

BAY CROSSINGS

"The Voice of the Waterfront"

April 2010 Vol.11, No.4

Opening Day on the Bay
2010 Boating Season Begins

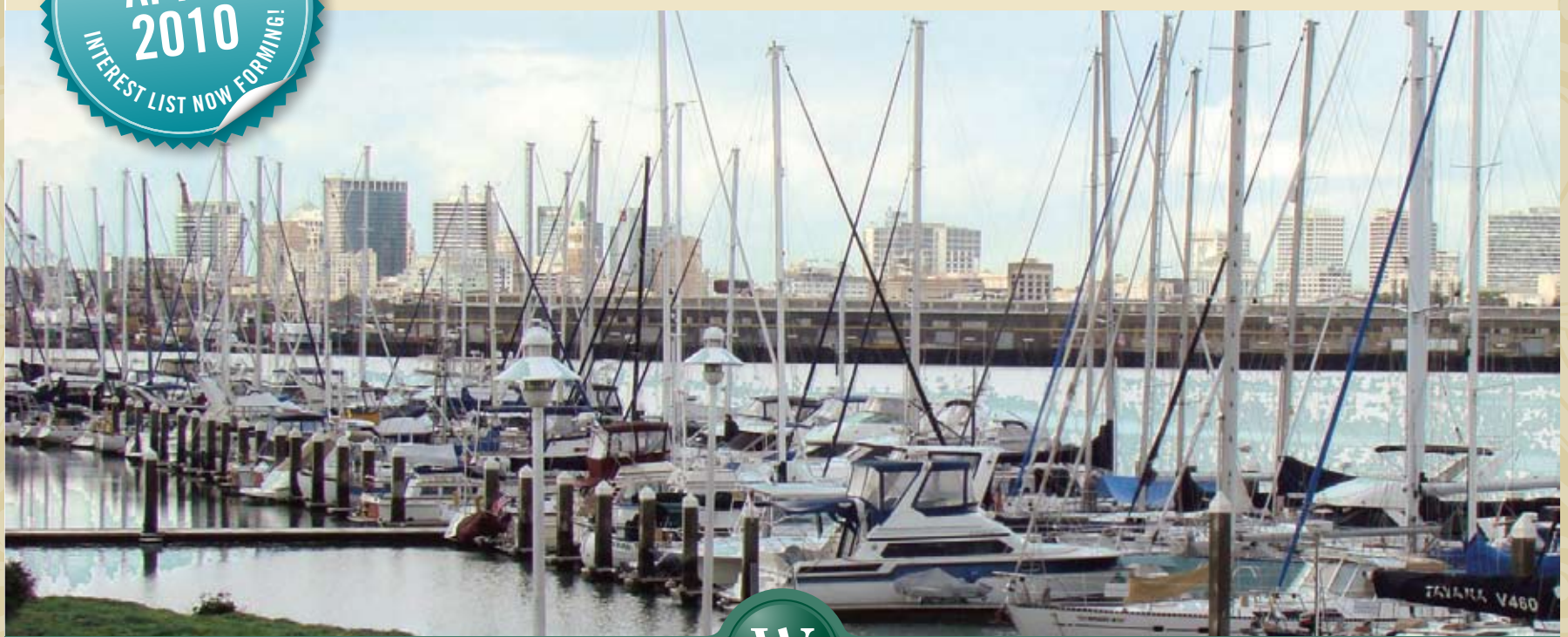
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.

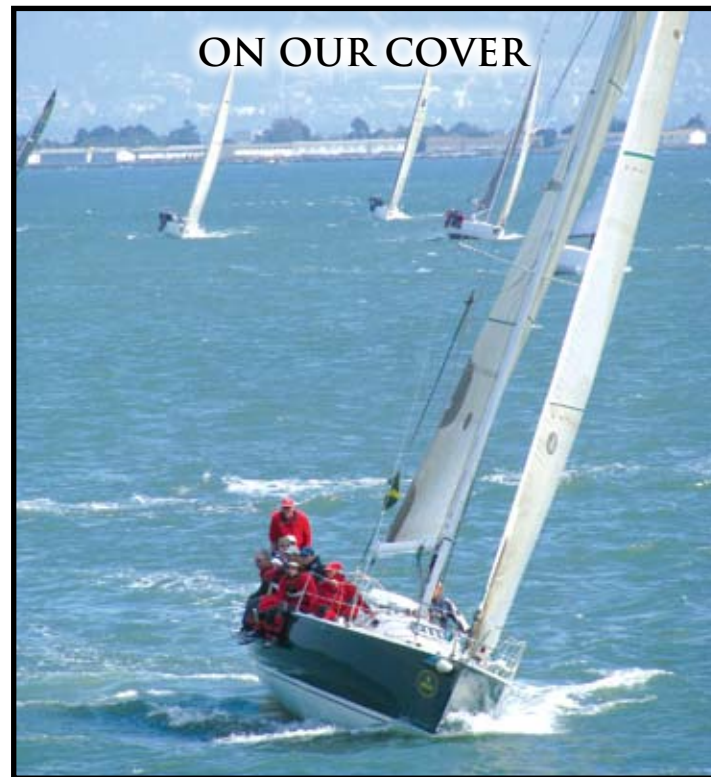


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The 94th annual Opening Day, which will kick off the 2010 boating season, takes place on April 25. There are organized events happening all over the Bay that everyone can enjoy, and several of the individual yacht clubs have special events for their members or the public. See our special Opening Day feature on page 10 for more information. Photo by Joel Williams.

BAYCROSSINGS

April 2010 Volume 11, Number 4

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Conference to Focus on Carbon Management and Sea-Level Change

On April 14, leaders from business, government and citizen organizations will meet at the 23rd Annual San Francisco Bay Decisionmakers Conference to discuss the challenges that carbon management and sea-level change pose for the future of the San Francisco Bay. Hosted by the Bay Planning Coalition (BPC), this year's San Francisco Bay Decisionmakers Conference features the science, government and business perspective on "Climate 3.0: Policies and Decisions for a Changing Landscape."

Mark Twain said, "Climate is what you expect, weather is what you get." In keeping with this idea, Climate 3.0 considers the three-dimensional view of climate: humans, nature and the land-water-atmospheric pressure interface. The issues are complex and the outcomes uncertain.

"The Bay Planning Coalition is at the forefront of a new kind of conversation for the San Francisco Bay Area. This is not another climate conference where the talk is about the sky falling in" stated Ellen Joslin Johnck, executive director of the BPC. "Our goal is to have a rational dialogue about sensible and balanced strategies."

Despite the uncertainty, policies and legislation are now being developed that will change the way activities on and near the Bay are conducted including development, recreation and environmental protection. The conference will offer the opportunity for interested parties to interact and together help develop economically feasible, innovative and sustainable practices and weigh in on current legislation.

"It's important that those with an interest in the future of the Bay share their concerns and ideas," exclaimed Johnck. "The conference offers a unique opportunity to get involved and help shape future policy." The conference will be held at the Oakland Marriott City Center, Wednesday, April 14. To register for the conference or for additional information, go to www.bayplanningcoalition.org.

BPC is dedicated to ensuring that commerce, recreation, and the natural environment thrive in the Bay-Delta region. For more than 27 years, BPC has been a leader in building coalitions and consensus, and producing positive results that benefit the economic and environmental welfare of the public.

Nominations Open for 2010 Excellence in Motion Transportation Awards

BY GEORGIA LAMBERT

Know someone who has brightened your daily commute on public transit? Is there a project that has gone above and beyond in reducing harmful carbon emissions from the air, or has an organization done an extraordinary job in improving a neighborhood or stretch of road? If so, the Metropolitan Transportation Commission (MTC) would like to hear from you.

MTC seeks your help with nominees for the 2010 biennial Excellence in Motion Transportation Awards Program honoring people, projects and organizations that have made an innovative or significant contribution to the Bay Area's transportation network. Nominations are being accepted now through April 30. Eligible nominees must have been active or under way during the two-year timeframe from June 2008 to April 2010, and may be honored under certain award categories as determined by a panel of jurors.

Nominees could include grassroots community leaders who have made a difference for transportation, people who have made a significant, lasting contribution to Bay Area transportation on the job or throughout their career, and people or organizations

whose efforts have promoted smart growth, public safety or improved mobility for the elderly or people with disabilities. Accomplishments in the fields of community service, volunteerism, advocacy, leadership, climate protection and minority affairs may also be celebrated.

Past winners range from newsmakers such as Caltrans and the team behind the rebuilding of the melted MacArthur Maze, who completed repairs in just 26 days following the catastrophic explosion of a gasoline tanker truck on April 29, 2007, to the Tiny Tickets Program in 2004, in which people donate their transit tickets with small remaining values for use by various community programs.

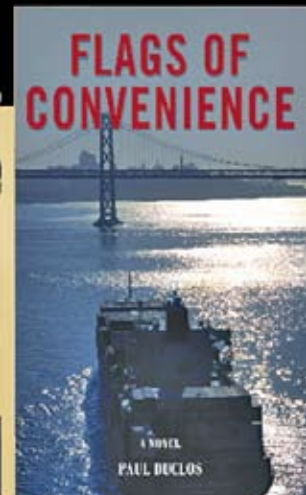
Few people can forget the strong, firm handshake of Fannie Mae Barnes, who received an award in 2008 for her work as the first and only female cable car grip operator in San Francisco. Safeway was also recognized in 2008 for improving the environment with their fleet of biodiesel trucks that save the equivalent of 7,500 cars off the road annually.

Award winners in 2006 included Gunn High School, Palo Alto, recognized for their GO-FAST program, taking on teen car culture and creating incentives for students to walk, bike, carpool or use public transit. And Ernest Bradford's passionate work on behalf of senior drivers included spearheading the first regionwide "Summit on Older Drivers," earning him an award.

