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The *Disney Wonder* cruise ship made its inaugural call on the Port of San Francisco on April 29. The stop was part of the ship's repositioning cruise from Los Angeles to Vancouver, but more calls to the Port of San Francisco are planned for 2012. The stop in San Francisco was part of a special cruise that officially begins the first Alaska cruise season for Disney Cruise Line. 2011 will be a good year for cruises at the Port of San Francisco, with 60 ship calls and 160,000 passengers expected, versus 41 calls and 113,000 passengers in 2010.

Photo by Dave Rauenbuehler, Port of SF

Corrections & Letters

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

Disney Cruise Line Makes Inaugural Call on the Port of San Francisco



Photo by Dave Rauenbuehler, Port of SF

BAY CROSSINGS STAFF REPORT

The *Disney Wonder* cruise ship made its inaugural call on the Port of San Francisco on April 29. The stop was part of the ship's repositioning cruise from Los Angeles to Vancouver, but more calls to the Port of San Francisco are planned for 2012.

The stop in San Francisco was part of a special cruise that officially begins the first Alaska cruise season for Disney Cruise Line. After sailing under the Golden Gate Bridge, the ship docked at Pier 35 for a two-day overnight stay in the Bay area. Guests sailing aboard the *Disney Wonder* were just a short walk away from Fisherman's Wharf and Pier 39, and through special Port Adventures offered by Disney Cruise Line, they had the opportunity to join organized tours to many of the other unique attractions, restaurants and shopping in San Francisco.

"I am delighted to welcome *Disney Wonder* to San Francisco's waterfront for the first time," said Edwin M. Lee, mayor of San Francisco. "Our City has much to offer cruise guests, and the ship's arrival provides jobs for longshore workers and business opportunities for local merchants. This new association between Disney Cruise Line and the Port of San Francisco is definitely a winning combination."

The inaugural call marked a milestone for both Disney Cruise Line and San Francisco with the traditional first-call ceremony. Disney Captain Thord Haugen and shipboard officers hosted port officials and community leaders onboard the *Disney Wonder* to exchange maritime plaques. Captain Mickey Mouse was also in attendance to welcome local leaders and commemorate the milestone.

The repositioning call to the Port of San Francisco is just a prelude to more west coast calls in 2012 including several scheduled calls to San Francisco. Disney and Port of San Francisco officials recently announced that Disney Cruises Line will make six calls

in 2012 as part of Disney's continued focus on providing a variety of cruise itineraries. Additionally, all six Disney calls in 2012 are overnight calls, whereby the guests (and crew members) will be able to enjoy San Francisco for two full days.

2011 will also be a good year for cruises at the Port of San Francisco, with 60 ship calls

and 160,000 passengers expected, versus 41 calls and 113,000 passengers in 2010. We have Crystal Cruises (14 calls), Oceania Cruises (5 calls), and Disney Cruise Line to thank for this marked improvement, along with the strong and continued support of Princess Cruises (21 calls). Princess has based one or more ships at San Francisco since 1969.

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Sun Shines on Bike to Work Day 2011

BY BRENDA KAHN

Blue skies and mild weather made for perfect conditions for the Bay Area's 17th annual Bike to Work Day, which fell on Thursday, May 12, 2011.

Commuters came out in droves for the event, pushing up overall participation around the region compared to last year.

The biggest jump in traffic compared to 2010 figures came in Contra Costa County, where volunteers manning Energizer Stations noted a combined 20 percent increase in bicyclists passing by or stopping for refreshments and giveaways during the morning and evening commutes. And Santa Clara County reported a 13 percent increase in morning bicycle traffic compared to last year's counts. Next up was Alameda

County, with a combined 4.5 percent increase in morning and evening traffic. The 304 Energizer Stations around the region did a brisk business, handing out 30,000 bicycle messenger bags imprinted with the Bike to Work Day logo. "The bags went fast," said Diana Rohini LaVigne, executive director of the Bay Area Bicycle Coalition (BABC).

