



BAY CROSSINGS

"The Voice of the Waterfront"

June 2010 Vol.11, No.6

The Seals Are Back!



S.F. Waterfront Wonders
Fall in Love All Over Again

Oil Disaster in the Gulf
Lessons from the *Cosco Busan*

Complete Ferry Schedules for all SF Lines

**GRAND
OPENING
SPECIALS**
Going on now!

WARMINGTON RESIDENTIAL
CALIFORNIA



A Waterfront Community on the Island of Alameda



grand marina
village

- Now Selling!
- Adjacent to Grand Marina at the estuary end of Grand Street
- Charming Three Level Craftsman and Cottage Style Homes
- 2,152 to 2,373 square feet
- 4 Bedrooms plus bonus room/tech loft, per plan
- 3.5 Baths
- 2 space garages

GRAND OPENING SPECIALS
just announced!

All new buyers will receive **\$5,000 in non-recurring closing costs** when they obtain financing through our preferred lender, Dover Bay Mortgage Company, and **\$2,500 in design center upgrades** with our affiliate, Chateau Interiors & Design. Combine this with a **\$10,000 new home buyer tax credit*** and your clients may get up to **\$17,500 in added value!** See a sales representative for details.

Priced from the upper **\$600s** to lower **\$800s** | 1629 Cruiser Lane, Alameda (corner of Grand St. and Fortmann Way) | **510.814.6535**
Sales Office and Model Homes Open both days from 10 am to 6 pm | *Sales representatives:* Beth Costello, DRE Lic 00858354; Debi Garlick, DRE Lic 00801442

HOMESby**WARMINGTON.com**



* http://www.ftb.ca.gov/individuals/new_home_credit.shtml. Prices effective date of publication and subject to change prior to sale. 05.14.10



BAYCROSSINGS

"The Voice of the Waterfront"

columns

- 14 BAYKEEPER**
Oil in the Gulf: Lessons from the *Cosco Busan*
by **Deb Self**
- 15 SAILING ADVENTURES**
Ferries and Trains
by **Captain Ray**
- 20 THE DELTA BEAT**
Saving the Delta's Rich Array of Resources
by **Jah Mackey**

features

- 10 THE WATERFRONT**
An Ever-Changing and Bountiful Attraction
by **Kati Schmidt**
- 12 GREEN PAGES**
Pier Pressures Visitors to Embrace Green Change
by **Bill Picture**

news

- 04** Commuters Make Bike to Work Day a Success
- 05 WATERFRONT NEWS**
Hyundai Brings Back Weekly Cargo Service
by **Patrick Burnson**
- 07** Alcatraz Cruises Faces Discrimination Claim
- 08** Sleek New Ferry Joins Growing WETA Fleet
- 09** Pier 39 Heralds Return of Favorite Sea Lions
- 17 CULTURAL CURRENTS**
'Tosca Project' Celebrates San Francisco Landmark
by **Paul Duclos**
- 21** Bay Bridge S-Curve Traffic Safety Update

Corrections & Letters

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



guides

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



Pier 39 will hold a celebration in June to commemorate the 20th anniversary of the sea lions' arrival, and to celebrate their recent return. The beloved sea lions arrived in January 2000, shortly after the Loma Prieta earthquake. Then, in November 2009, right after a record number of them took over K-Dock, their numbers dwindled due to changes in sea currents. They have now returned in full force. Photo courtesy of Pier 39.

BAYCROSSINGS

June 2010 Volume 11, Number 6

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

ADVERTISING & MARKETING
Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION
Francisco Arreola, Designer / Web Producer

ART DIRECTION
Francisco Arreola; Patrick Runkle; Joel Williams

COLUMNISTS
Captain Ray Wichmann;
Paul Duclos; Patrick Burnson;
Deb Self; Jah Mackey

WRITERS & PHOTOGRAPHERS
Bill Picture; Joel Williams;
Brenda Kahn; Kati Schmidt

ACCOUNTING
Cindy Henderson

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

Bay Crossings
Ferry Building, #22
San Francisco, CA 94111
www.baycrossings.com

A Division of Nematode Media, LLC

Commuters All Across the Bay Hop on Their Bikes for Biggest Bike to Work Day Yet

BY BRENDA KAHN

Bay Area residents packed up their briefcases, backpacks, kids and dogs to bicycle to school, work and errands on May 13 in honor of Bike to Work Day. While their ranks included veteran bicycle commuters, for a good many of the participants, the act of getting around by two wheels instead of four was a novel and uplifting experience.

Preliminary counts show a significant increase in Bike to Work Day participation across the Bay Area — as much as 10 percent higher across the board compared to last year, according to Bike to Work Day Coordinator Andrew Casteel, who is also the executive director of the Bay Area Bicycle Coalition.

Casteel reported brisk business at the morning Energizer Station at the Marin County side of the Golden Gate Bridge. “We were pretty packed for most of the morning over there,” he said.

In San Francisco, bicycles accounted for 75 percent of the morning roadway traffic on Market Street, according to the San Francisco Bicycle Coalition and the city of San Francisco. That equates to one-third more people choosing to pedal to their jobs in San Francisco on Bike to Work Day this year compared to last year’s event, based on counts at Market and Van Ness from 8 a.m. to 9 a.m. Advocates for bicycling attribute this record-breaking increase to the newly separated, green-painted Market Street bike lanes (between 8th and Gough streets) and other improvements that are making streets all across the city safer.

San Mateo reported a 19 percent increase in bike traffic at its Energizer Stations during the morning commute compared to last year, while Alameda County was showing an average 10 percent increase in traffic at select Energizer locations, according to reports from the East Bay Bicycle Coalition. Bike traffic at Energizer Stations in Santa Clara County was up 12.5 percent over the prior year.



The scene at 24th and Mission BART in San Francisco, as riders assemble for a caravan to the South Bay. Photo by Noah Berger

The free pancake breakfast for bicycle commuters at Oakland’s City Center was a sell-out affair, while the free, all-day valet parking for bicycles was packed by 8:30 a.m. In a greeting to the crowd, Oakland City Councilmember Rebecca Kaplan vowed to make Oakland “the bicycling-est city” in the nation.

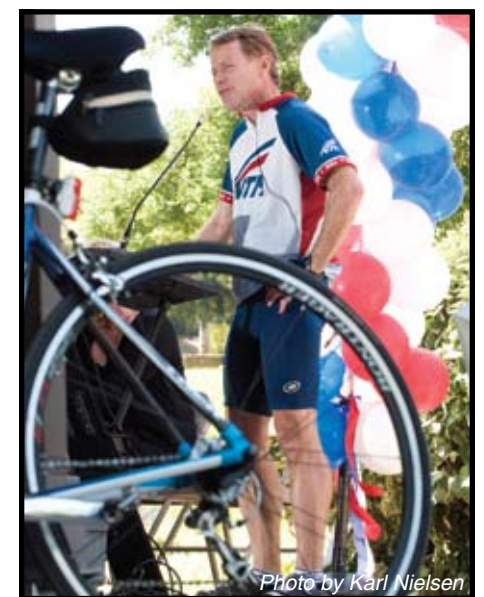
The month-long Team Bike Challenge has also been showing gains over the prior year. Participants form groups of up to five members, recording their daily bike trips in an effort to earn the most points during the month of May (novices and “big wheels” are eligible for extra points). The highest scoring team overall wins a bike rack engraved with their team name, to be installed at a location of their choice. This year’s field consisted of 2,381 riders spread across 523 teams; by press time in late May, they had collectively recorded 250,055 miles — enough to circle the globe over

10 times, while saving the planet over 138 tons of harmful toxic emissions.

This year’s Team Bike Challenge contestants had a cool new tool in the form of a free GPS-enabled iPhone app (iBikeChallenge) that let them record their trips and miles while on the road. Also new this year are Team Bike Challenge video diaries, in which select teams were asked to document their progress using Flip video cameras. View at www.youcanbikethere.com/TBCdiaries.

Santa Clara County Supervisor and MTC Commissioner Ken Yeager did his part for the planet by not only bicycling to his office at San Jose’s County Government Center on Bike to Work Day, but also cycling an additional 12 miles for an appearance at another event.

Bike to Work Day is a project of the Metropolitan Transportation Commission and the Bay Area Bicycle Coalition, with major underwriting this year by Kaiser



Ken Yeager, Santa Clara County supervisor and an MTC commissioner, cycled to work. Photo by Karl Nielsen

Permanente, and sponsorship by a number of other cities, local bicycle coalitions, bike shops and the like.

Hyundai Brings Weekly Container Service Back to the West Coast

BY PATRICK BURNSON

Bay Area shippers were heartened to learn that Hyundai Merchant Marine Co. Ltd. (HMM) brought back its weekly container shipping service, the Pacific Southwest (PSW), last month. The return of this West Coast service is in line with the expected growth of 2010 trade volume for Northeast Asia. The PSW directly connects South Korea, Taiwan, Hong Kong and South China to the Port of Oakland. Asian imports are carried on the PSW with competitive transit times, such as 10 days from Pusan, South Korea to Long Beach. The PSW currently offers the industry's fastest transit times from Long Beach to Xiamen at only 17 days.

This HMM service also provides the current quickest times from Oakland to the ports of Pusan, Kaohsiung and Xiamen at 11, 14 and 15 days, respectively. "2009 was a definite challenge to the shipping industry. Nevertheless, we are looking forward into 2010 with optimistic planning and forecast in growth," said Y.I. Song, HMM Chairman and CEO. "Part of our planning includes increased capacity on the PSW as well as other summer deployment services to meet demand for our customers."

APL Receives Award for Highest Volume in Oakland

The Port of Oakland honored carrier APL last month with its new award for moving the most cargo of any carrier through its cargo gateway. At the awards event, Port Executive Director Omar Benjamin told APL executives, staff and longshore workers, "Your achievement of transporting through the Port of Oakland in 2009 a 30 percent increase in cargo volume from 2008 is substantial and all the more remarkable considering the state of the economy last year." Benjamin continued: "APL and Eagle Marine Services have been strong, valued partners with the Port. This is a new award

that the Port is giving and we are delighted to present it to APL." APL received the Port of Oakland's "Highest Volume Carrier 2009" award for moving 244,249 TEUs. A TEU (Twenty-foot Equivalent Unit) is the international standard of measurement for cargo volume and equals one 20 foot-long container.

"We would also like to acknowledge and thank APL for a highly successful first call service—the PS2. It serves the needs of importers who must move their products quickly and efficiently through the Oakland gateway," said Port Maritime Director James Kwon. It has become the importers' retail express service for Northern California." First port-of-call service at Oakland is a container ship that comes directly from a port in Asia and makes Oakland its first destination in the United States.

APL's history in Oakland goes back to the Gold Rush, and it's been serving the Bay Area ever since. It was a historic accomplishment when APL's predecessor company inaugurated trans-Pacific trade in 1867 with regular service to Yokohama and Shanghai.

APL provides comprehensive westbound export services that serve an incredibly diverse range of customers—from beef producers in Nebraska, to hay farmers in Iowa, to fruit, vegetable and nut shippers in California's Central Valley. APL has helped the Port of Oakland become the third-busiest on the West Coast, and the fifth-busiest in the United States.