To submit your nomination online for the 2010 awards, go to www.mtc.ca.gov/awards or call 510-817-5757 to request a nomination form. Forms may be mailed or dropped off to MTC, 101 Eighth Street, Oakland, CA, 94607-4700, or faxed to 510-817-5848. Nominations must be received by April 30, 2010.



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Port of Oakland Traffic Increases

BY PATRICK BURNSON

With the arrival of three new container cranes from Shanghai last month, the Port of Oakland's leadership is anticipating continued cargo throughput. According to Omar Benjamin, the port's executive director, Oakland has experienced a 30 percent increase in its maritime cargo imports and an 11 percent increase in outbound cargo exports compared to this time a year ago.

"There are glimmers of economic recovery on the horizon," he said, "and people are beginning to feel the negative news of the past several months beginning to thaw and give way to better days."

In a letter to shippers, Benjamin also noted that Union Pacific Railroad opened its Donner Pass route located in the Sierra Nevada mountain range to domestic double-stack intermodal container freight traffic not long ago. This is designed to move cargo over a shorter, faster and more efficient route from the Port of Oakland to the rest of the country.

Meanwhile, the City of Oakland and developer AMB/CCG are working with the port to transform the former Oakland Army Base into a strategic, trade and industry center which will boost economic recovery and bring more local jobs, said Benjamin.

In a broad effort to attract new business, the Port of Oakland is also in the process of updating its strategic plan to chart a course for the next five years. "This planning process includes the Oakland Board of Port Commissioners, port staff, and our customer and community stakeholders," said Benjamin.

As reported in *Bay Crossings*, Oakland also joined the five other major West Coast ports, as well as Union Pacific and BNSF Railway, to create the U.S. West Coast Collaboration. This group, while continuing to actively compete with each other for business, will collectively market the advantages of the Pacific Rim.

Voters Urged to Elect Port-Friendly Officials

Public policy proposals on the West Coast threatening trade continue to flourish and enjoy popular support, says John McLaurin, president of the Pacific Merchant Shipping Association. In a keynote address at last month's session of the Transpacific Maritime Conference in Long Beach, he noted that elected officials talk about creating jobs, and then support measures that kill them.

In 2010, politics will be dominated by elections, he said, noting that California voters will choose a

new governor as well as new mayors and city council members in Oakland and Long Beach. Hundreds of state legislative seats in California and Washington are up for election. In addition, approximately 120 different ballot propositions have been filed with the California Attorney General's Office for possible inclusion on the June and November ballots.

"Both California and Washington are struggling to close massive budget deficits," observed McLaurin. "California's budget deficit is projected to be approximately \$21 billion this year. The nonpartisan Legislative Analyst's Office is projecting budget deficits of over \$20 billion each year for the next five years—making California eligible for a bailout by the European Union."

Not to be outdone, McLaurin added, the State of Washington's budget deficit is approximately \$2.8 billion—which is proportionately larger than the budget deficit in California. And the risk level of new taxes and fees on the goods movement industry increases in each state with each successive budget cycle.

Meanwhile, he said, local government is experiencing its own financial meltdown. Los Angeles is facing a \$200 million budget deficit that is forecast to grow to half a billion dollars next fiscal year. Some public officials are expressing concern that the city could slip into bankruptcy.

"As a result of these deficits, cities will continue to siphon off port revenue to support general governmental programs," said McLaurin. "In Long Beach, the city is making the port fund a growing number of projects the city can no longer afford. In Los Angeles, in fear of laying off thousands of city employees to balance the budget—as recommend by their financial advisors, the city is pushing hundreds of unwanted city employees on to the port—along with the ongoing financial liability for their salaries, benefits and retirement."

If allowed to continue unchecked, said McLaurin, the long-term financial viability of ports to fund their own projects is brought into question.

On a hopeful note, however, McLaurin said that influencing public policy is "a marathon, not a sprint." As cargo volumes slowly creep up, port officials must avoid a reinstatement of the arrogance that cargo has nowhere else to go but through the West Coast gateways.

"We don't need press releases announcing greater cooperation," he said. "We don't need conferences to highlight our challenges. The time for talk is over. The time for action is now. Our ports are at a critical juncture—they have the opportunity to grow in terms of cargo volume and jobs along with continued efficiency and environmental advancements—or they may be forced down a path of political dysfunction, unnecessary costs and mediocrity."

2009 Tourism Figures Down from Last Year

The San Francisco Convention & Visitors Bureau (SFCVB) has released its annual estimate of the economic impact of the tourism industry in San Francisco. In 2009, San Francisco welcomed 15.4 million visitors, a decrease of 5.8 percent from 2008. These visitors spent \$7.8 billion in 2009, a decrease of 7.8 percent from the previous year.

Nationally, the US Travel Association forecasted a drop in total travel expenditures of 8.8 percent for 2009.

"This data is not unexpected but it's especially disturbing in light of the importance of tourism to the economic health of San Francisco," said Joe D'Alessandro, SFCVB president and CEO. "The global financial uncertainty has taken a toll on tourism in destinations across the country. It's all the more reason why we all must work smarter and harder to keep San Francisco the best that it can be for our visitors."

The tourism industry generated over \$426 million in taxes for the City of San Francisco, down 19.2 percent from the previous year. Tourism supported 66,837 jobs in 2009 with an annual payroll of \$1.8 billion. In 2009, there was an average of 125,407 visitors in San Francisco each day. Visitor spending equated \$21.5 million daily.

To help boost hotel business, the SFCVB is "casting a wider net" for meetings and conventions that historically have not met in San Francisco due to perceived cost challenges. With the current economic conditions in their favor, groups such as the California Travel Industry Association's Conference on Tourism—which is being held in San Francisco for the first time June 7 through 9—are finding San Francisco to be a great value for their meetings. The Bureau sales team is also aggressively prospecting for short-term meetings to fill open dates at Moscone Center, as they did with Drupal Association, which will bring 2,500 attendees to the Drupalcon Annual Conference April 18-21.

For the third year, the SFCVB is orchestrating a cooperative campaign with several major cultural venues to promote the "embarrassment of riches" in art exhibitions this summer. Developed by the SFCVB, SFMOMA, the de Young, Yerba Buena Center for the Arts, the Contemporary Jewish Museum, the Asian Art Museum and others will join in a print and online campaign to target "cultural travelers" in key feeder markets to San Francisco, including Los Angeles, San Diego, Sacramento and Portland/Seattle, and getaway packages to San Francisco will be awarded on major radio stations in each market.

In mid-April, the SFCVB will be launching a new campaign targeting gay and lesbian (LGBT) travelers, a key market segment for San Francisco. A 2010 survey by Community Marketing, Inc., shows San Francisco to be the #2 overall destination in America for LGBT travelers. The SFCVB launched its first LGBT targeted campaign in March 2007 and won an award for Best Cooperative Marketing Campaign from the California Travel & Tourism Commission.

WATERFRONT ACTIVITIES

- 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 a real glimpse of the sport, our club and our people. Cost \$40.
- Every Wednesday** **6PM – 8PM - Wednesday Night Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is just \$40.
- April 3** **9AM – 5PM - Women on the Water, Club Nautique Sailing School, Alameda, 510-865-4700 www.clubnautique.net**
Enjoy a day of women-only sailing with a professional female instructor on board. Sorry guys, just the girls for a fun day of exciting sailing adventure. Reservations required. Cost: Members \$135/ Non-Members \$180
- April 10** **6PM – 11PM - Saturday Night Sail, Tradewinds Sailing School & Club, Richmond, 510-232-7999, www.tradewindssailing.com**
Join us for an evening sail on the bay. Navigate at night and enjoy the romance of the bay after dark. Cost is \$75.
- April 11** **10AM – 3PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Experience one of the premier paddling destinations in California on this guided kayak tour. Wildlife abounds in this spectacular setting. One of the largest protected bay and coastal areas in California, this kayaker's paradise is a short distance from San Francisco and the Bay Area. Cost is \$85.
- April 12-14** **Voyage Camp aboard the Schooner Seaward, 415-331-3214, www.CalloftheSea.org**
On this 3-day, 2-night trip aboard the 82-foot Schooner Seaward, students ages 13-16 years old will embark on a Voyage Camp of sailing all through-out the San Francisco Bay, focusing on building sailing and teamwork skills during this Spring Break! Cost is \$350. Sign-up before it's too late! More camps offered in July.
- April 17** **9AM – 4PM - Beginning Sea Kayaking, Oakland Estuary, California Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Enjoy a day on the water learning how to paddle a sea kayak with our expert instructors. Be prepared to get wet! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. \$99, includes kayak and paddling gear, and free coupon for a future rental!
- April 18** **10AM – 12PM - Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at North OB, Stairway 17, www.sfsurfrider.org**
Surfrider Foundation beach cleanup with Parks Conservancy. All supplies are provided for the cleanup. Please dress for the often cold and windy weather at Ocean Beach, and note that RAIN CANCELS any cleanup. Help keep our local beaches clean! Just show up at North Ocean Beach Stairway 17 and we'll provide gloves, bags and instructions. Please contact Surfrider or Parks Conservancy if you expect to bring a large group.
- April 24** **10AM – 3PM - Bair Island - Corkscrew Slough Kayaking, Redwood City, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Join us for an exploration by sea kayak of Bair Island and Corkscrew Slough! We cruise through a paddler's paradise of intimate waterways and tidal marshes within a national wildlife refuge. This is a fun day of easy paddling in a spectacular, calm-water wonderland right in our own backyard! \$89 includes kayak and paddling gear.
- April 24** **11AM – 5PM - Open House, Free Sail & BBQ, Club Nautique Sailing School, Sausalito, 415-332-8001 www.clubnautique.net**
Come on in and check us out! Climb on board our beautiful fleet of sailboats, take a free boat ride, share some vittles, learn about sailing lessons and memberships. We can't wait to show you around. FREE!
- April 24** **2PM – 6PM - Spring Fling @ OCSC, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Every April, we get into the breeze and celebrate the upcoming season. Here at the club, glasses (filled with good beer, wine or soda) will be raised to the spring winds and waves. And, the grill will be fired up to satisfy your appetite with OCSC's signature barbecued treats. There will be a 3-hour sail offered aboard on the 55-foot Catamaran, Adventure Cat for just \$50 from 2:00 to 5:00 p.m. and a free BBQ for all from 4:00 to 6:00 p.m.
- April 24** **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 sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Cost is \$65, departure time subject to change, please call in advance.
- April 27** **10AM – 3PM - Intro to Sailing, Tradewinds Sailing School & Club, Richmond, 510-232-7999, www.tradewindssailing.com**
Join us for our SF Bay sail. Ask about our new Mate's Membership if you'd like to attend all of our club events without spending the extra cash. Free for sailing club members, \$40 for non-members.