Some lucky bicycle commuters in San Jose got something above and beyond the messenger bags — free, brand new bicycle helmets, along with a personalized fitting. And at the Energizer Station at Google's offices in Mountain View, free massages and free breakfast burritos were the order of the day. Over in Oakland City Center, bike commuters were treated to a gratis pancake breakfast.

The annual event is presented by the Metropolitan Transportation

Commission (MTC) in conjunction with the BABC, Kaiser Permanente, local bicycle coalitions, cities and a host of other sponsors. Not only is MTC the largest single funder, but also, the agency's staff and commissioners got into the Bike to Work Day spirit in a personal way. MTC Commissioner Sam Liccardo, who sits on the Commission by virtue of his role as a San Jose City

Councilmember, starred in a Bike to Work Day promotional video in which he demonstrated the art of pedaling while wearing a business suit and tie — the message being that you don't have to invest in Spandex to cycle to work.

MTC's Bike to Work Day coordinator, Susan Heinrich, underscored that message by trading her normal workaday slacks and flat shoes for a dressy business suit and high heels on Bike to Work Day, just to prove that any day can be a bike-to-work day.

Participation in Team Bike Challenge was also up this year compared to last year. A total of

2,768 people spread across 687 teams registered for the friendly competition to log the most miles by bike — and by extension, the most points — during the month of May. By comparison, last year there were 2,276 participants and 530 teams. "For some people, one day of Bike to Work Day just isn't enough, and that's why we created Team Bike Challenge six years ago, to keep the momentum going all month long," MTC's Heinrich explained.



Photo by Noah Berger



Photo by Noah Berger



Photo by Dave Beatty

For MTC Planner Susan Heinrich, these heels are made for cycling.



Photo by Dave Beatty

Commuters proved you don't have to wear Spandex to bike to work — including MTC Commissioner Sam Liccardo, shown in the bottom photo.



Photo by Noah Berger

Energizer Stations did a brisk business handing out refreshments and giveaways.

State Pilot Commission Recommends Pay Increase For Harbor Pilots

BY PATRICK BURNSON

The State Board of Pilot Commissioners voted to recommend an increase in the rates and surcharges paid to the pilots who guide cargo ships in and out of the San Francisco Bay. This action by the Board will be forwarded to the state Legislature, which must approve the increases before they become effective.

San Francisco Bar Pilots made an average individual income of nearly \$400,000 in 2010. This proposed rate increase, coupled with predicted growth in shipping, will result in a projected income of around \$530,000 per pilot by 2015.

Prior to the hearing, the San Francisco Bar Pilots Association submitted a proposal to the Board of Pilot Commissioners requesting a rate increase of 22 percent

over four years. This request would have meant that the pilots who work in the San Francisco Bay would have pushed their projected income to more than \$600,000 by 2015.

“We thank the Commission for recognizing that while our rates have remained unchanged for the past five years, our costs have gone up,” said Captain Bruce Horton, president of the San Francisco Bar Pilots. “San Francisco bar pilots navigate some of the most difficult pilotage grounds in the world. These rate increases will help us maintain a 24/7 presence outside the Golden Gate and ensure the safe and reliable flow of shipping traffic into and out of Northern California waterways.”

The State Board of Pilot Commissioners justified their support for a rate increase based on several factors, including the fact that pilots are under increased scrutiny since a San Francisco pilot was at the helm of the

Cosco Busan in 2007 and that current rates may not generate pilot incomes high enough to attract candidates.

The Commission also determined that “the net income of the local pilots, compared to income levels for pilots of the comparable ports for which information is available, is about in the middle, neither the highest nor the lowest.”

According to the Commission’s findings, there is also no evidence these recommended rate increases will divert shipping traffic away from the Bay Area or make local ports any less competitive. Additionally, the Commission noted that “physical risk is inherent in the job” performed by the pilots and that larger vessels are calling at Northern California ports, increasing the demand for skilled and experienced pilotage.

