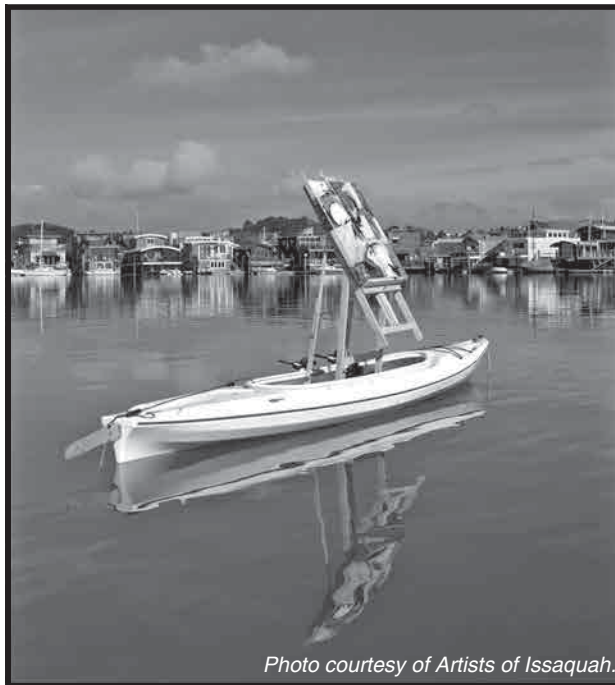


Photo courtesy of Artists of Issaquah.

Balclutha Returns Home

After Facelift

The newly-painted 1886 square-rigged ship *Balclutha* returned to San Francisco Maritime National Park in early March after spending two months in drydock at Alameda's Bay Ship & Yacht. Other than the fresh coat of paint, the drydock work included cleaning the bottom plating, a sand-sweep from keel to rail cap and maintenance to yards, decks and port holes. The 301-foot *Balclutha* was then towed back under the Bay Bridge and along the San Francisco waterfront to its home at the San Francisco

Martime National Park at west end of Fisherman's Wharf. While *Balclutha* was away, her offshore mooring buoys/lines were inspected and repaired. *Balclutha* is now once again available for public viewing along with the Park's other historic vessels that offer unique perspectives with dramatic Bay and City backdrops.

'Meet the Maker' Craft Spirits Fest

The American Distilling Institute will launch its first-ever "Meet the Maker" craft-spirits festival on Sunday April 5 from 2:00 p.m. to 5:00 p.m. in Hangar One, located on the old Alameda Naval Air Station, 2601 Monarch Street. Owners and distillers from more than 40 craft distilleries from every region of the country will be on hand to pour samples and to explain personally how they create their products. Jorg Rupf and Lance Winter of St. George Spirits have partnered with the American Distilling Institute (ADI) to open Hangar One to the public for "Meet the Maker." Owners and distillers from more than 40 craft distilleries from every region of the country will be on hand to pour samples and to explain personally how they create their products. This will be a unique opportunity for the general public to taste and buy dozens of the best and hard-to-find artisanal whiskies, brandies, rums, gins, vodkas, absinthe's and one-of-a-kind liqueurs. Among the distilleries pouring will be Huber Starlight Distillery (Indiana), Stranahan's Colorado Whiskey (Colorado), North Shore Distillery (Illinois), Great Lakes Distillery (Wisconsin), Prichard's American Rum (Tennessee), Dry Fly Distilling (Washington State), Rogue Distillery (Oregon), Tuthilltown Spirits Distillery (New York), Germaine-Robin (California), Clear Creek Distillery (Oregon). Admission is \$40 and proceeds will benefit the Michael Jackson Craft Distilling Internship, sponsored by the American Institute of Wine and Food (AIWF) and the American Distilling Institute (ADI). For more information visit www.distilling.com.

Join a Yacht Club During Opening Day on the Bay

Come join the six yacht clubs on Alameda Island as they celebrate Opening Day on the Bay, April 24 - April 26. Clubs are hosting open houses including hors d'oeuvres, breakfast, lunch or dinner, casual Estuary racing, decorated boats, and plenty of fun! Membership specials are also available at some of the clubs. Call individual clubs for details or look for flyers at local marinas. The participating Yacht Clubs are: Aeolian Yacht Club - (510) 523-2586, Alameda Yacht Club - (510) 865-5668, Ballena Bay Yacht Club - (510) 523-2922, Encinal Yacht Club - (510) 522-3272, Island Yacht Club - (510) 521-2980, Oakland Yacht Club - (510) 522-6868.