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Photo Courtesy SF Giants

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Effective April 1, 2010, free round trip SF Muni transfers to/from Golden Gate Ferry will be discontinued. Instead, TransLink customers transferring from Golden Gate Ferry or Golden Gate Transit to Muni will receive a **50-cent TransLink transfer credit** for adult fares paid to Muni.

No transfer credit given to Youth, Seniors and Persons with Disabilities, or Muni Fast Pass or cash-paying customers.

Effective April 1, 2010, TransLink customers transferring from Muni to Golden Gate Ferry or Golden Gate Transit will receive a **50-cent TransLink transfer credit** for adult fares paid to Golden Gate Transit or Golden Gate Ferry. Youth, Seniors and Persons with Disabilities will receive a **25-cent transfer credit** provided they pay using TransLink.

Transfer credit given for TransLink customers only – no transfer credit given for cash-paying customers or transferring customers who used a Muni Fast Pass to pay their Muni fare.

For more details, visit www.goldengate.org or call **511** (say "Golden Gate Transit" then "operator"), TDD 711.

The Golden Gate Bridge And Its Dramatic Impact On The North Bay

BY WES STARRATT, PE

Spanish explorers called it La Boca, or “the mouth.” Later, General Fremont called it the Golden Gate.

Because of the distance, the winds, and the tides, for many years it was thought that the Golden Gate couldn’t be bridged. Engineers, however, came to believe that it could be. So property owners on both sides of the Golden Gate mortgaged their homes and businesses, sold bonds, and raised sufficient funds to build what at the time was the world’s longest suspension bridge.

As bridge traffic grew, bus and ferry services were added, and the Golden Gate Bridge and Highway District became the Golden Gate Bridge, Highway and Transportation District. This month, *Bay Crossings* takes a special look at the illustrious history of this unique organization.

After the Great Depression years, economic stimulus programs put in place state and federal funding that would lead to the Bay Bridge. But, while there was enormous enthusiasm on the local and state levels to connect Oakland and San Francisco, there was little corresponding enthusiasm to connect San Francisco with bucolic Marin. A further obstacle was that the shores on both sides of the Golden Gate were not state lands, but federal lands under the control of the War Department, which was concerned about any structure that could block the entrance to San Francisco Bay. So, the state showed little interest in any project to bridge the Golden Gate. But pressure to do just that was growing in the North Bay.

For the next part of the story, we turn to the words of bridge engineer Howard Schirmer in *A Salute to Bridge Engineering*, a publication of the American Society of Civil Engineers on the occasion of the 50th Anniversary of the Golden Gate Bridge in 1987.



Traffic crosses the Golden Gate Bridge for the first time on opening day, May 27, 1937.

Schirmer wrote, “In 1923, Frank Doyle, banker and president of the Santa Rosa Chamber of Commerce, chaired a meeting of representatives from San Francisco and the North Bay counties. This was the first public meeting called to find ways and means of financing this great project.” Schirmer explained that the “Bridging the Golden Gate Association” devoted itself to a “Bridge the Gate” funding campaign. From that program, the Golden Gate Bridge and Highway District developed, as it became evident that the bridge would have to be an inter-county endeavor involving San Francisco as well as the North Bay.

Schirmer continued, “In rapid succession came the necessary legislation to create the tax district for financing by the property owners of six counties: San Francisco, Del Norte, Marin, part of Mendocino, Sonoma, and part of Napa. On May 25, 1923, the Act became law.”

Subsequently, the parties made an application to the Secretary of War for a permit to build the bridge across the Golden Gate and on federal properties at both ends. A provisional permit was granted on Dec. 24, 1924. But, for several years, the District was embroiled in litigation with ferry interests over the proposed bridge. Finally, the District prevailed in December 1928 and the plan moved forward.

Voters approved the \$35 million bond issue in November 1930. Joseph Strauss, chief engineer for the bridge, met with Bank of America’s A. P. Giannini, stressing the importance of the bridge to the region’s future. Giannini reacted by saying, “We’ll take the bonds.” The bonds sold, the groundbreaking took place on February 5, 1933, and the first automobiles rolled across the Golden Gate Bridge on May 27, 1937.

Since then, the Golden Gate Bridge

and Highway District has maintained and upgraded the bridge in its very hostile environment of salt-laden winds and heavy ocean currents, and also responded to the ever-increasing traffic on the bridge. Thus, in 1977, the District officially became the Golden Gate Bridge, Highway And Transportation District, inaugurating local and regional bus service and establishing the first high-speed ferry service on San Francisco Bay, with terminals in Larkspur Landing, Sausalito, and San Francisco’s Ferry Building. These transportation systems continue to function, providing fast, efficient transportation both in the North Bay and across the Bay.

The Bridge District’s general manager, Celia Kupersmith, described her organization’s role: “The big picture is that we are responsible for the Golden Gate Bridge and for both bus and ferry services that connect San Francisco and Marin

counties, as well as bus services within Marin County, including the operation of the bus terminal in downtown San Rafael, and the bus routes that connect Marin and Sonoma counties.”

To support these services, as well as to maintain and upgrade the bridge itself, the Golden Gate Bridge, Highway And Transportation District has been forced to rely not only on funding from federal and state sources, but also on increased bridge tolls.

Dietrich Stroeh, a professional engineer in Marin County and a member of the Board of Directors of the Bridge District, explained the public’s reaction to increased tolls: “They complain, but when you explain that the tolls subsidize the ferry service as well as local bus systems in Marin and Sonoma counties and express buses to San Francisco, most people understand.”

Furthermore, the district needs funds for the bridge itself, including routine maintenance as well as the ongoing \$660-million seismic upgrading program that will take several more years to complete. Some federal funding is involved, but the program is largely unknown to most people because the work is largely being done quietly and out of sight.

“When the program is completed, the bridge will be able to withstand an 8.2-magnitude earthquake,” Stroeh said. “In many respects, the bridge has actually been rebuilt and is in better shape than when it was completed. The seismic retrofit program has brought the bridge up to standards that were not even in effect when it was built.”

Brian Sobel, former chairman of the Sonoma County Transportation Authority and current member of the Bridge District’s Board of Directors, described the financial picture and the reasons for the toll increases: “People get more upset over the tolls than any other thing, but the reality is that the Bridge District isn’t just maintaining the bridge, it is also running a very important bus fleet and a ferry fleet, both of which operate in deficits. The tolls that are paid on the bridge are what pays for everything. I tell people that we have one of the finest bus and ferry systems in the western United States, along with a world-class bridge, and all are operated and maintained very efficiently.”

Then, there is the proposed commuter railroad, Sonoma Marin Area Rapid Transit (SMART), that would run

northward from the Larkspur Landing Ferry Terminal to Santa Rosa and beyond. Kupersmith said, “We are the agency that led the effort in the 1980s and 1990s to buy up the railroad right-of-way and then gave the right-of-way to SMART. We didn’t get paid for it, but, by virtue of that contribution, we now have two seats on the SMART Board of Directors.”

Mike Kerns, a member of the Sonoma County Board of Supervisors, responded to our questions regarding the Bridge District, stressing that the relationship between the County and the Bridge District “has been a very positive and very cooperative and collaborative relationship. For my last 11 years as a Sonoma County Supervisor, we have worked very cooperatively with the District on many different issues and built a very good relationship.”

Kerns discussed the Larkspur Ferry service and Port Sonoma: “The ferry system is actually working quite well. Ridership is down a little bit right now, but that is indicative of the economy, and overall the ferry system is doing quite well. We are still working on Port Sonoma. The staff of the Bridge District has been interested in perhaps extending ferry service there. I think that it would be a great benefit to the entire region.”

We also talked with Charles McGlashan, a member of the Marin County Board of Supervisors serving on the Bridge District’s Board of Directors, who commented, “We would still be in the stone age relative to transit service, were it not for the able partnership that the Bridge District provides.”

McGlashan continued, “The North Bay counties are able to implement local bus transportation policies by virtue of being able to hook up with the Golden Gate Transit buses and the ferry system to get cars off the road in our local communities. The Bridge District does all of our intra-county bus transportation service on a contract basis with the Marin Transit Agency (MTA), and that is a very valuable service for the people of Marin.”