Despite this, shippers object to the change. The Pacific Merchant Shipping Association (PMSA), representing ratepayers, also submitted a rate change

request, one that would have resulted in pilot net incomes of \$425,000 by 2016.

“We appreciate the important work done by harbor pilots everywhere and believe they should be fairly compensated for their work,” said John McLaurin, PMSA president.

“However, for the State of California to recommend increasing this rate and further driving up pilot compensation is irresponsible and unjustified.”

“We will vigorously fight this exorbitant pay increase in the Legislature,” added McLaurin. “This increased cost directly hinders the ability of our members to improve our ports’ infrastructure to make them more efficient, invest in the environment and create jobs.”

Pilot revenues are generated by applying the rate to the size of the ships they guide. As ships continue to grow in size, pilots’ incomes increase accordingly, regardless of any increase in rates.

Research Vessels Dry-Dock in Bay Area

Bay Ship & Yacht shipyard, located on San Francisco Bay in the island City of Alameda, recently rolled the cradled Research Vessel or “R/V” (as designated by the U.S. Coast Guard) *New Horizon* from her work station and along the rails to the yard’s new 1200-ton Syncrolift, which gently lowers the vessel into the estuary that separates Alameda from Oakland. The 170-by-36 ft. vessel, weighing almost 800 tons, had undergone several weeks of underwater hull and machinery repairs at the yard. Once back in the water, she headed to her home port at the University of California’s Scripps Institution of Oceanography in San Diego to join the three other vessels of the research fleet.

Other R/Vs that have been dry-docked recently at Bay Ship & Yacht include:

- Two vessels from the Monterey Bay Aquarium Research Institute, the

117-ft, twin-hull R/V *Western Flyer* and the 110-ft converted oil-field supply vessel R/V *Point Lobos*.

- The 90-ft R/V *Robert G. Brown Lee*, designed specifically for high-school students of the San Francisco Bay and Delta areas and serving the educational needs of as many as 42,000 students each year;
- The 135-ft R/V *Point Sur*, operated by the Moss Landing Marine Laboratories and owned by the National Science Foundation for conducting regional research;
- The 184-ft R/V *Wecoma*, owned by the National Science Foundation and operated by Oregon State University’s College of Oceanic & Atmospheric Sciences from Newport on the coast of Oregon.

For maintenance and repair work on larger research ships, such as those operated by the National Oceanic and Atmospheric

Administration, or NOAA, Bay Ship & Yacht uses its 2800-ton floating dry-dock. Recent dry-dockings have included:

- The 209-ft *Oscar Dyson*, built for NOAA in 2003 and home-ported at Kodiak, Alaska as the first of a fleet of fisheries-survey ships;
- The former 224-ft U.S. Navy ship *Capable*, now transformed into NOAA’s *Okeanos Explorer* and dedicated to deep-ocean exploration, initially in the Pacific. The ship has a 6,000-meter, tethered ROV (Remotely Operated Vehicle) and a satellite dome for transmitting data.



Completing underwater hull and machinery repairs on Scripps Institution of Oceanography’s “R/V New Horizon” at Bay Ship & Yacht’s shipyard in Alameda, CA.

Business Development Manager Ira Maybaum said, “Bay Ship & Yacht, the only full-service shipyard between southern California and the Columbia River, welcomes R/Vs and other vessels of all types for a complete range of repair and maintenance services.”

America's Cup to Revolutionize Live Sports Coverage

Not widely considered an extreme sport, sailing is about to gain a whole new audience as the new America's Cup reveals just how heart-pounding the sport can be.

Connecting viewers to the racing in a way that has not been previously possible, the America's Cup will transform the way people see the sport. With breakthrough graphics, athlete's view cameras and onboard microphones, viewers will see and hear the quick decisions being made, the athleticism of the sailors, the raw power of the boats—live, as the teams fly over the water at speeds of up to 35 mph.