IWLA Opposes Change to Federal Preemption of Trucking Rules

The International Warehouse Logistics Association is urging Congress to reject legislative language that would weaken federal preemption of state and local regulation of trucking in the nation's ports because it believes that it represents a backdoor attempt to drive independent owner-operator truckers out of business at those locations—including at the Port of Oakland.

In a recent letter to Peter DeFazio (D-OR), chairman, and John J. Duncan Jr. (R-TN), ranking minority member of the House on Transportation & Infrastructure Committee Subcommittee on Highways and Transit, IWLA President Joel D.

local regulation of trucking in interstate and foreign commerce except in regard to safety. Proponents of the amendment improperly characterize the need for change as necessary to improve air quality and port security. Several major U.S. ports, including

"A 30 percent increase in cargo volume from 2008 is substantial and all the more remarkable considering the state of the economy last year."

— Port Executive Director Omar Benjamin

Anderson said proposed amendments to the Federal Aviation Administration Authorization Act would undermine federal preemption by allowing local governments to regulate port trucking when it comes to environmental and port security matters.

"The proposed amendments are not really about environmental and security concerns at the nation's ports," Anderson said in his letter. "They are an attempt to gain through legislation what the courts have found to be unlawful: local regulation of truck drayage services at the nation's ports. Specifically, the proposed amendments are designed to allow the ports to ban independent owner-operators in favor of employee drivers."

Current federal law preempts state and

the Ports of Los Angeles, Long Beach and Seattle, have already initiated very successful Clean Truck Programs, Anderson pointed out to the subcommittee leaders. He cited the example of the California Air Resources Board which, in conjunction with the South Coast Air Quality Management District, implemented a clean trucks program that led to an estimated 80 percent reduction in diesel emissions two years ahead of its target date.

"This occurred without changing federal law," Anderson noted. "This and similar efforts underway at other major U.S. ports demonstrate that it is not necessary to rewrite longstanding federal trucking laws to accomplish significant environmental improvements in port areas."

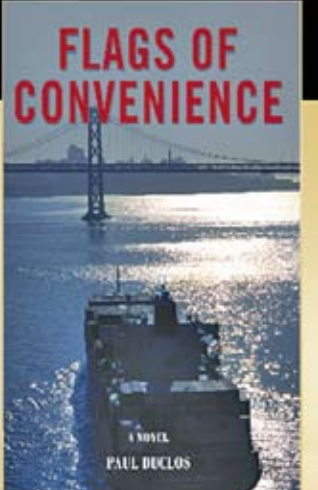
Just Published...

Flags of Convenience

A Novel

Paul Duclos

Available Now at the Bay Crossings Store



iUniverse®

Call 1-800-AUTHORS to order, or visit www.iUniverse.com

WATERFRONT ACTIVITIES

- 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. First Wed of the month this sail is on The Seaward, an 82' schooner, followed by a free BBQ!
- June 6** **10AM – 4PM - Discover Sailing! Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Get a taste of sailing on the Bay with a licensed skipper onboard. Enjoy a full afternoon of sailing out of our Alameda location with lunch included. Be warned, you may catch the sailing bug! Reservations Required. Cost: \$135/person (includes lunch and a \$100 coupon good towards sailing lessons!) Call for more information.
- June 11** **5PM – 8PM - Friday Night Racing! Club Nautique Sailing School & Charters, (510) 865-4700, www.clubnautique.net**
Join us for fun, competitive sailing onboard a Colgate 26, as we take part in the Ballena Bay YC Beer Can Races. We'll prep the boat, review sailing instructions and conditions, then get out to the start line for the race. No prior race experience required. Must be Basic Cruising certified or have similar sailing experience. Cost: Members \$50/Non-Members \$67 Reservations required.
- June 12** **10AM – 2PM - Bay Cruising Destinations, Club Nautique Sailing School & Charters, (510) 865-4700, www.clubnautique.net**
Learn about all the great places to visit by boat on the San Francisco Bay! We'll fill you in on our favorite anchorages, watering holes and destinations. We'll help you with tips on the best time to go there and tricks on proper etiquette for when you arrive. Cost: \$75 Reservations required.
- June 19** **2PM – 6PM - Summer Sailstice - 3-Hour Sail and/or FREE BBQ, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Celebrate the longest day of the year by going sailing! Come out for a 3 hour sail aboard the 82' schooner 'Seaward' from 2pm-5pm. Our monthly FREE BBQ follows from 4-6 pm. Cost is \$75.
- June 19** **7PM – 9PM - Belize Flotilla Planning Party – FREE, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come for the wine and cheese, stay for the stories of adventure. Join us for an information get together and learn about bare boat chartering on the largest coral reef in the northern or western hemispheres.
- June 25** **5PM – 8PM - Friday Night Racing! Club Nautique Sailing School & Charters, (510) 865-4700, www.clubnautique.net**
Join us for fun, competitive sailing onboard a Colgate 26, as we take part in the Ballena Bay YC Beer Can Races. We'll prep the boat, review sailing instructions and conditions, then get out to the start line for the race. No prior race experience required. Must be Basic Cruising certified or have similar sailing experience. Cost: Members \$50/Non-Members \$67 Reservations required.
- June 26** **10AM – 4PM - Discover Sailing! Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Get a taste of sailing on the Bay with a licensed skipper onboard. Enjoy a full afternoon of sailing out of our Alameda location with lunch included. Enjoy a full afternoon of sailing with lunch included. Be warned, you may catch the sailing bug! Reservations Required. Cost: \$135/person (includes lunch and a \$100 coupon good towards sailing lessons!) Call for more information.
- June 26** **6:30PM – 8:30PM - Galapagos Adventure Planning Party, FREE, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Follow in the footsteps of Charles Darwin sailing among the Galapagos Islands. Come and learn about exploring this wildlife paradise with the OCSC team. Slide presentation and Q & A...wine and cheese!
- June 26-27** **Overnight Flotilla to Benicia - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com/vacations/flotillas/benicia.php**
Want to experience bareboat chartering on a shorter trip, closer to home? Come sail with OCSC through San Pablo Bay to Benicia. Live, eat and sleep aboard our 36' French cruising catamaran for a weekend stay-cation. No airline tickets needed! Call for details.
- June 27** **9AM – 5PM - Women on the Water! Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Get a taste of sailing on the Bay with a licensed skipper onboard. Sorry guys, ladies only! Enjoy a full day of sailing out of our Alameda location with other experienced women sailors. Cost: Members-\$125/Non-Members-\$167 (includes lunch and a \$100 coupon good towards sailing lessons!) Reservations Required, call for more information.

Waterfront Adventures is an advertising sponsored section for activities on or around the water in the Bay Area. If you are interested in having your events or activities listed in this section contact Joel Williams at joel@baycrossings.com.

OCSC™ SAILING
Inspire Confidence™



OCSC Sailing
One Spinnaker Way
Berkeley, CA 94710
www.ocsc.com
Phone: (800) 223-2984

We are the top-rated sailing school in North America. Sailing is about discovery, freedom and exploration. Our new award-winning website has everything you want to know about learning to sail, free sailing events, real-time weather, live webcams on the bay and free subscription to our "Now Hear This" newsletter and much, much more!

Club Nautique

San Francisco Bay's Premier Sailing School and Yacht Charter Company

Learn to Sail!

From Beginner to Offshore

You won't find a better, more comprehensive program anywhere!

US SAILING Keelboat Certification Classes.

Call today to get started!

www.clubnautique.net • Alameda: (800) 343-7245 • Sausalito: (800) 559-2582

Former Employee Files Discrimination Claim Against Alcatraz Cruises

BC STAFF REPORT

Each year, millions of commuters and tourists travel on San Francisco Bay ferries, unaware of political and personnel issues that are threatening at least one ferry operator with a very rough ride.

In November 2009, Hornblower fired Vincent Atos, a deckhand at Alcatraz Cruises, a subsidiary of Hornblower Yachts that operates the popular Hornblower Cruises & Events, for alleged sexual harassment of a co-worker. Atos, who had been voted “Employee of the Year” in 2007, says he was shocked by the accusation because the work environment at Alcatraz Cruises was so highly sexualized.

According to Atos, many employees regularly shared off-color jokes, made graphic comments, and some (not Atos) even shared pornographic images with one another at work. “We’re sailors. It’s not like we work in an office,” said Atos. “There’s lots of sex talk.” Despite the salty environment among the crew members, Atos—one of the few openly-gay employees—was disciplined for the same behavior that purportedly involved many others.

“I was the most flamboyant, queeny gay person there. Sure, I’d joke and flirt with friends and the guys I work with made gay jokes with me. I didn’t get offended because everyone was just having fun.”

Atos, as well as his supporters in San Francisco’s large LGBT community, are calling this a case of blatant anti-gay discrimination. “Vincent Atos was terminated for alleged conduct when worse conduct was tolerated by his straight co-workers and managers,” said David Waggoner, co-President of the Harvey Milk Club LGBT Democratic Club, in a letter to Hornblower CEO Terry MacRae. “This disparity in how alleged inappropriate behavior in the workplace is treated—combined with the complete absence of progressive discipline—suggests that Alcatraz Cruises management still believes they can get away with firing an employee for being gay,” said Waggoner.

Hornblower declined to comment specifically on the Atos matter and the allegations in this case due to company policy. Hornblower spokeswoman Tegan Firth said that the company has “a very strict anti-harassment policy that all employees sign” and noted that “there is no discrimination whatsoever within the ranks of the company.” In a letter to Waggoner, Hornblower further suggested that the story presented by Atos was not complete, and that the company was “confident you would take quite a different view of the matter if the full facts and truth were public knowledge.”

In December 2009, Atos filed a formal complaint against the company with the San Francisco Human Rights Commission (HRC), alleging that Alcatraz Cruises had discriminated against him based on his sexual orientation. Earlier this year, the HRC determined that mediation in the case was not possible because the two parties were too far apart to allow for a fair remedy. Atos is seeking reinstatement with back pay; Alcatraz Cruises says they won’t rehire him. The HRC is currently considering conducting a full investigation of the Atos case and likely will face strong pressure to do so from the gay community as well as local elected officials.

In late April, supporters of Atos, including members of Pride at Work and the Harvey Milk LGBT Democratic Club, came out in force at Pier 33—Alcatraz Cruises’ dock—to hold a lively demonstration and press conference protesting the firing and alleged discrimination. The groups plan another action in June, during San Francisco Pride Month. The San Francisco Democratic County Central Committee recently passed a resolution calling on the HRC to conduct a full investigation of Atos’s firing and urging Alcatraz Cruises to rehire Atos and end its alleged discrimination against employees based on their sexual orientation.

Alcatraz Cruises also is facing charges of anti-union bias related to Atos’s termination. In addition to being openly gay, Atos claims he was the only employee who was “out” about his support for a union at Alcatraz Cruises and workers at



Josué Argüelles of Pride at Work addresses supporters of fired worker Vincent Atos during a protest at Alcatraz Cruises on April 19th.

Alcatraz Cruises have been trying to form a union, but encountered strong opposition from company officials.

Ferry service to Alcatraz Island is provided pursuant to a contract with the National Park Service. Before the Bush Administration awarded the new contract to Alcatraz Cruises in 2006,

“I was the most flamboyant, queeny gay person there. Sure, I’d joke and flirt with friends and the guys I work with made gay jokes with me.”

service to the former federal prison was provided by the Blue & Gold Fleet, where workers were represented by the Inlandboatmen’s Union (IBU), a division of the International Longshore and Warehouse Union that has represented workers on San Francisco’s waterfront since 1918. During the transition to Hornblower’s non-union service, the company refused to hire most of the experienced crewmembers from the Blue & Gold Fleet.