Al Boro, the Bridge District’s Board President and the mayor of San Rafael, had this to say about the organization: “Thus, across the entire gamut of transportation issues facing the North Bay, whether it is providing commuter bus and ferry service as a means of reducing traffic on the bridge, or providing local bus service by contract to local communities, or providing the railroad right-of-way for a new commuter

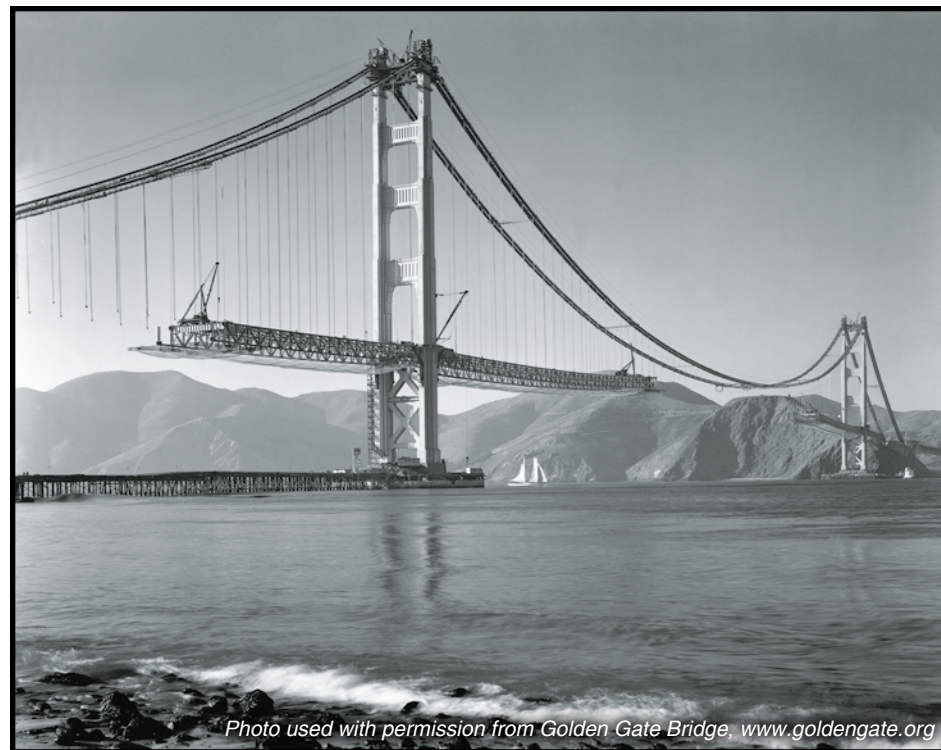


Photo used with permission from Golden Gate Bridge, www.goldengate.org

Building the bridge that crossed the Golden Gate.

railroad, or maintaining and upgrading a world-class icon like the Golden Gate Bridge itself, the Golden Gate Bridge, Highway And Transportation District continues to serve not only the people of

the North Bay and the entire Bay Area, but also the people of the world who come to visit one of the world’s great engineering achievements, the Golden Gate Bridge!”



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OPENING DAY ON THE BAY



Photo by Marianne Armand, Club Nautique

Opening Day on the Bay, which kicks off the 2010 boating season, takes place on Sunday, April 25.

BY GARY SCHEIER

Opening Day on the Bay is a long-observed ritual that takes place annually on the last Sunday of April on San Francisco Bay. People participate in the event for a variety of reasons, but whether they view it as a religious event or just a rite of spring, all participants celebrate the upcoming boating season.

The 94th annual Opening Day, which will kick off the 2010 boating season, takes place on April 25. There are organized events happening all over the Bay that you can enjoy, and several of the individual yacht clubs have special events for their members or the public.

Events

Opening Day's main event is a parade. Participating yachts pass by an official committee boat, where the most creatively-decorated boats compete for top honors bestowed by the designated judges. The parade will contain over 120 boats—including historic boats, fireboats, towboats operated by Vessel Assist, as well as several pleasure yachts—decorated to this year's theme: "Building Bridges." The parade can be viewed along the San Francisco shoreline from Crissy Field to Pier 39 and runs from 12 p.m. – 3 p.m.

In the past, the parade themes have varied, with some more serious than others. However, the themes always spawn very creative decorations. After September 11, 2001, the next Opening Day theme was definitely patriotic, with more Old Glories hoisted than ever before. After Hurricane Katrina,

the theme was Mardi Gras—I recall one particularly spectacular boat with a 12-foot giant cartoon alligator blowing a saxophone on its foredeck.

One of the other Opening Day events is the Blessing of the Fleet, sponsored by Corinthian Yacht Club. Aside from the Saturday night dinner,



Photo by Michael Slater, www.BoatingSF.com

Each year boats are decorated based on a theme. This boat was decorated with a Mardi Gras theme in 2006.

the Sunday breakfast and their own separate judging of the decorated boats, the Corinthian arranges for one of the Coast Guard ships to anchor in Raccoon Strait just offshore from the yacht club in downtown Tiburon. Once anchored at about 10:30 a.m., a line of boats begins to parade past the Coast Guard vessel, which contains religious personnel bestowing their blessings on the boats as they pass. These boats, if not decorated for the main parade, usually have very colorful flags hoisted and other celebratory decor. I recall that, one year, a large yacht had a brass band up on its fly bridge that played the Coast Guard marching song, "Semper Paratus." The band was fantastic and drew great applause from the Coasties.

The main Opening Day events are promoted by the Pacific Inter-Club Yacht Association (PICYA), which was formed in 1896 to improve communications between yacht clubs, provide uniform rules for regattas, and generally to promote yachting. Currently, PICYA has approximately 107 member yacht clubs in Northern California, with approximately 15,600 boating families.

PICYA has coordinated Opening Day on the Bay since 1917. As things grew over the years, various yacht racing associations have formed to take over the various regattas. In 1964, PICYA formed Recreational Boaters of California, an

advocacy organization that represents the recreational boating public in matters of enjoyment, protection and responsible use of the waterways.

How to Participate

There are several ways to participate in Opening Day on the Bay, even if you do not have a boat or friends with boats. As mentioned above, there is free public viewing at Crissy Field to Pier 39. You can easily watch the fleet blessing from the shoreline in Tiburon. You can

There are several ways to participate in Opening Day on the Bay, even if you do not have a boat or friends with boats.

also purchase tickets to sail on the California Hornblower dining cruise yacht, which also serves as the PICYA judging committee boat. Passengers on Hornblower will get a light breakfast, gourmet lunch and have access to its full bar. Please see the PICYA website for the Hornblower reservation information at www.picya.org. Additionally, there are several MeetUp

groups that plan on-the-water outings. You can visit www.meetup.com and search for sailing groups in San Francisco.

The more adventurous among you can charter a boat with a crew from one of the charter companies, or if you have a proper sailing or power boat resume, you can charter a bareboat and put together a crew of friends and participate in the on-the-water events. Some of the local charter companies include: Club Nautique, J-World, Modern



Photo by Peter Lyons - Lyons Imaging

The Bay Area waters will be full of recreational boaters during the Opening Day on the Bay.

Sailing Academy, OCSC, Spinnaker Sailing and Tradewinds. All of these companies have sailing schools; Club Nautique has a powerboat school as well. So, if you have a dream about learning how to be a competent skipper for next year's Opening Day on the Bay, these organizations can help get you there.

Gary Scheier is a longtime member of Club Nautique and a Coastal Passage Making Graduate. He owns his own Hunter 376 Serenisea that he keeps docked at his slip in back of his home in San Rafael.



Photo by Michael Slater, www.BoatingSF.com

Another Mardi Gras decorated boat in the 2006 Opening Day Parade.

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Finding Space for Green at the

BY BILL PICTURE

Greening a new hotel is much easier than greening an existing property. A new hotel has the advantage of being able to incorporate green technology into its design and construction from the planning phase, and to start from scratch crafting operating policies and procedures that reflect the hotel's commitment to the environment.

Bringing an existing property up to current environmental standards—while socially responsible and necessary to meet the demands of today's increasingly eco-conscious travelers—is far more costly. And



Management at the W hotel must balance its green conscience with the needs of the W brand. For instance, bright fluorescent bulbs aren't an option in public areas because W hotels are known for mood lighting. However, only fluorescents are used to light exterior spaces and work spaces.

implementing new policies and procedures that, in effect, demand new tricks from old dogs, can be difficult.

Greening the W hotel chain's San Francisco property, which is adjacent to Museum Row, posed an even more unique challenge for its general manager, Michael Pace, when he joined the W team in July of 2009. His self-described "passion for the environment" dictated that he find ways to minimize the 404-room hotel's impact on the environment. But the changes to be made could not tamper with the W's signature look and vibe, which fans of the chain have come to expect.

"It was an interesting challenge, to say the least," said the English-born Bay Area transplant. "I thought to myself, 'Here's a hotel with this iconic brand that doesn't look or feel very green at all. What can I do to make it green without undermining the integrity of that brand?'"

While no two W hotels look exactly the same, what they share is a common design aesthetic: sleek, contemporary and sophisticated. That downtown-chic aesthetic shows up in every detail—from each property's cool exterior, to the flower arrangements in rooms and common areas, to the flatware used in restaurant dining rooms. Lighting is low, music in common areas is edgy and played at chat-appropriate levels, and furnishings are stylish and luxurious.

"It's a package that's intended to flirt with all of the senses, and very focused on music and lighting and scent," Pace added. "We don't want to lose that because that's what make us us. But we had to balance those needs, the needs of the brand, with our responsibility to the environment."

The first step, Pace decided, was following the prescribed guidelines for certification of existing buildings under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. Those guidelines include improving energy- and water-efficiency, banning the use of toxic cleaning chemicals and pest-control chemicals, and stepping up waste-diversion (recycling and composting) efforts. The W in San Francisco was only the sixth major hotel in the country to be awarded a "silver" rating.

"We're very proud of that," said Pace. "We installed motion sensors in the guest rooms to improve energy efficiency, and timers and sensors in all of the offices and storage areas. The lighting in public areas has to be soft, and fluorescents are too bright. But all of the exterior lighting and back-of-house lighting, where we need it to be bright, is energy efficient."



More than 90 percent of the wines served at the W's XYZ Lounge are organic. The hotel also recently added organic spirits to its signature cocktail menu.

The W San Francisco also now recycles 80 percent of its waste (compared to 30 percent when Pace started), and has a plan in place for dealing with e-waste, which includes old televisions from guest rooms, as well as computers and other office equipment. These policies, like many of the ones that make up the W's green program, were actually ideas thought up by employees at the W.

Pace has plenty of previous experience greening hotels. Prior to joining the W team, he created a green program for the Hotel Triton, where he served as general manager. His "Earthcare" program was so successful, in fact, that his bosses at Kimpton Hotels, which owns the Triton, expanded the program company-wide and implemented it at 42 hotels across the country.