Once-Dilapidated S.F. Piers Become a Hot Spot

With the addition of an ultra-hip restaurant and renewed attention to their sensational bayside views, Piers 1 ½, 3 and 5 have become a success story for the Port of San Francisco, and have emerged as one of the city's newest hot spots. The site includes a public promenade, public docks, water taxi landings and office and restaurant space for high-end tenants.

Having fallen into extreme disrepair—condemned in 2000 and facing the threat of demolition—the Piers were redeveloped by San Francisco Waterfront Partners (SFWP) in the early 2000s and re-opened in 2006, after navigating over twenty different agency approvals.

Recognizing the historic value and economic potential of the exquisitely positioned old wharves, SFWP painstaking

restored the piers, creating more than 60,000 square feet of Class A waterfront-view office space; 17,000 square-feet of restaurant, café and retail space; and more than 40,000 square-feet of public access area, including a Bayside History Walk, a public promenade, a water taxi landing and a marina.

Last year, SFWP brought in an internationally renowned chef and restaurant from South America, Gaston Acurio's La Mar Cebichería Peruana, which opened an 11,000 square-foot premier waterfront restaurant at Pier 1 ½. The place has been "pretty much booked solid" since its opening, according to regional food



Photo by Tim Griffith.

From the outdoor patio area at La Mar Cebichería Peruana there are stunning views of the Bay, Yerba Buena and Treasure Islands, and the Bay Bridge.

magazine *7x7*, and has drawn raves from *Gourmet* and the *New York Times*.

"With the Piers, San Francisco Waterfront Partners demonstrated that you can do smart development on the waterfront, serving both the public interest and sound economics," said San Francisco Planning and Urban Research Director Jim Chappell. "This is a gorgeous addition to the Ferry Building area."

extends north around the bayside of the Ferry Building, continues around the perimeter of Piers 1 ½, 3 and 5.

The Embarcadero Freeway once hid these piers and their stunning views of the Bay. When the freeway was removed in the wake of the Loma Prieta earthquake, it led to an incredible renaissance on the waterfront, with a renovated Ferry Building and attractive new shops and

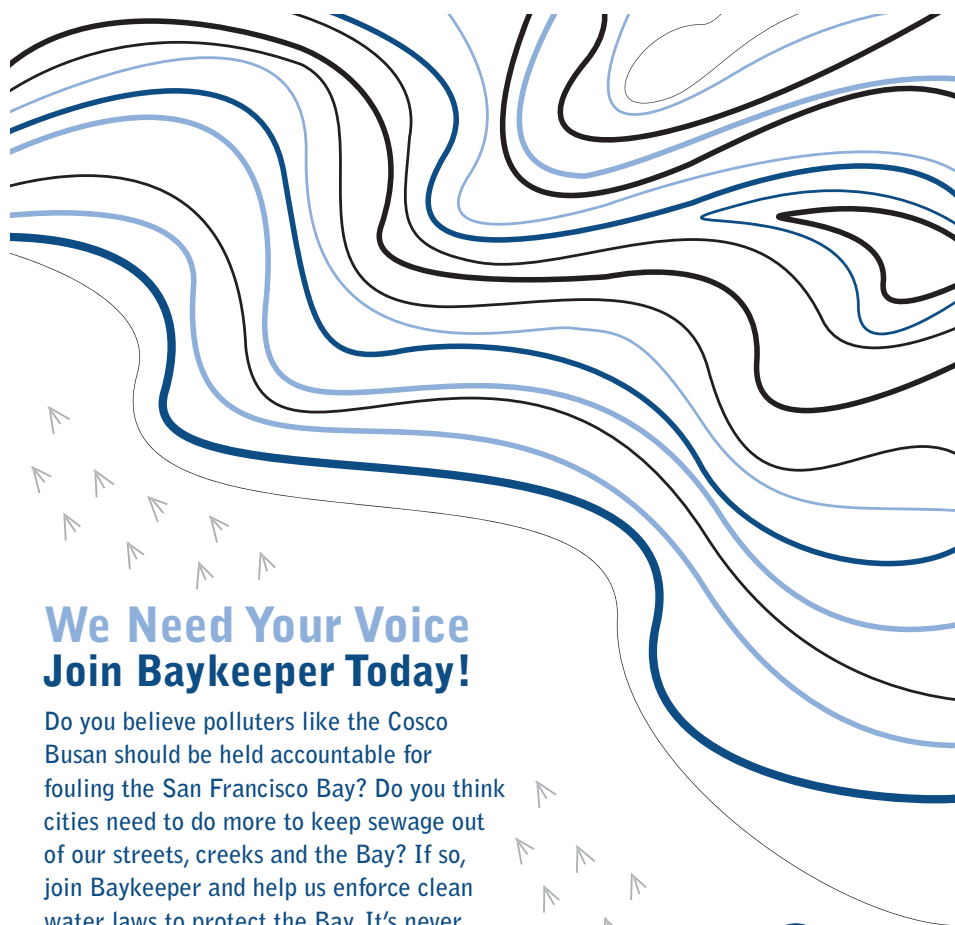
restaurants, and the popular outdoor Farmer's Market on Ferry Plaza.