Atos’s supporters state that federal labor investigators will soon be conducting an inquiry into allegations that Alcatraz Cruises unlawfully fired Atos for supporting the union. Terminating a worker for supporting the union is illegal, but employers sometimes cite pretextual reasons to justify such a firing. In 2008, Alcatraz Cruises settled charges with the federal government’s National Labor Relations Board (NLRB) alleging that the company illegally interrogated workers and engaged in unlawful surveillance of union supporters.

In the letter to Waggoner, Hornblower emphatically denied that Atos was fired for his union organizing activities, noting that Alcatraz Cruises’ sister company in New York City, Statue Tours, is unionized, and stating that the company has “long stated that we believe that the [Alcatraz Cruises] crew ... should be free to make its own choice whether it wishes to be represented by a union, or whether it wishes to be free from such representation.”

“This fight is about discrimination on the job and protecting the rights of every worker to join a union without losing their job,” said Waggoner in response. “Ferry customers shouldn’t be surprised if they see picket signs and protests on the waterfront until there’s justice for Vincent Atos and other ferry workers in the Bay Area.”

Newest Ferry Joins Fleet of San Francisco Bay's Growing Regional Ferry System

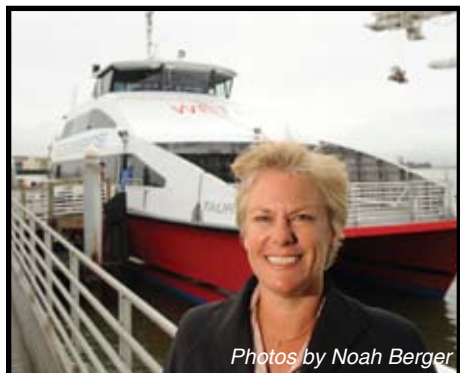
In May, Congresswoman Barbara Lee joined CalEMA Secretary Matthew Bettenhausen, Bay Area Council President and CEO Jim Wunderman, Speaker pro Tempore and Assemblywoman Fiona Ma, Berkeley Mayor and Metropolitan Transportation

Commissioner Tom Bates and Charlene Johnson, Chair of the Water Emergency Transportation Authority (WETA), to christen *Taurus* and welcome the public aboard the latest environmentally friendly vessel to join the Bay Area's growing regional ferryboat system.

"Expanding our regional ferry system is a key component in the Bay Area's strategy to cut freeway congestion and provide sustainable transportation options in the San Francisco Bay Area," Lee said.

"The investment we are making to build a robust regional ferry system today is essential to ensuring we are equipped to respond to natural disaster and other emergencies tomorrow," Congressman John Garamendi added in a statement.

As part of the Bay Area's growing regional ferryboat system, *Taurus* is WETA's



Photos by Noah Berger

WETA Executive Director Nina Rannels and *Taurus*.



Photos by Noah Berger

Taurus christened by Marina Secchitano, IBU and former WTA boardmember, Assemblywoman Ma, and WETA Chair Johnson.

fourth new high-speed passenger boat, and an exceptionally green vessel. The 199-passenger, double-hulled catamaran vessel runs 85 percent cleaner than current EPA mandates for marine engines in this class. *Taurus*' sleek, low-wake hull allows it to run more efficiently, thus reducing fuel consumption. The engine uses a biodiesel/ultra-low sulfur diesel fuel mix and is equipped with a catalytic reduction system—similar to the catalytic converter on an automobile—which drastically reduces the amount of emissions.

And the improvements aren't just in engineering. The new boat provides comfortable seating on multiple interior and exterior levels for passengers, including booth and tables as well as lounge-style seating and weather deck areas. The vessel includes a multi-service bar with drinks and snacks, as well as wi-fi. These new vessels represent the initial investments in a regional ferry system with plans to add up to seven new routes that are expected to triple ridership.

"I am delighted to be here today for this important step forward in achieving Governor Schwarzenegger's goal to ensure the safety of Californians. WETA's work is important to prepare the Bay Area to respond and recover from man-made or natural disaster," CalEMA Secretary

Matthew Bettenhausen added.

CalEMA is responsible for leading the state's emergency response to natural and man-made disasters. Service for WETA's first new route, from Oakland to South San Francisco, links the East Bay to the Bay Area's many biotech employers and is scheduled to begin in fall 2011. The additional boats will also increase WETA's capacity to respond in the event of a regional emergency.

Environmental review and design work is also underway for new ferry routes linking Berkeley, Richmond, Hercules, Martinez, Antioch and Redwood City to downtown San Francisco.

"Many thanks to everyone who has been instrumental in helping WETA to bring a world-class regional ferry service to the Bay Area," WETA Board of Directors Chair Charlene Haught Johnson added.

Bridge tolls approved by Bay Area voters in 2004 through Regional Measure 2 provide the primary source of funding for *Taurus* and WETA's other newly-acquired ferries. Additional WETA funding comes from a variety of sources including the U.S. Department of Transportation Ferry Boat Discretionary Program, State Proposition 1B Transit Security Grant Program, Regional Measures 1 and 2, and county transportation sales tax measure funds approved in Alameda, Contra Costa and San Mateo counties.

The ORIGINAL Since 1984

Quinn's Lighthouse

N37° 46.88'
W122° 14.37'

Restaurant & Pub

FEATURING AMERICAN COOKING
with contemporary touches at reasonable prices



Quinn's Lighthouse was awarded
"BEST CASUAL DINING FAMILY RESTAURANT"
EAST BAY!

Best
of the East Bay
2003

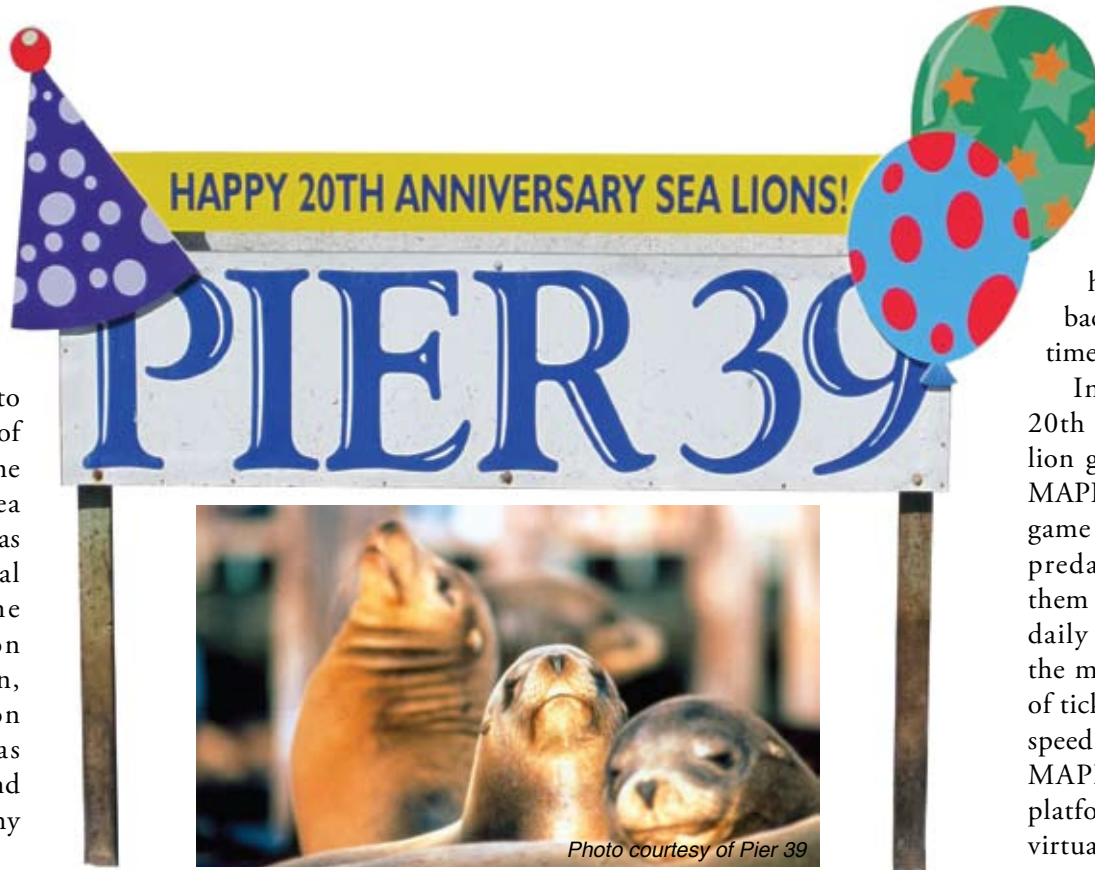
Open Everyday - 11:30 am to 9:00 pm
1951 Embarcadero Cove
OAKLAND
536-2050
www.quinnslighthouse.com

Pier 39 Heralds Sea Lions' Return

When California's famed sea lions mysteriously disappeared from their familiar perch at Pier 39, it made international news. Well, guess who's back (and barking louder than ever)?

A public celebration for their return was held on May 21st to commemorate the 20th Anniversary of their arrival at Pier 39. This milestone anniversary is not just for the sea lions, but for the partnership that was established by the Marine Mammal Center and Pier 39. The Marine Mammal Center, an organization devoted to advancing rehabilitation, scientific discovery and education relating to marine mammals, has partnered with Pier 39 to guide and assist the pier in maintaining a healthy sea lion community.

"Over the years, The Marine Mammal Center has provided us with tremendous support in caring for our sea lions on K-Dock," said Bob MacIntosh, president and CEO of Pier 39, "and we now have



averaged at about 150-300 for the past month. "Having the sea lions return to Pier 39 not only makes all of their loyal fans happy, but it also brings a normalcy back to a very abnormal period. It's time to celebrate!" Boehm added.

In honor of Pier 39's Sea Lion 20th Anniversary, an interactive sea lion game has been developed on the MAPIZ iPhone App. The object of the game is to "save" the sea lions from predators and pollution and bring them back to the Pier 39 docks. The daily winner—the player who saves the most sea lions—will receive a pair of tickets to the RocketBoat, the high-speed thrill ride on San Francisco Bay. MAPIZ is a location-based gaming platform connecting real people in a virtual world. For more information, visit www.mapiz.com.

friends from all over the world who come to visit our sea lions."

In January 1990, California sea lions began "hauling out" on Pier 39's K-Dock shortly after the 1989 Loma Prieta earthquake. They numbered from 10-50, but due to a plentiful herring supply, available dock space and a protective environment, the population grew to more than 300 within a couple of months. The Pier 39 sea lions became an international sensation.

Then in November 2009, right after a record number of these playful mammals—1,706 to be exact—took over K-Dock, their numbers dwindled. "It was an incredibly hard year for California sea lions," said Jeff Boehm, executive director of the Marine Mammal Center. "We saw a record number of yearling sea lions stranded as a result of an abrupt change in the classic upwelling pattern, which caused their food sources to shift further off shore."