Still, Pace insists that, the most successful green programs are collaborations between management and employees. "If employees have a say in creating a policy, I believe they'll feel more invested in it and want to see it succeed," he says. "There's no passion when the orders are just coming from the top down. What I did was I said, 'Give me your ideas. Let's try them out and, if they

W Hotel

work, we'll make them brand standards.' These are their ideas. I'm just a conduit to make things happen."

Before Pace was hired, one-third of the W's employees signed a petition calling for the creation of a management-supported green program. That petition led to the creation of a green committee consisting mostly of middle managers. When Pace came onboard, he began meeting with those managers on a regular basis and asked them to share their ideas for increasing the W's green profile, as well as ideas from lower-level employees.

Among those ideas was a plan to green the restaurant and bar's menus. At present, more than 90 percent of the wines offered at the W are organic, as is most of the food served. The bar has also recently begun offering organic spirits for its cocktails.

"I think we've taken care of all of the obvious stuff," Pace says. "We've done all of the low-hanging fruits. Now, it's time to deal with more of the stuff that guests don't see, like changing out the motors in the coolers for energy-efficient ones. It's more of the higher level technical stuff that's next on our to-do list."

The W San Francisco is currently taking the steps necessary to be certified by the City as a green business. Pace expects to be certified before the year is out. Already on its mantle are an Energy Star rating from the U.S. Environmental Protection Agency and the U.S. Department of Energy for superior energy performance, as well as a "Good Earthkeeping" award from the California Hotel & Lodging Association.

"This isn't some marketing strategy," Pace added. "Some people do this because it makes financial sense, or for better public relations. We're doing this because we have a green conscience, and we feel we have an obligation to reduce our impact on the environment. And that's why we've been so successful, because we're doing this for what we believe is the right reason and we have passion for it."



The W hotel chain's San Francisco property was only the seventh major hotel in the country to be certified as green under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED) program.

Ten Tips for a Healthy Bay

BY DEB SELF

Small changes in our daily lives can make a big impact on the health of San Francisco Bay. You can help prevent sewage spills, reduce storm water pollution, and reduce the amount of toxic chemicals that enter the Bay by following these basic pollution prevention tips around your home, yard and community.

In Your Home

Don't put fats, oils and grease down the drain.

When leftover oil and grease are poured down the drain, it can clog sewer pipes and lead to sewage spills in the Bay. Instead, wipe oily pots and pans with a paper towel or put excess grease into a can, and put

it in the trash. Take large quantities of oils and grease to a collection site. Visit CalFOG.org for locations.

Don't use toxic products in your household and yard.

Limit your purchase and use of harsh chemical cleaning products and of paint, pesticides and fertilizers that contain hazardous chemicals, including pyrethrins. Instead, buy less toxic alternatives or make your own natural cleaners. Find guides on less toxic gardening, pest control and home cleaning methods by clicking on "Pollution Prevention Guides for your Home" at SFwater.org.

Don't pour hazardous products down the drain or into street gutters.

Once they enter the sewer system, many hazardous chemicals used in commercial

cleaning and yard products end up in the Bay, harming fish, birds and other wildlife. Always take toxic household and yard products to a hazardous waste collection facility. Visit Earth911.com for locations.

Don't put unwanted medications down the sink or toilet.

When medications like antibiotics, anti-depressants and birth control are flushed down the toilet, they aren't always removed by the wastewater treatment process. These pharmaceuticals persist in the environment, altering the natural state of the Bay and endangering aquatic life and people who are exposed to the drugs in Bay waters. Take unused medication to a proper disposal facility or place them in a sealed container in the trash. Visit Baywise.org to find a collection site in your area.

Reduce your use of products containing the chemical triclosan.

Triclosan is an antibacterial agent linked to serious human health problems; it's also toxic to aquatic life. Check the labels of products like toothpaste, soaps, detergents and deodorant and opt for versions that don't contain triclosan. For a list of products containing triclosan, see the triclosan factsheet at BeyondPesticides.org.

In Your Yard and Driveway

Practice Bay-friendly automobile maintenance.

When you wash your car in your driveway or street, harmful chemicals flow into storm drains and end up in the Bay. Instead, take your car to a car wash facility where the water is diverted to a wastewater treatment plant. Check your car regularly for leaks—oil and gas leaks leave residues on the road that will eventually be flushed into the Bay.

Reuse rainwater.

Reduce your water consumption and storm water pollution to the Bay by capturing rainwater in cisterns or buckets outside your home for reuse later. Learn

more at the storm water management section of SFwater.org.

Plant a rain garden.

Direct the rainwater from your roof, driveway and walkways to a garden containing native, drought-resistant plants. A rain garden absorbs rainwater and breaks down pollutants naturally instead of allowing polluted water to flow to the Bay. For instructions on how to build one, visit RainGardenNetwork.com.

In Your Community

Help your city build Bay-friendly sewage and storm water systems.

Learn more about the storm water and sewer systems where you live, and support funding increases for infrastructure repairs and upgrades. It's important that we invest in maintaining effective storm drains and sewer pipes in order to reduce pollution to the Bay. You can find your local storm water program at the Bay Area Storm water Management Agencies Association website at BASMAA.org.

Become a supporter of San Francisco Baykeeper.

We've been the Bay's pollution watchdog since 1989, enforcing clean water laws and holding polluters accountable. Support a clean and healthy Bay for all by making a contribution today. Learn more at Baykeeper.org.

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Deb Self

is Executive Director of San Francisco Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable. Deb has 25 years of experience in environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.



SHAKE, RATTLE & ROLL

BY CAPTAIN RAY

You're probably aware that, on Saturday, February 27, a magnitude 8.8 earthquake occurred in Chile. It was the seventh-largest earthquake ever recorded. The epicenter was about five miles west of the coastal town of Curanipe and about 22 miles below the surface of the Pacific Ocean. It struck at 3:34 a.m. Chilean time (11:34 p.m. PST the evening before).

Large earthquakes are not unusual in Chile. The largest earthquake ever recorded, with a magnitude of 9.5, occurred there in 1960. Earthquakes with a magnitude of 8.0 occurred in 1985 and 1995. The cause of all this turmoil is the area's unique geology.

The solid, rocky, outer layer of the Earth is broken into a dozen or so plates that float about (albeit slowly) on the Earth's semi-fluid interior. One of the smaller of these plates—about the size of the United States—is located under the Pacific Ocean, off the coast of Chile. Known as the Nazca plate, it is moving east and pushing itself under the South American plate. As the Nazca plate dives under the edge of the South American plate, the western edge of the South American plate is being wrinkled. The amount of movement each year may only be about one inch, but this process has been going on for millions of years. The wrinkles created by plate movement in this part of the world average about 13,000 feet high, and are known as the Andes Mountains. As it descends into the heat of the Earth's core, the edge of the Nazca plate melts, providing a source of magma for the many volcanoes in the area.

In addition, the wrinkling, compressing, and distorting of the rock in both the Nazca and South American plates cause a buildup of stress within the rock. Earthquakes are the release mechanism for this stress. The plate movement thus reshapes the landscape of Chile, both through the slow process of wrinkling and the more spectacular events of volcanoes and earthquakes.

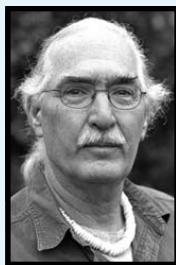
Occasionally, plate movement in Chile can also produce dramatic effects felt much

farther away. On February 28, 15 hours after the most recent big quake in Chile, I was teaching sailing at OCSC SAILING in the Berkeley Marina. The syllabus called for sailing practice in close quarters, so we were repeatedly sailing in and out of the Marina. Because of the full moon that weekend, the tides were significant—about eight feet between the high and the low. The tide had been falling all afternoon, but the movement of the water out of the marina was not especially noticeable. At about 2:30 p.m., though, the water began to flow rapidly out of the marina at a speed of about 3 to 3.5 knots. It was the trough preceding the arrival of the tsunami generated by the earthquake in Chile, almost 5,000 miles away.

The strong outflow continued for about 15 or 20 minutes, with the speed diminishing until it stopped and began to flow in. The tsunami had arrived! The unusual inflow was at about the same speed as the preceding outflow, and lasted for about the same amount of time. This pattern of trough and crest repeated once more, and then the disturbance appeared to be over.

But in fact, the earthquake had even more far-reaching, lasting effects: The Earth's day is 1.26 microseconds shorter, and the Earth's axis shifted by about 3 inches. These effects, though, were not noticeable on my boat in the Berkeley Marina.

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



Internet-based Yacht Club Established

Oceanus Marine Group, Inc (OMG), provider of outsourced marina management services, recently announced that it has established California's first internet-based yacht club, OMG's Delta Yacht Registry (DYR).

OMG's Delta Yacht Registry is a not-profit California corporation and a recognized member in good standing with the Pacific Inter-Club Yachting Association (PICYA). As Northern California's first internet-based yacht club, OMG's DYR is taking advantage of technology to entice more individuals to the great outdoors, and to increase interest and appeal in a sport that was once considered elitist.

"There are many people who enjoy boating of one kind or another; unfortunately some miss out on the networking and socialization with different kinds of boaters by not being a part of a yacht club," said Jah Mackey, Commodore of OMG's Delta Yacht Registry. "We hope to bridge the gap between boaters and yachties."

As an online yacht club, OMG's DYR is changing how clubs recruit new members, communicate with existing members and conduct their community service. Yacht clubs in general exist to promote boating, and to serve the interest of their members and their local communities. OMG's DYR intends to do the same but on a much broader scale.

"Technology enables us to recruit from areas beyond our geographic region, and allows us to effectively network with other clubs, groups and organizations that may be of interest to our members," said Rick Drain, vice commodore of OMG's Delta Yacht Registry. "We can achieve our goals by sharing links, conducting joint online events and webinars, and helping to spread the word about our communities and charities while reducing our direct cost to reach a broader audience."