"Extreme sport lovers will flock to this new America's Cup because of the broadcast," said Richard Worth,

chairman of the America's Cup Event Authority (ACEA). "From heart-pounding maneuvers at breakneck speeds to colossal capsizes, viewers will not just see the action, they will feel like they are right in it."

The backbone of this new experience is also a breakthrough in sports broadcasting—augmented reality from a helicopter. This will be the first time live graphic insertions have been done from a moving platform.

Developed by the same team that developed the yellow first-down line widely used in the broadcast of American football and the Race/FX tracking and highlighting system used in NASCAR, this revolutionary graphics system will have a similar effect on the America's Cup, connecting new audiences to the sport. The superimposed graphic



Photo by Gilles Martin-Raget

A helicopter participates in a recent AC45 Test Event in Auckland. Special technology is being developed to present live breakthrough graphic insertions from a moving platform.

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elements will be used as technical aids for viewers, such as ahead-behind lines that can enable audiences clearly to see who is leading the race.

"The America's Cup has always pushed the technology envelope throughout its history," said Stan Honey, the ACEA's director of technology. "Previous America's Cup broadcasts have featured graphics on an animated view of the race. This next step in the evolution is intended to allow broadcasters to use graphic elements to explain the sport, while enabling viewers to simultaneously see the live action of the race."

Driven by a GPS system that can track the America's Cup catamarans to within a two-centimeter margin of error on the race course, event organizers quickly saw the opportunity to leverage the system for on-the-water management of the sport. Telemetering of the course will allow for rapid movement of marks and controlling course limits, while use of real-time overlap and zone-entry determinations will enable umpires to make the most accurate decisions ever possible.

"From a technology point of view, it's

a completely new world for us; the way it's going to be umpired, the way the race management will work. But the vision to transform this next Cup is going to soon be a reality," said Mitch Booth, skipper of the China Team. "We've always believed in it, we expected it would be possible, but to prove to the sailing world and the sporting world that now it can be done is something we're supporting fully."

The GPS system was just one of several that received a thorough shakedown in New Zealand through an April test period involving America's Cup teams from United States, Sweden, China and New Zealand. Event organizers plan to stage additional test sessions in Europe and North America as they prepare for the inaugural America's Cup World Series event in Cascais, Portugal this August.

Some of the world's top athletes will test their physical strength, endurance and mental agility as they compete over a punishing nine days for the chance to win the first AC World Series. The AC World Series is a regular circuit of regattas that will bring America's Cup-level racing and experience to top international venues.

Watching It Grow

BY CAPTIAN RAY

For years now, I've had a front-row seat to one of the great construction projects of my lifetime: I have been able to watch close-up the construction of the new eastern span of the San Francisco-Oakland Bay Bridge.

As a sailing instructor, I have the opportunity to sail to Clipper Cove several times a month. This little body of water is located between Yerba Buena Island on the south and Treasure Island on the north. In some classes, we just anchor for lunch; for other classes, we spend the night anchored there. From this unique sea-level vantage point, the growth of the Bay Bridge's new eastern span has been fascinating to observe.

First to appear were the mooring balls—a dozen or more of them, big steel things floating in the water between the bridge and the old Berkeley Pier. They were placed far enough east, in shallow water, to avoid interference with marine traffic using the channel between the mooring balls and Treasure Island. These mooring balls are used to secure the barges carrying the construction materials and to stage the various components of the bridge itself. Once the bridge is completed, they will be removed.

Next, work began on the foundations

for the piers that will support the bridge. For a while, the work was mostly below the water and there wasn't much to see. But soon the piers began to grow up out of the water and the progress was clear.

Then barges carrying giant molded concrete sculptures appeared. These sculptures were sections of the roadbed for the Skyway portion of the bridge, each slightly different from the others, yet all clearly of the same design. Once the piers were constructed, the sections were hoisted into place and secured to the piers. Slowly, one section at a time, the roadbed crept out from each side of each pier. Only after they met in the middle—and each arch was complete—could the temporary supporting materials be removed and the simple elegance of the design revealed.