Huge numbers of California sea lions were spotted off the Monterey Bay and Oregon Coasts where there was a plentiful food supply. Slowly, the sea lions migrated back to San Francisco's Pier 39, where the population has



Lunch & Dinner Daily
Prix-Fixe Lunch Menu
Complimentary Valet Parking





Scoma's Restaurant
Fisherman's Wharf
Pier 47 on Al Scoma Way
415-771-4383
www.scomas.com

San Francisco's Bountiful and Ever-Changing Waterfront



Photo by Joel Williams

BY KATI SCHMIDT

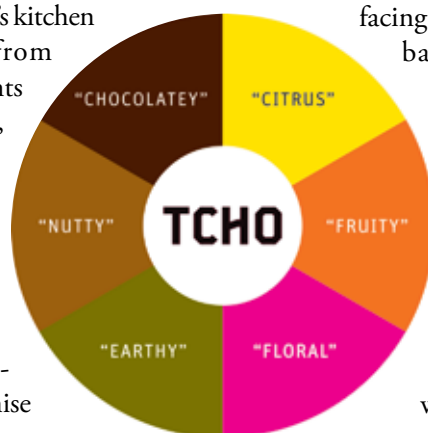
Each year, more than 15 million visitors explore San Francisco's northern waterfront—from the Ferry Plaza to Ghirardelli Square. With innovative new additions and enhancements popping up along the two-mile stretch, there are endless opportunities to fall in love, all over again, with the Bay-kissing side of the City by the Bay.

Revolutionary Plates at Pier 5

In April 2010, SubCulture Dining's "Dissident Chef" Russell Jackson opened Lafitte, bringing his revolutionary and evolutionary style to the historic Pier 5. The restaurant draws its name from legendary and notorious pirate Jean Baptiste Lafitte, who operated a smuggling operation off the coast of Louisiana in the first part of the 19th century.

While trained in classical French and Italian cuisine, Jackson's kitchen experience ranges from burger and pizza joints to regional Mexican, contemporary American and Japanese cuisines.

Addressing foodies' revolt against anything "same ol'," Jackson's daily-changing menus promise to be "subject to change due to Mother Nature's whims and the Chef's Insanity." This translates into menu offerings such as When Pork Worlds Collide, a combination of Berkshire sausage, Mangalitsa loin and Iberico belly; arugula flower flan; a mash-up of East Coast mackerel, pork belly with lobster jus and potato galette; and other creations that promise to tempt even the most adventurous diners to explore what's next.



TCHO uses a "flavor wheel" to help fine tune each of its creations.

With indoor as well as tented, Bay-facing outdoor seating, a full bar featuring inventive cocktails and limited-production wines, it is time to join the revolution at Lafitte. Open daily for dinner (served until "late" on weekdays and "later" on weekends), weekdays for lunch and weekends for brunch, reservations and daily menus are available at www.lafittesf.com.

The American Idol of Milk Chocolate at Pier 17

Located at Pier 17, TCHO, the only chocolate factory in San Francisco, is open daily for public tasting—and is calling on a few good palettes to help expand its sweet empire.

When TCHO first started, it reached out to the community to help formulate



Photo by Edelson Photography

Discover underwater Zen, in the form of gracefully gliding moon jellies and Pacific Sea Nettles at Aquarium of the Bay.

recipes by its beta testing program. This program produced small batches of dark chocolate in its lab, put them in paper

bags stamped with version numbers, and asked tasters to rate its efforts. Current and future fans (all it takes is one bite) of TCHO are encouraged to help formulate its newest chocolate venture, through beta tasting 2.0: Milk edition.

“It’s the *American Idol* of chocolate-making,” said TCHO’s Larry Del Santo.

Beta packs, sold for \$5, feature two two-ounce bars to sample, along with an online code and website instructions for tasters to rate their favorite. Tweaks to the recipe will be made, with slightly different versions released each week, to help TCHO reach the same level of perfection it achieved with its dark chocolate versions.

Founded by a former NASA technologist and a chocolatier, the company uses a “flavor wheel” to help fine tune each of its creations, as well as provide samplers with a road map to seeking out their own true flavors. Stop by TCHO, open daily from 10 a.m. – 6 p.m., or visit their website and online store, at www.tcho.com.

Underwater Icons at the Embarcadero and Beach Street

Saying that San Francisco is home to icons is a no-brainer. There are the obvious architectural icons: the Golden Gate Bridge, Transamerica Building and Alcatraz. Then there human icons, spanning from Herb Caen to Fisherman’s Wharf’s own World Famous Bushman and so on. Clearly, we have a wide range of people, places and pastimes to brag about.

When asked to describe the underwater icons of San Francisco Bay, however, even the savviest locals are hard-pressed to name-drop further than Dungeness crab. Arming locals and visitors alike with deeper insight into the largest estuary on the Pacific west coast is Aquarium of the Bay, a unique nature center that recently completed its transition to nonprofit status, bringing a renewed focus on the marine animals that live in San Francisco Bay. The Aquarium is now affiliated with the Bay Institute, deepening its commitment to protecting and inspiring conservation of San Francisco Bay and all marine environments.

Rather than risk hypothermia and face the disappointing lack of visibility by diving in San Francisco Bay, you can stroll on dry land through the Aquarium’s iconic, crystal clear tunnels, filled with

fresh-filtered Bay water. There, you can have face-to-fin experiences with animals ranging from the mighty Sevengill Shark—San Francisco Bay’s largest predator, at lengths up to 14-foot long and weighing more than 400 pounds—to the colorful Garibaldi, California’s State Marine fish, and more than 20,000 others.

The Aquarium recently launched a new membership program and is kicking off a series of special events in June, including a sustainable seafood discussion and screening of *The End of the Line* on June 23, and the opening of Sherman’s Lagoon: Finning Isn’t Funny on June 26, complete with cartoon drawing presentations lead by cartoonist Jim Toomey. Start exploring at www.aquariumofthebay.org.

The New Napa, Now at The Cannery

Rather than facing a coin-flip to select a designated driver, check out the newly uncorked, weekly San Francisco Wine Market in Del Monte Square, next to The Cannery in Fisherman’s Wharf.

“The SF Wine Market is a local forum to connect wine enthusiasts of all levels with local and boutique wineries on a much more personal level in a farmer’s market setting”, said Bryan Kane, market coordinator. “Now people from neighborhoods throughout San Francisco



Photo courtesy of San Francisco Wine Market

The SF Wine Market in Del Monte Square serves local and boutique wine samples in a farmer’s market setting.

have a unique market to enjoy every Sunday afternoon,” said Kevin Carroll, executive director of the Fisherman’s Wharf Community Benefit District.

With the one-time purchase of a \$20 reusable and eco-friendly six-pack wine carrier, shoppers have the opportunity to sniff, swirl and savor wine samples each week the entire season from purveyors at the market itself, along with tasting rooms in the Del Monte Square and

San Francisco’s Wine Walk on the Wharf. Tasting rooms include Buena Vista Carneros, Cellar 360, Wattle Creek, Wines of California, and Winery Collective. The market lineup will change each week, but has included wineries such as August West Winery, Sol Rouge Vineyard and Valdez Family Winery.

The market is open each Sunday from 1 p.m. – 4 p.m. Learn more at www.sfwinemarket.com.



Photo by AG Photography

“Dissident Chef” Russell Jackson opened Lafitte in April at Pier 4. The outdoor dining area offers stunning Bay views.



Waterfront Attraction Puts Pier P



Photo courtesy of Pier 39

On Pier 39 management's "to do" list is opening an eco-friendly boutique that offers a variety of green gift items. Management is also looking to open a green information center onsite, where visitors could learn about Pier 39's green program and take home with them tips for living and working greener.

BY BILL PICTURE

Being the site of San Francisco's most-visited attractions gives Pier 39 the opportunity to effect green change in a very big way, and management is meeting the challenge head-on. A comprehensive and growing green program has made Pier 39 one of the City's environmentally friendliest locations, and management hopes it will inspire the property's 14 million annual visitors to find ways to live and work greener in their own day-to-day lives.

"Being green—particularly the preservation of Bay waters and the protection of marine wildlife—is part of our core values," says Joe Smith, senior vice president of operations at Pier 39. "I mean, we hang 1,000 feet over the San Francisco Bay, so we're extremely sensitive about our environment."

A green beginning

Pier 39 itself was ahead of the green curve. Opened in 1978, the pier was constructed using recycled building materials salvaged from derelict neighboring piers demolished to make room for the new attraction. Among those materials were aluminum siding and wood believed to have been harvested around the turn of the last century.

"So you could say that Pier 39 has its roots in recycling," jokes Smith.

And Pier 39 hasn't lost that momentum. The policies and procedures that would later serve as the core of Pier 39's green program were implemented more than 18 years ago. "We were looking for ways to be more environmentally responsible even before it came into vogue," Smith says. "And our merchants and employees have been right there with us every step of the way."

Smith insists he couldn't ask for a

better team, and rattles off an impressive list of numbers that attest to the team's commitment.

"You could say that the heaviest lifting is really in regards to waste management," he explains. "Sixty percent of the waste generated here is diverted from landfills each year. That's about three million pounds, more than a third of which is composted organic material. One hundred percent of our landscaping waste is recycled. We also have a program in place for properly disposing of e-waste, and we recycled enough used cooking oil last year to produce 12,000 gallons of clean-burning biodiesel."

Getting merchants to see beyond the bottom line and think bigger-picture was probably difficult 18 years ago, but Smith says that more than 80 percent of Pier 39's merchants currently participate in the recycling and composting programs. That includes every one of the sit-down

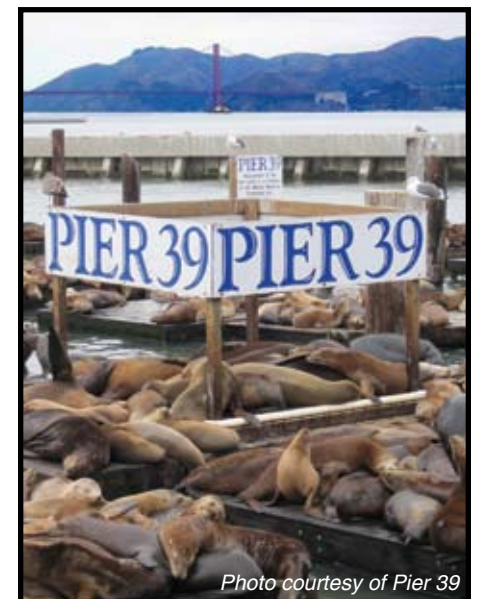


Photo courtesy of Pier 39

As part of its green program, Pier 39 management has partnered with organizations that share its concern for the Bay, including the Marine Mammal Center, which monitors the property's world famous squatters, the sea lions. Pier 39's newest tenant, San Francisco Whale Tours, also recently added an eco tour to its menu.



Pressure on Visitors to Go Green

and take-away restaurants onsite.

“I think everyone here feels a sense of responsibility to our surroundings,” Smith says. “We all see ourselves as its keepers.”

Going the extra mile

Energy-efficient lighting systems, low-flow toilets and the use of non-toxic cleaning agents have become common commercial practices in the last few years, particularly here in the Bay Area. But Smith and his team continue to take extra steps, some of which might seem small at first glance, but help Pier 39 offset four million pounds of carbon dioxide annually.