OMG's DYR is utilizing these new technologies to entice new boaters into the sport. OMG's DYR is offering members access to its own social networking site called OMG's Delta Net, an online rebate shopping program for boat and RV owners through OMG's online catalogs, online training webinars and attendance to club meetings via live streaming.

"We are very excited about the possibilities to entice boaters from areas who may only enjoy the California delta on occasion, but who would like to keep abreast of what is new in the delta while they are away," said Cheri Jaques, secretary of OMG's Delta Yacht Registry. "The ability to invite distant members to meetings, special votes, and recorded events via the internet makes us a very special club."

In addition to offering an extensive menu of online participation options for members and guests, OMG's Delta Yacht Registry is also committed to providing extra value to its members through its relationships with other marine and marine related organizations.

"As an online entity it is really important to us to provide the total package including discounted services from BoatUS, Discover the Delta Foundation and Prepaid Legal Services," said Mike Ferguson, Treasurer of OMG's Delta Yacht Registry. "We have established relationships with these groups that allow us to pass on discounts and member benefits as part of our membership packages."

OMG's Delta Yacht Registry is looking for new members. You may contact OMG's Delta Yacht Registry at (925) 439-2483 ext. 716, or visit them at www.omgdeletayachtregistry.org for more information and a complete list of member benefits.

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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**

Cultural Currents

Dear Deep-Discount Visitor, Go Home!

BY PAUL DUCLOS

Matt Gross, author of the *New York Times* "Frugal Traveler" column, wrote one of the more irritating accounts of cheapskate tourism in a Sunday edition last month, advising readers, among other things, not to waste money on ferries, taxis, hotels, or traditional restaurants. Instead, he provided an account of his visit here with his 13-month-old daughter, Sasha, that nearly amounts to a chronicle of child abuse.

Using Sasha's stroller as grocery cart, he describes a slog through the Mission District where they are confronted by a destitute woman standing in the rain seeking a handout. Naturally, this guy turns her down, and curses her out to boot. Then we are provided with this insightful gem:

"San Franciscans have fewer children than the rest of the state. The hills are rough on strollers, and the homeless people, strip clubs and ubiquitous pot smoke can challenge a protective parent's patience. Do the math, and it looks crazy to take a baby there for vacation."

Gosh, Matt, who exactly invited you? Conducting an Internet search to find a place to crash, as you did, does not exactly sound like exemplary parental behavior, either. A little more research (and care) on your part would provide you with information on hotels that provide special amenities for infants, not to mention emergency medical attention if needed. The capper comes when we learn that Gross has asked the apartment owner—the woman he has just met on the Internet—to babysit Sasha while he goes to a honkytonk with a pal.

And what ever became of travel writers who celebrated the fueling of the local economy? They must be as rare as those who would prefer exposing their children to the finer things in life rather than a down-market, coupon-clipping ramble through one of the most intriguing and cosmopolitan destinations in the world.

The whole sordid story appears at: <http://travel.nytimes.com/2010/03/14/travel>.

On a brighter note, *Bay Crossings* wishes to direct your attention to an event that will appeal to those who recognize lasting value, and one that celebrates one of our greatest artistic resources. It's not cheap, but what worthwhile causes are?

In May, San Francisco Opera Guild will present "Sundown at the Golden West Saloon: A San Francisco Welcome to Maestro Nicola Luisotti," a gala celebrating the opening of the 2010 Summer Season and the 100th anniversary of Puccini's *The Girl of the Golden West* (*La Fanciulla del West*). The event will take place on Thursday, May 27 at The Bently Reserve, 301 Battery Street in San Francisco, and will honor new San Francisco Opera music director Maestro Nicola Luisotti while celebrating the California Gold Rush theme of *The Girl of the Golden West*.

Guests are invited to embrace the spirit of the Old West by dressing in Gold Rush Chic or Black Tie if preferred. All proceeds support the award-winning education and community outreach programs of San Francisco Opera Guild, which reach more than 50,000 young people in 200 schools throughout Northern California every year.

The evening begins at 6:30 p.m. with a cocktail reception—complete with libations from the Sierra Madre—and a silent wine auction. With decor designed by Blueprint Studios, patrons of this unique celebration will be transported back to the Old West circa 1850 with its legendary gold miners, outlaws and frontier women in pursuit of fame, fortune and gold.

At 8 p.m., guests will enter the hall to enjoy: a sumptuous dinner by McCall Associates; a brief live auction; a celebratory tribute in honor of Maestro Luisotti and the 100th Anniversary of Puccini's *The Girl of the Golden West*; and dancing. Event honorary chairs are John A. and Cynthia Fry Gunn; event co-chairs are Chandra Friese and Linda Elliott Zider. For tickets or more information, visit <https://sfopera.ejoinme.org/SpringGala>.

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5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	09:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
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9:15	9:50	10:10	10:45	One-way Ferry Fares			
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11:10	11:45	11:55	12:30 p.m.	Larkspur		Sausalito	
11:40	12:15 p.m.	12:25 p.m.	1:00	Daily		Daily	
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare \$7.85 \$7.85			
2:15	2:50	3:00	3:30	TransLink \$4.90 \$4.20			
2:50	3:25	3:35	4:05	Senior/Disabled/ Medicare/Youth (6-18) \$3.90 \$3.90			
3:40	4:15	4:25	4:55	Children 5 and under Free Free			
4:15	4:45	4:55	5:25	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

* Direct ferry service is provided to most Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a 715 passenger Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding vessel.
To San Francisco via Sausalito.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:15	10:45	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:45	5:15
3:20	3:50	4:00	4:30	5:35	6:05	6:30	7:00
4:45	5:15	5:30	6:00	6:30	7:00	---	---
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

Contact Information Toll free 511 or 711 (TDD) For the Golden Gate Ferry website, visit: <http://goldengateferry.org/> Comments and questions can be submitted at <http://ferrycomments.goldengate.org/>

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day. No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main St. in Alameda

Harbor Bay Ferry Terminal
2 McCartney Drive in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

Sausalito Ferry Terminal
Humbolt St. & Anchor Ave. in downtown Sausalito

Tiburon Ferry Terminal
Behind Guaymus Restaurant & the Intersection of Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Sponsored by

WATER EMERGENCY TRANSPORTATION AUTHORITY



Blue & Gold Ferry

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

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

No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day. Regular weekday service on Martin Luther King Jr. Day

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

Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
Junior (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			

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.

Seniors must show valid I.D., Regional Transit Connection Discount or Medicare Card. Disabled Persons must show a Regional Transit Connection Discount Card. Children under 5 ride free when accompanied by an adult. Active Military Personnel must show military I.D. Fares subject to change. All times are estimates.

* To S.F. via Oakland # To Alameda via Oakland
^ Departs immediately after loading
For the most current schedule, visit <http://www.eastbayferry.com/>

Schedule information collected from <http://www.eastbayferry.com>

Blue & Gold Ferry

BAY CRUISE				SAUSALITO			
Depart Pier 39				FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekends and Holidays		Weekdays			
10:45 a.m.	2:30 p.m.	10:45 a.m.	2:30 p.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
12:00 p.m.	4:00	12:00 p.m.	3:15	11:00 a.m.	11:40 a.m.	11:50 a.m.	12:10 p.m.
1:15		1:15	4:15	12:15 p.m.	12:55 p.m.	1:05 p.m.	1:25
		1:45		1:35	2:10	2:20	2:35
				2:45	3:35	3:40	4:00
				----	----	8:00	8:20
* Does not operate after Sept. 7 For the most current schedule, visit www.blueandgoldfleet.com Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.							
FARES: All prices include audio tour.							
Adult	\$24.00	Junior (12-18)	\$20.00				
Senior (62+)	\$20.00	Child (5-11)	\$16.00				
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm							
ANGEL ISLAND - S.F.							
Weekdays - Daily Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41				
10:00 a.m.	10:20 a.m.	3:20 p.m.	4:00 p.m.				
Weekends - Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41				
10:35 a.m.	11:00 a.m.	11:05 a.m.	12:20 a.m.				
-----	-----	3:50 p.m.	4:55 p.m.				
Angel Island - Pier 41 Round-Trip Fares							
Adult (12+)	\$15.00						
Child (ages 6-12)	\$8.50						
Child (5 & under)	Free						
* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)							
TIBURON COMMUTE				TIBURON - Pier 41			
TIBURON - S.F. Ferry Building							
Weekdays				Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
6:00 a.m.	6:20 a.m.	----	----	11:00am	11:20am	11:25am	12:10pm
6:50	7:10	7:15 a.m.	7:35 a.m.	12:15pm	12:35pm	12:40pm	1:25
7:50	8:10	8:15	8:35	1:35	1:50	1:55	2:35
8:45	9:05	----	----	2:45	3:05	3:10	4:00
----	----	4:25 p.m.	4:45 p.m.	4:05	4:45	----	----
5:00 p.m.	5:20 p.m.	5:25	5:45	----	----	7:45	8:20
5:50	6:10	6:15	6:35				
6:40	7:00	7:15	7:35				
				FARES: One-way Round trip			
		Adult \$9.50				Adult \$19.00	
		Child (5-11) \$5.25				Child (5-11) \$10.50	
				20 Ticket Commute Book \$140.00 (Mon. - Fri.)			
* Fridays only ^ Via Sausalito visit www.blueandgoldfleet.com							

Baylink Ferry

VALLEJO		
VALLEJO - SAN FRANCISCO		
Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	----
6:30	7:35	----
7:00	8:10	----
7:45	8:55	----
8:45	9:55	----
10:00	11:10	11:30 a.m.
11:30	12:40 p.m.	----
2:00 p.m.	3:30	3:10 p.m.
3:20	4:30	----
4:05	5:15	----
4:45	6:00	----
5:35	7:05	6:45
Weekends and Holidays		
10:00	11:10	11:30
11:30	12:40 p.m.	----
1:00 p.m.	2:10	----
3:30	5:00	4:40 p.m.
6:30	8:00	7:40
FARES: One-way		
Adult (13-64)	\$13.00	
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
Baylink DayPass	\$24.00	
Baylink Monthly Pass (Bus / Ferry) w/Muni	\$290.00	
	\$330.00	
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		