La Mar will soon be joined by a few more tasty tenants—starting with The Plant Café Organic, an organic café that already has an immensely popular stronghold in the Marina District. The Plant is expected to open its doors at Pier 3 this summer. Office tenants of the Piers include Bloomberg L.P., the Aperture Group, Renaissance Technologies and SFWP itself.

"SFWP shows that if you do it right, you can succeed on the waterfront," Chappell added. "My expectation is that they will continue to bring life and

economic vitality to the neighborhood.

SFWP is currently working on a nearby mixed-use project, called 8 Washington, that will bring new parks, public open space, public parking for the Ferry Building, restaurants and Leed-certified housing to the Embarcadero.



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BAYKEEPER.



Photo by Tim Griffith.

Piers 1 ½, 3 and 5 have become a success story for the Port of San Francisco.

Inside and outside of the Piers, there are stunning views of the Bay, Yerba Buena and Treasure Islands, and the Bay Bridge. Pleasure boats are already able to pull up to Pier 1 ½, just in front of La Mar, along with a soon-to-be-established water taxi service. The Port Walk, which

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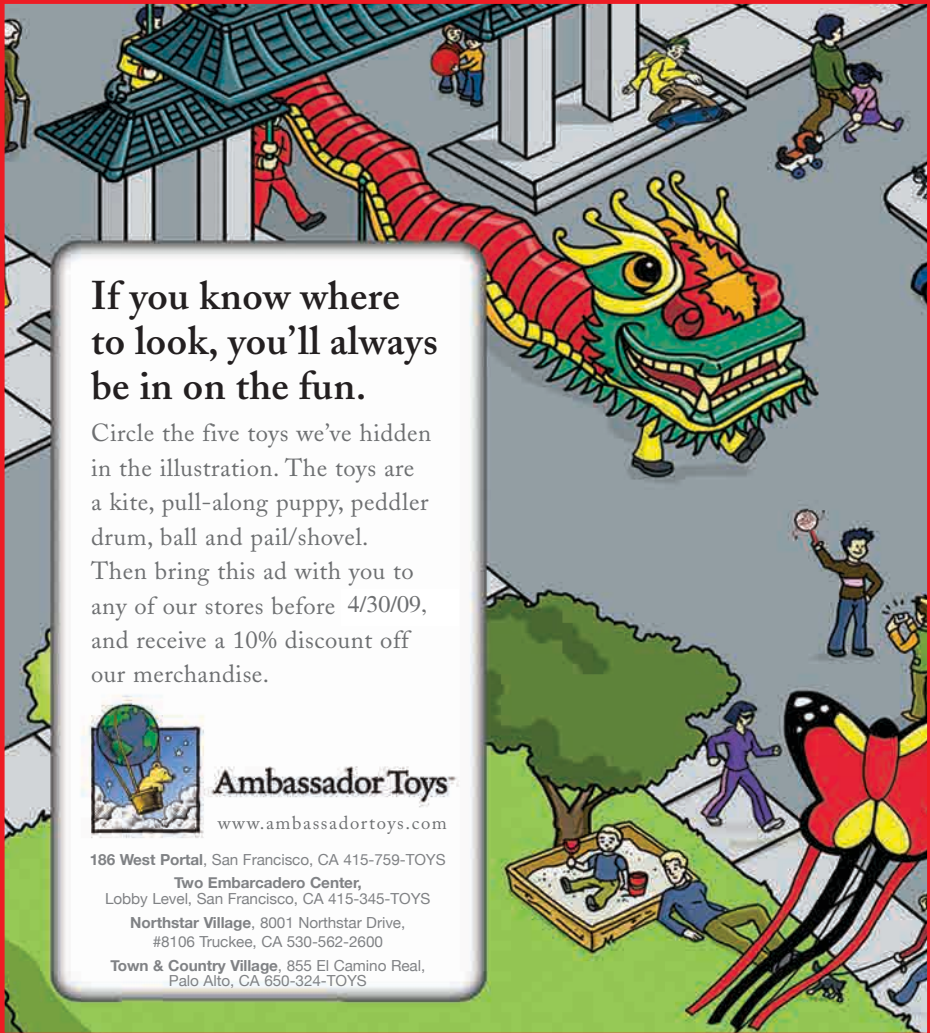
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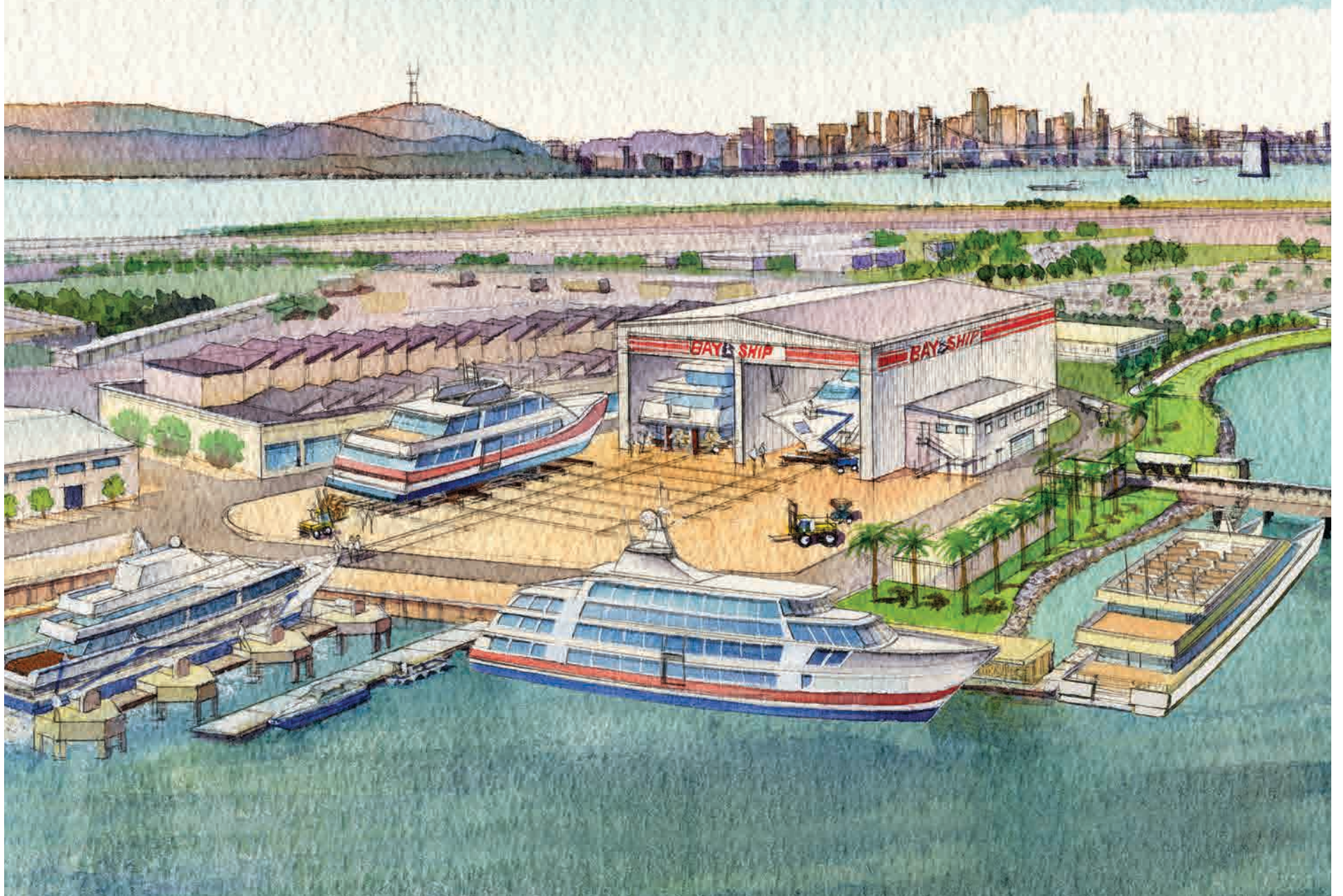
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