For example, drought-tolerant plants help further conserve water, as does the pressurized steam-cleaning equipment



Photo courtesy of Pier 39

The 14 million people who visit Pier 39 each year help generate millions of pounds of waste. Thanks to an aggressive recycling and composting program, 60 percent of that waste is being diverted from landfills. Every one of the restaurants and food stalls on the premises participates in the program.

used to tidy up public areas. Biodegradable bin liners now replace plastic trash bags. And, when Christmas comes, the LED lights illuminating Pier 39’s massive tree, a San Francisco tradition, save enough energy to light 125 trees with standard string lights.

These small steps, along with the bigger ones, such as using biodiesel-burning vessels to patrol the Pier 39

marina, have made Pier 39 the envy of the travel and hospitality industry. They’ve also filled its proverbial mantle with awards, including eleven State of California Waste Reduction Program (WRAP) Awards.

To put those four million pounds of offset carbon dioxide into perspective, Smith offers up the following comparisons: “That’s equal to 51,000 trees being planted and grown for ten years, or keeping 426 cars off the road for one year. Four million pounds of carbon dioxide is enough to fill 990 air balloons. These are estimates, of course, but we’re very proud of what we’re accomplishing.”

Ever-greener

Determined not to rest on its laurels, Pier 39’s 70-person Green Team continues to search for ways to improve upon existing practices. At the top of its to-do list is better communicating to visitors the importance of existing greener.

“So much of what we’re doing is sort of behind-the-scenes,” Smith says. “We’d like to share those practices with our visitors, not to toot our own horn but in the hopes that it’ll catch on.”

In addition to signage in public areas, Smith would like to see what he refers to as an “innovation center” onsite, where visitors could learn about the various ways that they can minimize their carbon footprint. Smith is also looking for a green retailer who can offer an array of eco-friendly gift items.

Pier 39 is also looking to further strengthen its ties with (and help promote) its green-minded partners, including Golden Gate Disposal and the San Francisco Department of the Environment, which help coordinate workshops to train new employees and tenants. Pier 39 also partners with the Bay Institute, which operates the Aquarium of the Bay, and the Marine Mammal Center, which monitors the sea

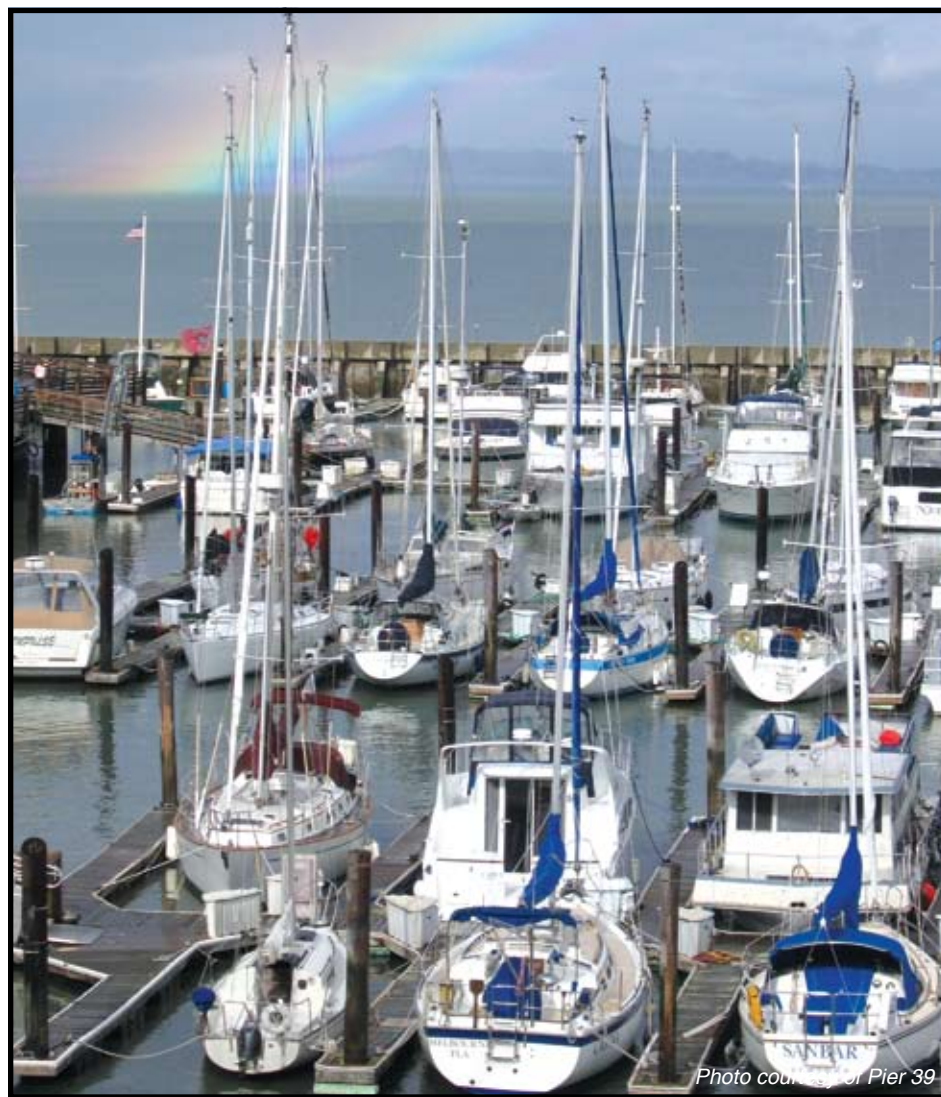


Photo courtesy of Pier 39

The marina at Pier 39 was recently certified as a “Clean Marina” through the California Clean Marina Program. The marina has 300 permanent boat slips and is patrolled by biodiesel-burning vessels.

lions who call Pier 39’s K-Dock home.

The Pier 39 marina, which is comprised of 300 permanent boat slips, was recently certified a “clean marina” through the California Clean Marinas Program. That program was developed to provide clean facilities to the boating community and protect the state’s waterways from pollution by educating boaters about best management practices.

“I was really blown away when I found out about everything that Pier 39

is doing,” says Sue Muzzin, a publicist who recently came onboard to help Pier 39 share its green story with visitors and the travel industry. “A lot of businesses started doing these things in the last few years to get their green label. But, when Pier 39 started, there was no such label. They started because they felt it was their responsibility to do so. I think that, when people hear this story, they’ll see how much pride this team takes in its work.”

For more information on Pier 39, visit www.pier39.com.

Disaster in the Gulf: Putting to Use Lessons from the *Cosco Busan*

BY DEB SELF

Though the Gulf of Mexico is almost 2000 miles away from San Francisco Bay, the implications of the ongoing BP Deepwater Horizon oil disaster reverberate across the country. Sadly, it strikes a special chord here in the Bay Area, where we witnessed the effects of a major oil spill in the Bay less than three years ago. The message is clear: despite numerous oil spills and many new federal requirements for oil spill response, our government (and private oil companies) remain unprepared and unequipped to deal with oil spills in our nation's waters.

When the British Petroleum oil well exploded and began gushing oil on April 20, not only was there the tragic loss of eleven lives, but one of the worst ecological disasters in the history of the U.S. began to unfold. The vast scale of the spill, the inability to stop the leak and the number of states affected quickly posed an unprecedented emergency response challenge for the Coast Guard, local governments and residents across the Gulf Coast.

Recent estimates peg the leak at greater than a million gallons of oil per day, which equates to a *Cosco Busan's* amount of oil spilled every 69 minutes.

According to those estimates, we are well upwards of 30 million gallons of oil released into the Gulf so far – three times the amount spilled by the *Exxon Valdez* in 1989 in Alaska's Prince William Sound. The use of toxic dispersants has effectively suspended the oil under the water or caused it to sink deep into the marine habitat, where its impact on the marine food chain is a grave concern. Bacterial interaction with the oil has also created a new red algal bloom, which deprives mammals and fish of oxygen.

Damage to the fragile coastal ecosystems of Louisiana, Alabama, Florida, Mississippi and Texas is projected to be much worse than the devastation of the *Exxon Valdez* spill in Alaska. Some of the oil has already worked its way into the Gulf Coast's sensitive grassy marshlands, where it may impact wildlife populations for decades. In addition to decimating the Gulf coastal ecosystems, there is a growing possibility that the oil will sweep around the Florida Keys and head north along the Atlantic Coast on the Gulf Stream.

As many readers will remember, San Francisco Baykeeper is a veteran of the 2007 *Cosco Busan* oil spill, which dumped just over 50,000 gallons of oil into San Francisco Bay. Baykeeper has now joined with other oil spill veterans in the Waterkeeper Alliance to provide technical expertise to the six Gulf Coast Waterkeepers: Louisiana

Bayoukeeper, Lower Mississippi Riverkeeper, Mobile Baykeeper, Emerald Coastkeeper, Apalachicola Riverkeeper and Galveston Baykeeper. We have been in constant contact, answering their technical questions, helping them develop interactive maps to target areas for protection and helping them develop systems for mobilizing their volunteers to conduct shoreline surveys, document damage and report oiled wildlife.

One of the most important lessons learned from the *Cosco Busan* oil spill was the failure of Federal and State agencies and the responsible party to adequately communicate with local officials or to work with local nonprofits that were most knowledgeable about the area's waterways and resources. Baykeeper has been working hard for the past two years to improve these systemic issues, with some good successes. Under the Bay Area's new oil spill response plan, local governments and nonprofits are an integral part of the oil spill planning and response effort.

To avoid the kinds of coordination and communication problems experienced during the *Cosco Busan* response, Baykeeper has been advocating forcefully for Coast Guard officials in the Gulf to turn to local communities for their knowledge of local waterways to understand how best to protect the shoreline. Though Mobile Baykeeper was initially refused access to the command post, our sister group has finally become an integral member of the Incident Command System—thanks in part to the many Bay Area Coast Guard and California officials who were called in to help run the response in Mobile. Working closely with Mobile Baykeeper, responders are now putting our new volunteer plan into action and relying on Mobile Baykeeper volunteers to help conduct field assessments and advise on where boom should be laid.

In Louisiana, BP has contracted with some fishing vessels to help the response teams find the most important places to lay protective boom. While this shows

some welcome creativity, however, oil spill officials have failed to communicate in any meaningful way with local nonprofits. Louisiana Bayoukeeper and Lower Mississippi Riverkeeper are responding on their own and have now turned their attention to mapping the shoreline impacts and documenting damage to hold BP accountable financially. Baykeeper's staff scientist is on the ground in Louisiana helping with that effort. Meanwhile, Baykeeper's field coordinator is doing similar work with the Emerald Coastkeeper, helping to document the pre-oiled shoreline and assess post-oil damage along the Florida panhandle.

As the BP oil disaster continues, it is clearer than ever that offshore drilling is too great a risk for our ecosystems and communities. We urge readers to support national reforms to hold BP accountable for all damages from the Gulf oil disaster and to call for a ban on further offshore drilling on the outer Continental Shelf. Meanwhile, federal oversight agencies need to improve regulation of BP's other risky oil pursuits, such as mining the tar sands in Alberta, Canada's pristine plains.

We encourage you to stay informed and keep the pressure on for reform. For the latest developments, follow our posts at www.baykeeper.org, on Facebook and Twitter, or check out our field blog from the Gulf at sfbaykeeper.blogspot.com. Make a donation to support the Gulf Coast Waterkeepers at www.saveourgulf.org.

Sharing time with whales is a privilege.



415-331-6267

www.sfbaywhalewatching.com

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.