Red & White

BAY CRUISE	
Pier 43½	
Monday through Sunday	FARES:
10:00 a.m.	Adult (18+) \$22.00
10:45 *	Youth (5-17) \$16.00
11:15	Child (under 5) Free
12:00 p.m.	Family Pass \$69.00
1:15	(2 Adult + 4 Youth)
	* Weekends Only
1:45 p.m.	
2:30	
3:00	
3:45	
4:15 *	

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
6:30 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.
-----	4:30 p.m.	5:35	6:00
5:05 p.m.	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30		
No weekend service			
FARES:			
Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board the 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			

Angel Island Ferry

TIBURON - ANGEL ISLAND			
Weekdays			
Monday through Friday ferry service is by advance reservation for groups of 25 or more. Individuals may "piggyback" with scheduled groups.			
Visit www.angelislandferry.com for more information.			
Weekends			
10:00 a.m.	11:00	1:00 p.m.	3:00
10:20 a.m.	11:20	1:20 p.m.	3:30
FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)		\$13.50	
Child (6 - 12)		\$11.50	
Children (3 - 5)		\$3.50	
Toddlers (ages 2 and under)		Free*	
Bicycles		\$1.00	
For the most current schedule and other information, visit http://www.angelislandferry.com/			
Schedule Subject to change w/o notice			



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

Coast Guard Aids Bay Sportsmen in Two Incidents

Twice in March, the U.S. Coast Guard was called in to locate people in distress in Bay Area waters. Fortunately, both incidents were concluded without loss of life.

In the first incident, the Coast Guard was notified on March 2 of an unmanned kayak that had beached itself in Capitola with no markings and a single oar onboard. A 47-foot motor lifeboat from Station Monterey and an MH-65 Dolphin helicopter from Air Station San Francisco were immediately launched to the scene to commence searching for a possible kayaker in distress. Crews from Santa Cruz Harbor Patrol and Santa Cruz Fire Department were on scene assisting with shoreline and waterside searches.

The search was suspended when it became apparent that the unmanned kayak was related to an incident the prior Sunday in which a good Samaritan recovered a kayaker after he had become separated from his kayak within the same area. The operator's kayak

was not recovered at that time.

In the second incident, a stranded windsurfer was rescued on March 13 south of the San Mateo Bridge after radioing the Coast Guard for help.

The windsurfer contacted the Coast Guard with his handheld VHF radio after losing his board in southern San Francisco Bay. Sector San Francisco Command Center personnel immediately issued an urgent marine information broadcast, notifying mariners in the area of the distressed windsurfer. A 25-foot response boat from Station San Francisco, an MH-65 Dolphin helicopter from Air Station San Francisco, a Coast Guard Auxiliary Mobile Unit, and the Foster City Fire Department were all dispatched to the scene.

Once on scene, the Auxiliary Mobile Unit directed a good Samaritan to the location of the distressed windsurfer. Once recovered, the windsurfer was transferred to awaiting EMS personnel in Coyote Point

Marina where he was transported to Sequoia Hospital in Redwood City.

The successful recovery of the windsurfer was a direct result of his possessing a handheld VHF radio. Without the ability to contact the Coast Guard once losing his board, the execution of this case could have been hindered dramatically.

The Coast Guard urges all mariners and water enthusiasts to exercise caution when on

the water. Ensure you have the proper safety equipment and file a float plan with a family member or loved one ashore letting them know your intentions. Filing a float plan can be just as easy as sending a text message to a friend or posting a status update on your social media account. The most important thing is that you are prepared and that someone ashore is aware of your intentions and planned return.

Sticker Program to Aid Rescues, Conserve Resources

It might be the smallest of details, but it can also mean the difference between separating a successful search and rescue case from a missing person report or worse.

Coast Guard Pacific Area is launching Operation Paddle Smart, and the campaign, distributed broadly and aimed at reaching small craft owners enjoying the waterways, begins simply with a free sticker.

The weather-proof sticker, self-applied to the small craft, is intended to return property, reduce the number of Coast Guard resources spent on unnecessary search and rescue cases, and foster voluntary small craft owner assistance.

Diaz said putting two correct phone numbers on the reflective sticker is the most important thing to remember when filling out the owner information.

"If someone's out on the water and their kayak has turned over, their cell phone is now at the bottom of the ocean. We want the alternate number to call and verify if there's an emergency, or to return the property to its owner," he said. "It's all about having the right information."

The Coast Guard created a team of Coast Guard and auxiliary boating safety experts to help get the word out to the public. The team worked for months developing strategic ways to make the sticker more effective and help the public obtain the free sticker.

"We all put in a team effort to turn this

idea into a reality," said Jeff Seifried, a member of the team. "Coast Guard districts will distribute the stickers to the sectors and auxiliaries, and each of those assets will provide the stickers to anyone who has a small, unregistered water craft or as they see fit."

Seifried said the sticker is also going to be very beneficial to taxpayers.



"The benefit comes from being able to identify a real emergency. If the Coast Guard isn't using resources searching for someone who isn't missing, it's going to save a lot of time and money. We're not putting Coast Guard rescue crews at an unnecessary risk and at the same time, it could ease a family's anxiety to know there isn't an emergency," he said.

Seifried said the team is working to educate the public about the free stickers and their importance. The stickers will be available by the 2010 boating season.

"It's simple, extremely beneficial and free," he said. "I can't come up with a reason why you wouldn't want to use it. With a little bit of information you can help the Coast Guard find your property or save your life."

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New Special Closures: An Innovative way to Protect Seabird Colonies

California has recognized that oceans are in need of increased protection from the multitude of human-caused threats to the extraordinary diversity of our coastal marine life. The Marine Life Protection Act (MLPA) of 1999, an ecosystem-based approach to ocean management, is one of the ways that the state has addressed these threats. The MLPA requires California to construct a statewide network of Marine Protected Areas (MPAs) to protect the natural diversity of marine life and the structure, function, and integrity of marine ecosystems.

A MPA is similar to a national park and is designed to protect a marine or estuarine habitat as well as its flora and fauna. Studies of marine protected areas show greater species diversity and larger fish inside compared to areas outside of reserves. Reserves can be sources to replenish nearby non-reserve areas through spillover and by protecting the spawning (parent) populations. The types of activities allowed in MPAs differ among four designations: marine reserves, marine parks, marine conservation areas and state marine recreational management areas.

- State Marine Reserves: no-take, no fishing and may also limit access
- State Marine Parks: recreational fishing is allowed
- State Marine Conservation Areas: restrictions may be in place for certain species
- State Marine Recreational Management Areas: certain recreational use is allowed, such as waterfowl hunting, while extraction of sub-tidal living marine resources is prohibited.

The ecosystem approach of the MLPA uses the “best readily available science” and stakeholder input to design an effective network on complementary protected areas. This approach is based on the understanding that protecting a network of essential habitat conserves an entire ecosystem in a more robust and effective way than the species-

specific traditional fisheries management strategy.

The MLPA affects the state waters along the California coast to three nautical miles offshore and includes bays, estuaries and islands. The intention is to protect marine life and habitat, as well as the coastal communities that rely on ocean resources by establishing a network of MPAs. The MLPA also seeks to improve educational, recreational and scientific research opportunities on the coast using conservation based goals.

The 1,100 miles of the California coast has been divided into five study regions. The regions are: 1) North Coast: CA/OR border to Alder Creek near Point Arena; 2) North Central Coast: Alder Creek to Pigeon Point; 3) Central Coast: Pigeon Point to Point Conception; 4) South Coast: Point Conception to the CA/Mexico border; and 5) San Francisco Bay: waters within San Francisco Bay. The Central Coast and North Central Coast have both completed their processes, the most recent one being the north central coast region, which encompasses 153 square miles from Alder Creek, near Pt. Arena to Pigeon Point in San Mateo County, including the Farallon Islands. This area includes 86 square miles of no-take marine reserves. The process began in May 2007, and the Fish and Game Commission adopted the plan on August 5, 2009. The new MPAs in the north central coast region go into effect April 2010. Details on specific MPAs and limits on take for each area can be found online at www.dfg.ca.gov/mlpa/.

The objectives of most California MPAs are to protect fish and underwater habitat.

However, the North-central Coast regional stakeholders acknowledged that it was also important to protect seabirds and marine mammals because of the area’s historic populations, high species diversity, and known issues with disturbance. Therefore, the region took a new approach with the adoption of Special Closures, which restrict human access to areas that are home to the most diverse and abundant seabird and marine mammal

breeding populations in the region. The areas are small when compared to the larger no-take marine reserves or other MPAs. The objective of Special Closures is simple: minimize disturbance from close-approaching vessels.

Seabirds that nest and roost on cliffs and offshore rocks are highly susceptible to human disturbance, especially close approaching vessels. High levels of disturbance can impact colonies through the disruption of nest prospecting, courtship, feeding of young, and can lead to nest, egg, or chick loss or abandonment.

The Special Closures are an important step in the protection of seabirds along our coast. The six closures are the Point Reyes Headlands, Point Resistance, Stormy Stack, Devil’s Slide Rock, North Farallon Island and Southeast Farallon Island and

West End. Restrictions on approach distances to each Special Closure vary depending on the site and are between 300-1,000 feet. Local monitoring data from the U.S. Fish and Wildlife Service demonstrate that these distances can reduce disturbances by as much as 95 percent.

The Seabird Protection Network urges boaters to steer clear of seabirds and remain at least 1,000 feet away from all breeding colonies, which will help seabird populations to grow.