Ferries and Trains

BY CAPTAIN RAY

You know how it is, don't you? Every once in a while, you just need to get away for a day or two. A short break allows you to recharge your batteries and makes a big difference in your attitude and performance.

Last week was one of these times for me. Dorothy and I took the train from Emeryville to Reno, stayed overnight, had dinner and took in a show. The next morning, we rode the train back to Emeryville. The train was Amtrak's California Zephyr; its route runs between Emeryville and Chicago. Every day a train starts the two-day journey from either end. For us, it was just the first six hours of the trip—up and over the still-snowy Sierra.

One of the pleasures of train travel is the opportunity to sit back, relax and watch the ever changing scenery unroll before you. Often what you see are grand long-distance vistas; that is certainly true as the train climbed up to Donner Summit. Occasionally, however, you get a close-up view of something that is usually only visible from a distance.

The pleasure of watching the scenery slip past you is something train travel shares with ferry travel. For instance, the trip on the Vallejo Ferry gives you a grand view of Mount Tamalpais as well as vast amounts of the San Francisco and San Pablo Bay shorelines—from a distance. Unfortunately, much of what you see is inaccessible from the water. A quick look at a nautical chart reveals that, between Point San Pablo and Carquinez Strait, the water along the east shore of San Pablo Bay is so shallow for so far offshore that it is impossible for boats to get in very close. In many places, it is only two or three feet deep as much as a mile offshore. While it is true that the Vallejo Ferry comes close to the tip of Point Pinole, most of the shoreline is as much as two miles away.

Amtrak's California Zephyr, on the other hand, spends 15 to 20 minutes wending its way along that very shoreline.



A southbound Amtrak train passes along the shore of a quiet cove between Hercules and Pinole.

Photo by Ray Wichmann

My seat on the left side of the train gave me an unobstructed close-up view of that section of the Bay shore. After passing through Richmond, there is a large wetland extending to the waters of the Bay, with the mountains of Marin County in the distance. The train then cuts across the base of Pinole Point and from that point travels right along the shoreline until it reaches the refineries in Rodeo.

What unfolded outside my window was a series of small scalloped beaches separated by rocky headlands and low cliffs. Most of the beaches were pebbly, but there was even a sandy one. Because the tracks were constructed right along the shore, there isn't much space between the embankment and the beach. The tide was high and the water appeared to be just outside the window.

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.



On the return trip, the tide was out and it was clear just how shallow the area is. Expansive areas of mud lay exposed to view. It was very apparent why vessels cannot approach this shoreline and why, from a

ferry, it can only be viewed from a distance. To get a close-up view, take the train! It is a quite lovely stretch of coast, and you'll appreciate the opportunity to see it from the other side.

Are You Ready For The DOG Days of Summer?



"I want to thank you so much for the professional way in which you handled our claim. It is nice to know that BoatU.S. protects its members so honestly."
— Michele and Barry Holt, Apponaug, RI

"Dakota" Holt is ready to go cruising. And thanks to BoatU.S., his boat is ready too. Quick and caring claims staff, committed to getting you back on the water – faster. Just one of the reasons so many boaters choose BoatU.S. to protect their boats.

Make the best of your (dog) days on the water with a policy from BoatU.S.



1-800-283-2883 or

BoatUS.com/insurance

mention priority code 4850

All policies subject to limits and exclusions.

We Need Your Voice Join Baykeeper Today!

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

www.baykeeper.org

BAYKEEPER.

F R E S H S E A F O O D

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

SCOMA'S

S A U S A L I T O

588 BRIDGEWAY 415.332.9551 SCOMASSAUSALITO.COM

SAN FRANCISCO PRIDE

SPECIAL

GOLDEN GATE LARKSPUR FERRY SERVICE to

40th Annual

San Francisco Pride Celebration and Parade

Sunday, June 27, 2010

Depart Larkspur	Arrive San Francisco Ferry Building	Depart San Francisco Ferry Building	Arrive Larkspur
8:45	9:35	---	---
ADDED TRIP			
9:40	10:30	---	---
11:40	12:30	12:40	1:30
1:40	2:30	2:40	3:30
3:40	4:30	4:40	5:25
5:30*	7:00	7:15	8:00

Bold = pm time
*5:30 pm departure from Larkspur is to San Francisco traveling via Sausalito.

ONE-WAY FARES

Adult Cash Fare: \$7.45 Youth/Senior/Disabled Persons: \$3.70 TransLink®/Clipper™: \$4.70
Children 5 and under FREE (when accompanied by a full fare-paying adult—limit 2/per adult)

Golden Gate Transit/Ferry Fare Notice

Effective July 31, 2010, \$25, \$50 and \$75 Value Cards will no longer be accepted on Golden Gate Transit. Use TransLink (Clipper) to receive the discounted fare.

Marin Transit Local \$18 and \$36 Value Cards will continue to be available as well as Marin Transit Local Period Passes (daily, 7-day, and 31-day passes); these cards and passes good only for travel solely within Marin County.

Golden Gate Transit and Golden Gate Ferry fares will increase by 5% on July 1, 2010. Discount programs for regular riders, seniors, youth, and persons with disabilities remain in effect based on the new cash fares. Fares for travel solely within Marin County do not increase.

For ticket office hours or more information, visit www.goldengate.org or call toll free 511 (711 TDD) and say "Golden Gate Transit."

'Tosca Project' Uniquely Celebrates S.F. Landmark

BY PAUL DUCLOS

The American Conservatory Theater (www.act-sfbay.org) season culminates in June with the world premiere of a uniquely San Francisco movement and theater event four years in the making.

Created and staged by director Carey Perloff and San Francisco Ballet choreographer Val Caniparoli, *The Tosca Project* brings together world-renowned dancers from San Francisco Ballet, including prima ballerina Sabina Allemann and Pascal Molat, with such acclaimed actors as *The Overcoat's* Peter Anderson.

"*The Tosca Project* is a celebration of North Beach's legendary Tosca Café as a metaphor for all those magical bars around the world in which the ghosts of a million encounters remain present in the air," says Perloff. "This beautiful, emotionally vivid and magical piece is a unique collaboration between some of the best Bay Area artists and the city we love, offered as a valentine to our extraordinary audience."

According to theater spokesmen, this original fusion of movement and theater "imagines a world in which love, betrayal, and hope emerge from the shadows and disappear with a clink of the glass."

Anyone who has had the privilege of shooting pool, smoking, and chatting up the establishment's inimitable owner, Jeanette Etheridge, during the wee hours of the night here can attest to the genuine romance of the place. Steeped in the history of our City, and

loosely structured around the themes of Puccini's *Tosca*, A.C.T.'s new work also features an eclectic musical score ranging from Hendrix to Stravinsky—neither of whom, I might add, are featured on the joint's jukebox.

All That Jazz

Night owls seeking more than the simulacrum of bar life may wish to take in a session of the Jazz Mafia (www.jazzmafia.com) this month at Coda in San Francisco (www.codalive.com). While the loosely confederated Mafia holds forth at a number of jazz venues, this is the ideal club noir experience. The entire ensemble is made up of several smaller bands, including the Realistic Orchestra and Shotgun Wedding Quintet. *Bay Crossing* readers may remember when they held forth at another Mission District hotspot—Bruno's—a few years ago.

Adam Theis, who has been awarded the prestigious Gerbode-Hewlett Foundation "Emerging Composers" grant, is the driving force behind the Mafia.

Local Guitar Virtuoso

Finally, another local composer/musician to check out is my military school acquaintance Henry Kaiser. Widely recognized as one of the most creative and innovative guitarists, improvisers and producers in the fields of rock, jazz and experimental music, Kaiser is one of the most extensively recorded as well, having appeared on more than 140 different albums.

A restless collaborator who constantly seeks the most diverse and personally challenging contexts for his music, Kaiser not only produces and contributes

to a staggering number of recorded projects, he also performs frequently throughout the Bay Area. (You can also read about our Palo Alto barracks experience on his blog: www.henrykaiser.net).

I last saw him play at the Great American Music Hall (www.musichallsf.com) some years back, bringing new life to that esteemed venue. Evidence of Kaiser's exceptional musical breadth and versatility can be found in a partial list of the extraordinary artists with whom he has recorded and/or performed: Herbie Hancock, Richard Thompson, David Lindley, Bob Weir, and the ROVA Sax Quartet.



Photo courtesy of The American Conservatory Theater

The Tosca Project brings together world-renowned dancers and acclaimed actors for a notably San Francisco production.

ALAMEDA | OAKLAND FERRY



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

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



510.749.5837 | www.eastbayferry.com

GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
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.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30				
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.	-----	9:00 a.m.	9:10 a.m.	-----	9:35 a.m.		
7:05	7:15	7:35	-----	10:40	10:25*	11:10 a.m.	11:25		
8:10	8:20	8:40	-----	12:20 p.m.	12:10 p.m.*	12:50 p.m.	1:05 p.m.		
9:15	9:25	9:45	10:00 a.m.	1:55	1:45*	2:25	2:40		
11:00	10:50*	11:30	11:45	4:00	3:45*	4:30	4:45		
12:45 p.m.^	12:35 p.m.*	1:15 p.m.	1:30 p.m.	5:45	5:30*	-----	6:20		
2:30	2:20*^	3:00	3:10	7:20	7:05*	7:50	8:05		
4:40	4:30*^	5:10	-----	8:55^	8:45*	8:25	9:30		
5:50	5:40*^	6:15	-----	10:30^	10:20*	-----	11:00^		
6:20	6:10*	-----	7:00	Weekends and Holidays from San Francisco					
6:55^	6:45*^	7:20	-----	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland		
7:55^	7:45*	8:20	-----	8:30 a.m.#	-----	9:10 a.m.	9:00 a.m.		
8:55^	8:45*	-----	9:25	9:45	10:00 a.m.	10:20	10:35		
Weekdays from San Francisco				11:35	11:50	12:10 p.m.	12:20		
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	1:10 p.m.	1:25 p.m.	1:45	1:55		
-----	6:30 a.m.#	7:15 a.m.	7:05 a.m.	2:50	-----	3:45	3:55		
-----	7:35#	8:20	8:10	4:55	5:10	5:30	5:40		
-----	8:40#	9:25	9:15	6:30	6:45	7:05	7:15		
10:15 a.m.	10:30	10:50^	11:00^	8:10	8:25	8:45	8:55		
12:00 p.m.	12:15 p.m.	12:35 p.m.^	12:45 p.m.^	9:40	9:55	10:15	10:25		
1:45	2:00	2:20^	2:30^	No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day.					
3:45	4:10	4:30^	4:40^	Regular weekday service on Martin Luther King Jr. Day					
-----	5:20	5:40	5:50	FARES:					
5:20	5:45	6:10	6:20	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass	
-----	6:25	6:45	6:55	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
-----	7:25	7:45	7:55	Junior (5-12)	\$3.50	\$7.00	-----	-----	
-----	8:25	8:45	8:55	Child under 5*	FREE	FREE	-----	-----	
* To S.F. via Oakland # To Alameda via Oakland				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.					
^ Departs immediately after loading				Seniors (65+)* \$3.75 \$7.50					
For the most current schedule, visit http://www.eastbayferry.com/				Disabled Persons* \$3.75 \$7.50					
				Active Military \$5.00 \$10.00					
				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.					

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			
Available through 9/6/10		10:15 a.m.	2:30 p.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:15 a.m.	1:45	11:00	4:00	11:15 a.m.	11:45 a.m.	11:55 a.m.	12:25 p.m.
11:00	2:30 p.m.	12:15 p.m.	5:00	12:30 p.m.	1:00 p.m.	1:10 p.m.	1:40
12:15 p.m.	4:00	1:15	6:00	2:00	2:30	2:45	3:15
1:15	5:45	1:45	6:45	3:20	3:50	4:00	4:55
Available starting 9/7/10		10:45 a.m.	12:00 p.m.	5:10	5:40	5:50	6:20
10:45 a.m.	12:00 p.m.	1:15	2:30	8:30*	7:55	8:00	8:20
1:15	2:30	4:00	5:00	Fridays only*			
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	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
Senior (62+)	\$20.00	Child (5-11)	\$16.00	11:00 a.m.	11:35 a.m.	11:45 a.m.	12:20 p.m.
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	No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day			
9:45 a.m.	10:05 a.m.	10:10 a.m.	10:30 a.m.	FARES: One-way Round-trip			
1:05 p.m.	1:50 p.m.	2:00 p.m.	2:20 p.m.	Adult	\$10.00	\$20.00	
-----	-----	3:25	3:45	Child (5-11)	\$5.75	\$11.50	
Weekends - Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:35 a.m.	TIBURON - Pier 41			
11:45	12:10	12:15 p.m.	1:40 p.m.	Weekdays			
1:50	2:45	2:55	3:25	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
-----	-----	4:30	5:30	10:50 a.m.	11:10 a.m.	11:15 a.m.	12:00 p.m.
ANGEL ISLAND FARES*							
Adult (12+)	\$16.00						
Child (ages 6-12)	\$9.00						
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 - S.F. Ferry Building							
Weekdays							
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon				
6:00 a.m.	6:20 a.m.	-----	-----	9:40 a.m.	10:35 a.m.	10:40 a.m.	11:35 a.m.
6:50	7:10	7:15 a.m.	7:35 a.m.	11:45	12:35 p.m.	12:45 p.m.	1:40
7:50	8:10	8:15	8:35	1:50	2:20	2:30	3:25
8:45	9:05	-----	-----	3:30	4:05	4:10	5:05
-----	-----	4:25 p.m.	4:45 p.m.	5:15	6:15	6:20	6:55
5:00 p.m.	5:20 p.m.	5:25	5:45	7:05	8:00	8:05	8:40
5:50	6:10	6:15	6:35	FARES: One-way Round trip			
6:40	7:00	7:15	7:35	Adult	\$9.50	\$19.00	
9:35*	8:45*	8:50*	9:30*	Child (5-11)	\$5.25	\$10.50	
-----	9:55 p.m.*	-----	-----	20 Ticket Commute Book \$140.00 (Mon. - Fri.)			
Fridays only*							

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		
7:00 a.m.	8:10 a.m.	-----
8:30	10:00	9:35 a.m.
10:00	11:10	11:30
11:30	12:40 p.m.	-----
2:00 p.m.	3:10	3:30 p.m.
4:30	6:00	5:40
5:35	7:00	-----
7:30	9:00	8:40
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	\$345.00
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	
10:00 a.m.	1:45 p.m.
10:45 *	2:30
11:15	3:00
12:00 p.m.	3:45
1:15	4:15 *
FARES:	
Adult (18+)	\$22.00
Youth (5-17)	\$16.00
Child (under 5)Free	
Family Pass	\$69.00
(2 Adult + 4 Youth)	
* Weekends Only	

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:			
Adult (13 and over)	\$13.50	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
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...

Saving the Delta's Rich Resources

BY JAH MACKEY

The California Delta is in trouble. As a local resource with national responsibilities, the Delta supports California's economy, which is the largest of any state in the United States, and is the eighth largest economy in the world. Unfortunately, the Delta and its system of levees, ecology and infrastructure were not designed to meet the needs of the agricultural and industrial giant that California has become. Our growth has threatened the very resource that has enabled our success.

Keys to Disaster

Originally, the Delta was a system of levees designed and built to provide access to local farmland that had been claimed as marsh by nature. Former gold-rush miners and Chinese labor performed much the reclamation process, beginning in the mid-1800s. Federal reclamation

laws helped to pave the way for progress, and today over 738,000 acres of land has been reclaimed. This makes the California Delta the most significant agricultural development in California's history.

Population Increases

Agriculture has long been the central activity of the Delta region, but urbanization has been on the rise. The Delta's proximity to the fast growing communities of Stockton and Sacramento has increased demand for housing. With continued population growth, greater demand for urban, environmental and recreational uses adds to the stress to a strained levee and environmental system. More than two-thirds of California's 23 million people derive benefit from the Delta, not to mention California's agricultural exports.

Water Quality and Runoff

Agricultural, industrial and urban runoff has polluted the Delta's waters. An extensive network of drainage ditches keeps the Delta

islands from flooding. Because many of them are already 10 to 25 feet below sea level, the islands must be pumped to keep the groundwater levels deep enough for crops to grow, as well as prevent flooding.

The massive water diversions can alter water quality in the Delta because fresh water releases from the reservoirs are not enough to push back and dilute the salty ocean water flowing in from San Francisco Bay. Fresh water flows into the Delta are important to maintaining the water quality, because when too much fresh water is diverted, the salty seawater can penetrate upstream, endangering municipal supplies and reducing agricultural crop productivity.

Water Exports

As a water distribution system, the Delta not only serves the State and federal projects but also many agricultural and municipal water diverters surrounding and within the Delta itself. Delta water from the State Water Project serves both urban and agricultural areas in the Bay Area, the Silicon Valley, the San Joaquin Valley, the Central Coast, and Southern California.

Environmental mandates to protect the resident Delta smelt and the salmon migrating through the region limit state and federal water operations. Environmentalists point to the water exports as a leading cause of the Delta ecosystem's deterioration. Water users note the importance of Delta water to California's economy and say that alternative actions, such as improving habitat conditions, can offset the impacts of water exports.

Invasive and Non-Native Species

A rich and productive habitat for more than 750 species of wildlife, the Delta's unique ecosystem supports 20 endangered species, such as the salt harvest Suisun Marsh mouse and the Delta smelt, and serves as a vital migration path for salmon traveling to and from their home streams and to the Pacific Ocean.

Some of these species, such as the striped bass, white catfish, and American shad, were brought into the estuary intentionally, and they flourished alongside the native salmon runs, supporting commercial fisheries while other species arrived by less controlled means.

Levee Condition

Over time, erosion, seepage, animal burrows and plant roots have weakened the levee system.

Numerous studies have found the Delta levees are continually deteriorating, and that repair and maintenance costs millions of dollars annually.

According to several reports by the California DWR and CALFED, much of the levee network in the Delta (and throughout California) is built only to 100-year flood standards. (As a reference, New Orleans was built to 250-year flood standards.) California levees have failed 162 times in the last 100 years, and since reclamation projects began in the mid 1800s, every one of the Delta's 70 islands or tracts has experienced flooding. The most recent flooding incident occurred in 2004, when the Jones Tract Levee broke, inundating 12,153 acres of farmland and resulting in millions of dollars of damage.

Possible solution and ongoing efforts

In 1994, state and federal resource agencies signed an agreement that led to the formation of CALFED Bay-Delta Program. CALFED's objectives include developing and providing support for projects that improve the Delta's water quality, better management of the water supply, maintaining levee integrity and ongoing efforts to restore the Ecosystem.

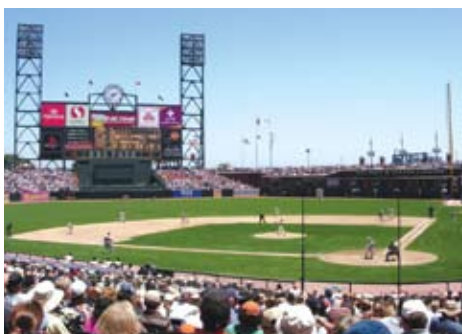
For more information, please visit CALFED at calwater.ca.gov, the Water Education Foundation at www.watereducation.org, the California Delta Chamber and Visitors Bureau at www.californiadelta.org.

For more specific information on the politics of the Delta, please visit the California Department of Water Resources at www.water.ca.gov, and review the Public Policy Institute's report "Envisioning Futures for the Sacramento-San Joaquin Delta" at www.ppic.org.

Vallejo Baylink Ferry

Catch a Great Deal to SF Giants games

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

Travel the easy way & leave the driving to us

Express bus service

- Daily runs throughout Solano County
- Service 7-days-a-week

Baylink
Travel
the Easy Way

877.64.FERRY or baylinkferry.com

Jah Mackey, is President of Oceanus Marine Group (OMG), which provides outsourced marina management services to public and private marinas.

Mackey is the current commodore of California's first internet-based yacht club, OMG's Delta Yacht Registry, and is an avid boater with over 20 years of boating experience on the San Francisco Bay and Delta Regions.



Bay Bridge S-Curve Safety Update

The state Toll Bridge Program Oversight Committee recently approved a plan by Caltrans and the California Highway Patrol to modify by July 1 the off-peak lane closure schedule and the enhanced enforcement program along the “S-curve” corridor on the San Francisco-Oakland Bay Bridge. The Committee also established a \$660,000 contingency fund to reinstate lane closures and enhanced enforcement if necessary at any time during the remainder of 2010.

deck; and the installation of permanent remote traffic monitoring stations on both decks. These stations use roadway sensors to transmit real-time traffic speed and volume information to the Traffic Management Center at Caltrans District 4 headquarters in Oakland.

CHP statistics indicate that there was just a single accident on the Bay Bridge S-curve in April 2010 and that the rate of accidents plummeted to about one per week—with no fatalities—in the 171 days from November 11, 2009 through April 30, 2010, from almost one per day in the



The plan to normalize traffic management and enforcement through the S-curve is driven by the effectiveness of traffic engineering measures and motorist outreach efforts undertaken since November 11, 2009. These include: installation of an additional set of “40 MPH Zone Ahead” signs plus two additional sets of speed advisory signs; activation of nine overhead changeable message signs along various Bay Bridge approaches; installation of electronic radar speed-feedback signs; the addition of reflective paint stripes to barrier rails; continuous solid white striping on all lane lines; installation of “rumble strips” in advance of and within the S-curve corridor; installation of new fencing on the north side of the upper (westbound)

first 59 days after the temporary detour section opened in September 2009. Since November 2009, the Toll Bridge Program Oversight Committee has provided approximately \$4 million through state Toll Bridge Seismic Retrofit Program to finance the S-Curve lane closures and enhanced CHP enforcement.

The Toll Bridge Program Oversight Committee consists of chief executives of Caltrans, the California Transportation Commission and the Bay Area Toll Authority. The California Highway Patrol is responsible for traffic safety and saving lives on the road. Caltrans owns and operates the state highway system. The Bay Area Toll Authority administers toll revenues from the seven state-owned toll bridges in the San Francisco Bay Area.


BLUE & GOLD FLEET
415.773.1188
www.blueandgoldfleet.com


The enchanting nautical experience begins when passengers board Blue & Gold Fleet boats that sail on San Francisco Bay. Blue & Gold Fleet is the largest excursion and commuter ferry service provider in the Bay Area.



San Francisco Bay Cruise Adventure An hour long cruise along the City's historic waterfront, right past the PIER 39 sea lions, under the Golden Gate Bridge, by Sausalito, past Angel Island and around Alcatraz.