You can help! Boater-friendly information in the form of tide books and other materials are available from the Seabird Protection Network. Keep informed about Marine Protected Areas and Special Closures and the locations of your local seabird breeding colonies so you can maintain safe distances.

Vallejo Baylink Ferry

Catch a Great Deal to SF Giants games starting April 1st

visit www.baylinkferry.com for details



- Voted “most romantic getaway” in Best of Solano poll
- Up to 24 sailings daily to/from Vallejo and the SF Ferry Building with stops at Fisherman’s Wharf/Pier 41
- Family fares now available



Empress Theatre – Downtown Vallejo

Friends & Family Group Promotion available through April 30 – Call for Details

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AROUND THE BAY IN APRIL



"A Garden of Sorts" by John Anderson received the Best Postcard Image award at the 2009 Alameda on Camera exhibit.

Spring (Bud-)Break Party

Spring in Napa Valley! The air is fresh and clean, the mustard is blooming and the vines are bursting, making it a great time to visit the wine country. V. Sattui Winery in St. Helena, this year celebrating the 125th anniversary of its founding, hosts its annual spring evening of wine, food and fun on Saturday, April 17, from 6:30 until 9:30 p.m. New releases, big award-winners, barrel samples and older vintages will all be matched with a delicious hors d'oeuvres menu, this year featuring buffets from the

countrysides of France and Portugal and the cities of India. In addition, there'll be live music by renowned Bay Area rhythm & blues sextet The Midnight Band. Tickets are \$69 per member, \$79 guests & non-members. Reserve online at vsattui.com or call (707) 963-7774.

Smile, You're on Alameda Camera

In late February, 48 invited photo-based artists explored and photographed Alameda neighborhoods, favorite

places, and secret hideaways for 48 hours. Alameda families, friends, town characters, traditions and cherished nostalgia shared the lens. All "photo-based" artwork mediums and techniques, including traditional, contemporary and experimental, will be exhibited in this annual Alameda event. The Alameda on Camera Exhibit – Citywide Photo Documentary will run from April 2 through May 1 at the Frank Bette Center for the Arts at 1601 Paru Street in Alameda. The Center is open from 11 a.m. – 7 p.m. Wednesday – Saturday and 11 a.m. – 5 p.m. on Sundays. Admission is free, donations are appreciated.

Jan Wahl Joins the Benicia/Vallejo Humane Society for Barkitecture

Get ready for some fun at Barkitecture 2010, an annual fundraising event for the Vallejo/Benicia Humane Society. Barkitecture consists of two great fundraising events that feature a competition in which local businesses, community groups, neighborhood groups and individuals compete to create unique, custom designed dog domiciles, dog & cat furniture, bird roosts and multiple pet domiciles. The festivities include music, catered cuisine, a premium raffle and a grand silent & live auction of items created exclusively for Barkitecture through gifts generously donated. Psychic Medium & Animal Communicator Charles Peden will be available for readings during the first event, the "People's Choice Voting" and Preview Party on Friday, April 9 from 5:30 - 8 p.m. at Team Superstores in Vallejo. For a donation of \$10 you can have a five-minute reading with Charles to communicate with your pets. Learn more about Charles at www.charlespeden.com. Then San Francisco's favorite movie reviewer and film historian, Jan Wahl, will be the Guest MC at the big Barkitecture Gala and Auction the following Friday, April 16 at 6 p.m. at McCormack Hall at the

Solano County Fairgrounds. The goal of Barkitecture is to raise much-needed operational funds to care for the animals and for outreach to build awareness of the plight of the many homeless dogs, cats, other animals available for adoption or helped through the Benicia Vallejo Humane Society. General Admission tickets for the Gala are \$50. For more information about the events or how to contribute, visit www.barkitecture.net

Annual Floating Art Show in Sausalito

Yes, art floats at this fun Sausalito event on the water. On Saturday, April 24, Sausalito's colorful floating homes community will present the eighth 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. Resident artists from Issaquah Dock will again be joined by those from Liberty, South Forty, Gate 61/2, West Kappas and A Docks. They will offer at attractive prices: paintings, photographs, sculpture, jewelry, mixed media art and turned exotic wood bowls. The large Sausalito floating homes community boasts a rich heritage of creative expression and this exciting event maintains this valuable tradition. For more information please visit www.artistsofissaquah.com or contact Richard Mickley at (415) 332-4135.

Carnival Time in Vallejo

Butler Amusements, the largest carnival company in the Western United States, is rolling into Vallejo's Waterfront Park right next to the Ferry Terminal Thursday through Sunday, April 15-18. There will be rides, games and food for the entire family. Choose between a \$2 admission and \$1 rides or purchase a \$25 wristband for unlimited fun. Carnival hours are 4 – 10 p.m. on Thursday, 4 – 11 p.m. on Friday, 11 a.m. – 11 p.m. on Saturday and 12 – 11 p.m. on Sunday.

Sharing time with whales is a privilege.



415-331-6267

www.sfbaywhalewatching.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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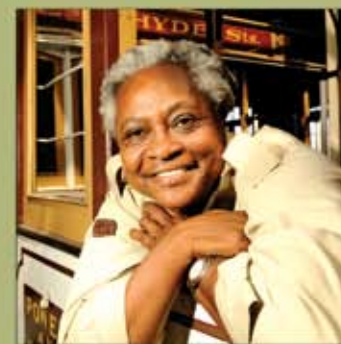
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- Leadership • Dedicated employees • Advocacy
- Services for elderly and disabled travelers



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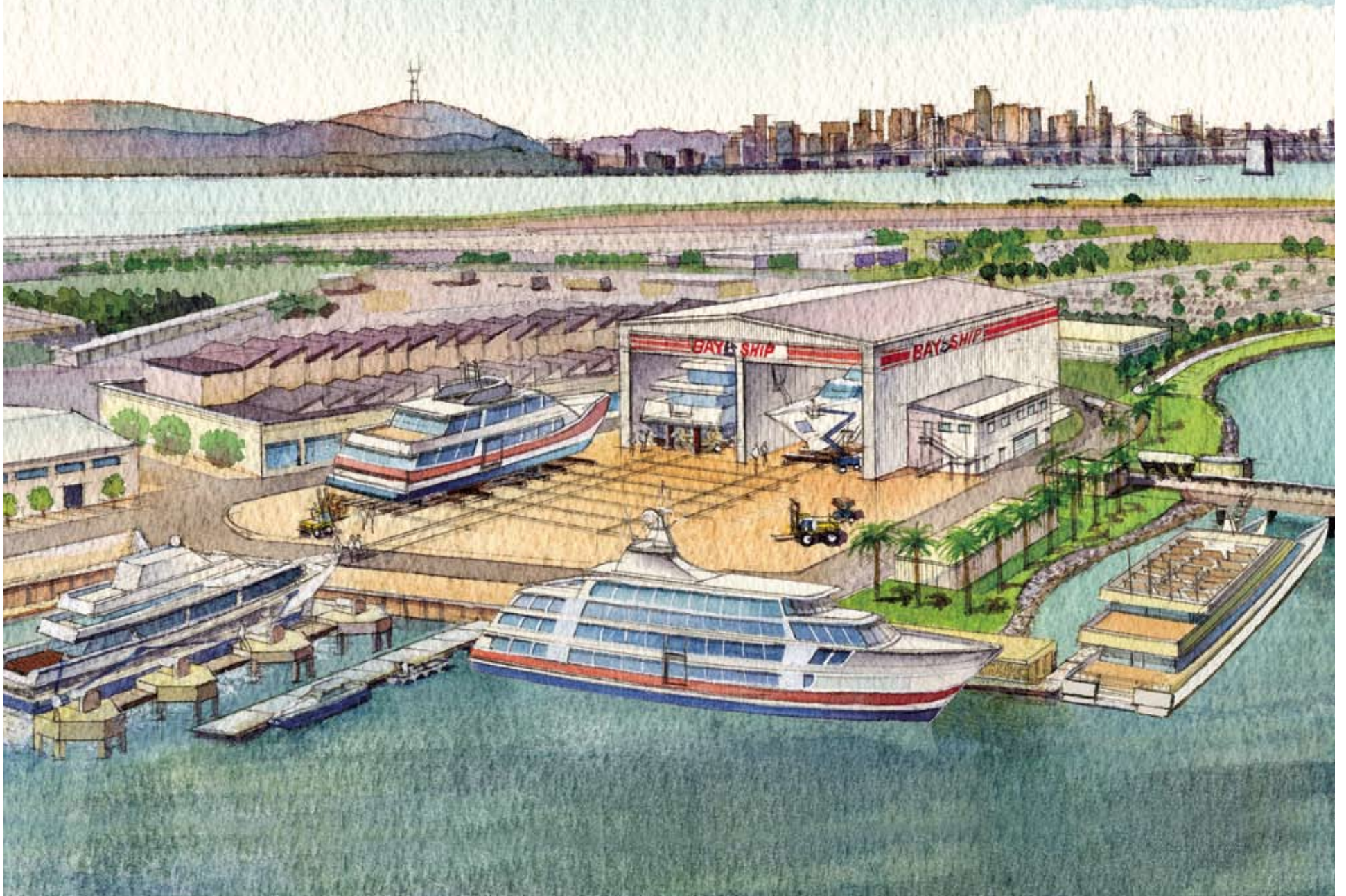
Pictured, left to right: 2006 winner Gunn High School's GO-FAST Program to reduce vehicle trips to school; 2008 winner AccessMobile, a City CarShare program to provide shared wheelchair-accessible vans; 2006 winner San Jose/Guerrero Coalition to Save Our Streets, for efforts to "calm" S.F. neighborhood streets; 2008 winner Fannie Mae Barnes, first female cable car grip for S.F. Muni (Photos: Noah Berger)

Call for Nominations

Submit your nomination by
April 30, 2010

An online nomination form is available at:
www.mtc.ca.gov/about_mtc/awards/

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