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**

AROUND THE BAY IN JUNE

Summer Sailstice Returns

Summer Sailstice is a global holiday celebrating sailing held annually on the Saturday closest to the summer solstice, the longest sailing day of the year. This year the event will be held on June 19. The annual Summer Sailstice sailing event is free to all participants and has grown from 200 boats signed up in 2001 to well over 2,000 boats today. Since many sailors join in the fun on boats that signed up, the actual number of Summer Sailstice sailors participating is estimated at almost 10,000 annually. In joining with Sailors for the Sea, Summer Sailstice strives to inform and mobilize sailors, their families and communities to enjoy and conserve the beauty of the oceans while raising awareness of human impacts on the fragile marine environment and wildlife. For more information on the events or to sign up to participate visit www.summersailstice.com.

Dance Fever!

Every weekend in June, San Francisco's Palace of Fine Arts comes to vivid life with the 32nd Annual San Francisco Ethnic Dance Festival. Thirty-six companies representing dance traditions from more than 20 cultures—including Bolivia, China, Haiti, Hawaii, India, Japan, Mexico, Peru, Spain, the U.S. and many more—take the stage. The Festival is the largest and most prestigious gathering of its kind in the country, with four weekends of performances and a different line up of performers each week. This year, the Festival will present several special commissions, including one honoring the Mexican bicentennial. Audience members have been known to come once, twice or even four times in order to fully enjoy this thrilling (and somewhat addictive) Bay Area celebration of our global artistic heritage. The Festival takes place every Saturday at 2 and 8 p.m. and Sundays at 2 p.m. from June 5 through June 27 plus a Special Benefit Gala at 6:30 p.m. on Friday, June 11. The Palace of Fine

Arts Theatre is located at 3301 Lyon (at Bay) in San Francisco. The cost to attend is \$22-\$46 with specially priced family matinees. Weekend passes and group discounts are available. For more information, call (415) 474-3914 or visit www.worldartswest.org.

Eco-Urban Fest

The Union Street Eco-Urban Festival is one of San Francisco's largest free annual events. In 2008 an eco-zone was added to the event where two blocks of the six-block Festival are reserved for green exhibitors, businesses and educational displays. This year the east entrance of the Festival, beginning at Gough, will again feature arts and crafts created with recycled and sustainable materials and eco-friendly exhibits. Additionally, the Festival showcases 150 arts and crafts booths, 25 gourmet food booths, two stages of live entertainment and bistro style cafes. San Francisco is a forward-thinking city and the Union Street Eco-Urban Festival with its eco-urban theme helps promote the value of Green thinking in all aspects of

our day-to-day lives. The Festival is held on San Francisco's fashionable Union Street, where historic Victorians have been transformed into popular boutiques, art galleries and restaurants. Over 100 staff members are on-site to assist exhibitors and the public. The event takes place June 5 – 6 from 10 a.m. to 6 p.m. Parking is available three blocks from the event. For more information, call (800) 310-6563 or visit www.unionstreetfestival.com.

Come Sail Away

Call of the Sea, a nonprofit organization dedicated to connecting people to the sea through the unique hands-on experience of sailing, is hosting their annual benefit on Saturday, June 12th from 3:30 to 6 p.m. at the Bay Model Visitor Center in Sausalito. Festivities will include live music, entertainment, food and wine, dockside boat tours and mini programs for children as well as sensational live and silent auctions. Sponsor level guests can also enjoy a special sunset sail following the celebration at 6 p.m. aboard Call of the Sea's 82-foot Schooner *Seaward*.

Proceeds fund Call of the Sea's hands-on, experiential sailing programs for underserved youth in the Bay Area. The Bay Model Visitor Center is located at 2100 Bridgeway in Sausalito. For more details, call (415) 331-3214 or visit www.callofthesea.org.

NASCAR Roars into Sonoma

The NASCAR Sprint Cup series will make its only Northern California stop during the 2010 racing season at Infineon Raceway for the Toyota/Save Mart 350 on Father's Day weekend, June 18 – 20. Kasey Kahne made history last year, posting his first-ever road-course win and taking his team owner, Richard Petty, to the Winner's Circle for the first time since 1999. It's a doubleheader weekend this year as the Thunder Valley Casino Resort 200 NASCAR West Series takes center stage on Saturday, June 19. Plus, there's a spectacular 25-minute air show on race day, Sunday, June 20, that has quickly become a must-see event in just three short years. Don't forget the driver Q&A sessions, Infineon Raceway girls, bustling vendor midway and more! For more information, visit www.infineonraceway.com.

8th Annual Walk Through the Vineyards

Join the Bay Area affiliate of the Pancreatic Cancer Action Network for the 8th Annual Walk Through the Vineyards event on June 12 at its new location, Charles Krug Winery in St. Helena. Event activities include a walk through vineyards, breakfast, live music, the always-fun wine bottle ring toss game, Kids Zone, wine tasting and an exciting silent auction. All proceeds benefit the Pancreatic Cancer Action Network to fund research grants and patient programs. Fee is \$35 in advance or \$45 for adults the day of the event and \$15/\$20 for age 15 and younger. Call (415) 543-3549 or visit www.vineyardwalk.com for more information.



Photo by RJ Muna

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.

Great food to celebrate life in the City !
 Enjoy a ten minute walk from the Ferry Building or short hop on the F-Line



Crab House at Pier 39

X Voted 'Best Crab in San Francisco'

- Sizzling Skillet-roasted Mussels, Shrimp & Crab
- Romantic Cozy Fireplace
- Stunning Golden Gate Bridge View

Open Daily 11:30 am – 11 pm
 2nd Floor, West Side of Pier 39
 Validated Parking

crabhouse39.com 415.434.2722

**FRANCISCAN
 CRAB RESTAURANT**

- Whole Dungeness Crab
- Breathtaking Bay Views
- Bay side of Historic Fisherman's Wharf

Open Daily 11:30 am – 11 pm
 Pier 43 ½
 Validated Parking

415.362.7733
 franciscanrestaurant.com



Rosenblum[®]
 CELLARS

Just a Ferry Ride Away...



**MENTION THIS AD
 AND RECEIVE A
 2 FOR 1 RESERVE TASTING**



WINERY & TASTING ROOM
 2900 Main Street, Alameda, CA 94501

Right Next to the Alameda Ferry Terminal
www.RosenblumCellars.com

Open Daily 11–6 • 510-995-4100

ENJOY OUR WINES RESPONSIBLY
 © 2009 Rosenblum Cellars, Alameda, Ca

**INTRODUCING
 CLIPPERSM**

Clipper is an all-in-one transit card that:

- keeps track of passes, discount tickets, ride books and cash value that you load onto it
- recognizes and applies all applicable fares, discounts and transfer rules
- is accepted on Muni, BART, AC Transit, Caltrain, and Golden Gate Transit and Ferry, with more systems to follow soon.



The TransLink[®] card for riding public transit in the Bay Area is getting a fresh, new look and new name on **June 16.**

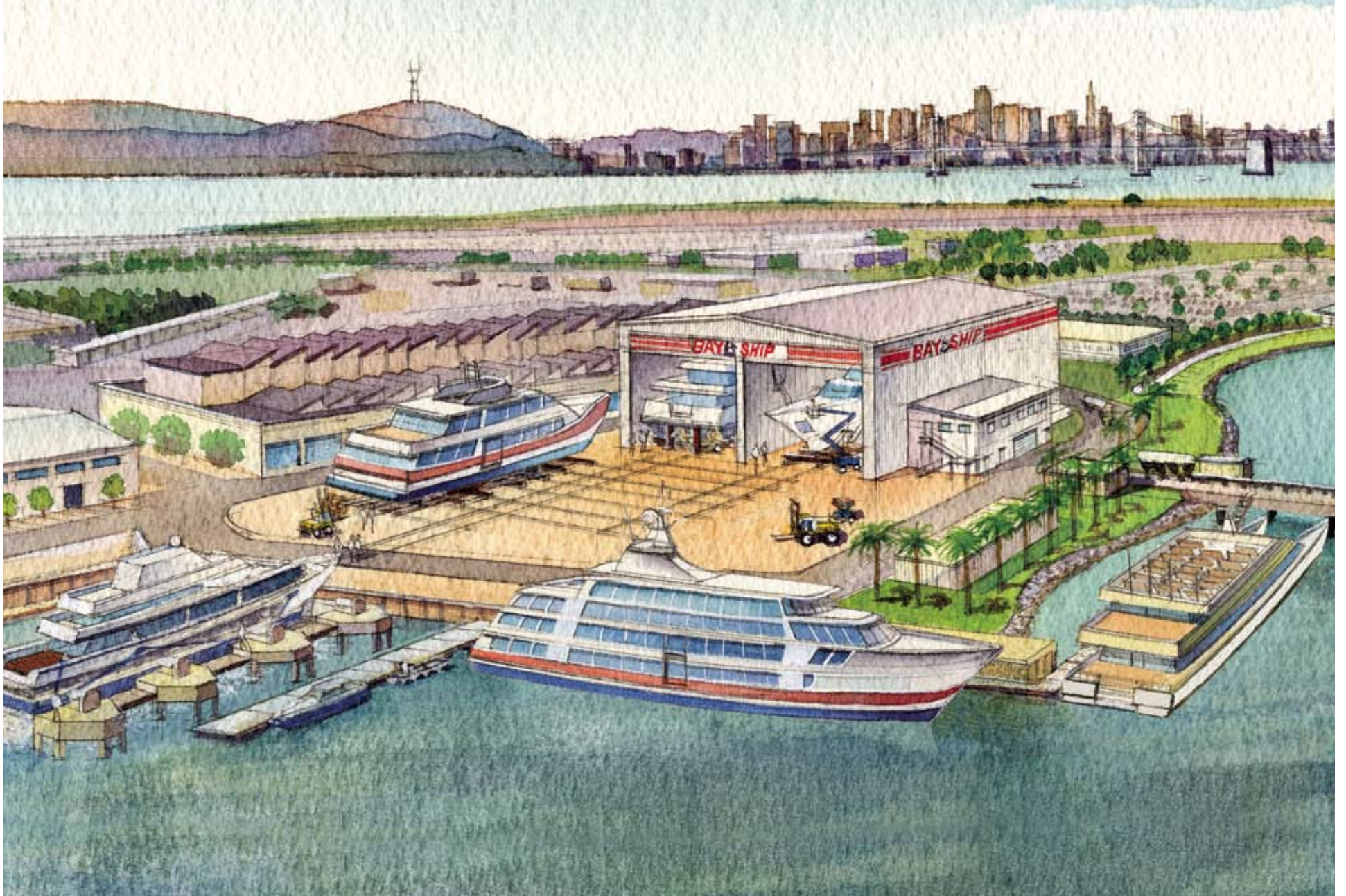


Available at clippercard.com, over the phone at **877.878.8883**, at a transit ticket office or at participating retailers like Walgreens.



METROPOLITAN
 TRANSPORTATION
 COMMISSION

Ferry Maintenance Center San Francisco Bay



2900 Main Street, #2100 • Alameda, CA 94501

www.bay-ship.com

New 1200 Ton Syncrolift® • 2800 Ton Drydock

Contact: Mike Anderson

Phone: 510-337-9122 • E-mail: manderson@bay-ship.com