The next pieces to appear were the steel deck sections that would make up the deck for the self-anchored suspension span or the SAS. So far 11 pairs of side-by-side deck sections have been installed, with two more to go. They are currently being held in place by temporary scaffolding until they can be suspended by the SAS cable and tower, which I could see being built around the same time. The tower that will support the single SAS cable consists of four separate legs, each able to move independently in the event of an earthquake, yet cross-braced to each other.



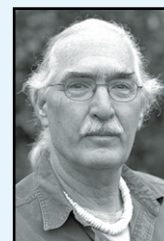
Photo by Joel Williams

A view from below the SAS section of the new East Span in late 2010 shows the iconic tower beginning to rise between the steel deck sections resting on temporary supports.

In mid April, a single steel cap (called the "grillage") was added. This connects the four independent legs and will distribute the weight of the bridge onto all four legs. Another segment (called the "saddle" because of its shape), will soon be placed on top of the grillage. It will receive the cable. After installing the cable, a final piece, called the "architectural head," will be added, bringing the total height of the tower to 525 feet (160 meters). Our SAS, with a length of 1542 feet (470 meters), is the largest example of this type of bridge construction in the world.

There is still a lot more to do before the planned opening in August or September 2013, but right now the project is ahead of schedule and it has been a pleasure to watch it grow!

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.

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80 New Electric-Vehicle Charging Stations Coming to S.F.

BY BILL PICTURE

The City of San Francisco is once again putting its money where its ever-greener mouth is. San Francisco has set some of the country's most aggressive carbon emission reduction goals for itself, committing to reduce greenhouse gas emissions to 20 percent below 1990 levels by next year.

To help meet that goal, Mayor Ed Lee announced last month that 80-plus state-of-the-art electric vehicle charging stations will be installed throughout the City by year's end, and that free charging will be available at City-owned stations through 2013. More than a third of San Francisco's greenhouse gas emissions come from transportation, and private vehicles account for more than 90 percent of those emissions.

The 80 new charging stations will be installed in City-owned public parking garages throughout San Francisco and at San Francisco International Airport. Most



San Francisco Department of the Environment

Electric vehicle owners will be able to charge their cars for free in San Francisco at charging stations like this one through 2013. The City is installing more than eighty new stations in city-owned parking garages throughout San Francisco and at the San Francisco International Airport.

of those garages already have older-model charging stations that were installed in the late 1990s. Those older charging stations, like the older-model electric vehicles they were designed to charge, are now considered obsolete. That said, some of those older-model electric vehicles are still on the road. Thus, the City intends to swap out most of the older stations with new ones, but leave a few of the older stations in place.

In addition to already having the infrastructure in place for the new charging stations, the public parking garages receiving those stations also allow access to the stations for more electric vehicle owners than street-level stations would.

"We want to put the charging stations where there will be the most turnover," said Bob Hayden, who manages the San Francisco Department of the Environment's Electric Vehicle Program. "We don't want one car plugging in and staying there for eight hours."

Hayden says electric vehicle owners should be charging up at home overnight and using the City's stations for topping off, to charge up enough for the ride home after a day of shopping, errands or work. The time it takes to fully charge an electric vehicle from scratch or "empty" varies from one maker to the next, but the average time for newest-generation models is about six hours.

"So it makes the most sense for people to charge overnight at their residence," Hayden added. "[Our stations] are more for convenience charging."

The City hopes its latest move will help build the local market for electric vehicles. Further, Mayor Lee announced that the new charging stations will be powered by carbon-free electricity generated at the Hetch Hetchy Reservoir in the Sierra Nevada Mountains.

"The City's goal is to make it affordable and convenient for all San Francisco residents and visitors to charge their



San Francisco Department of the Environment

The latest generation of electric vehicles, including the Nissan Leaf (pictured here), takes about six hours to charge up from scratch. City-owned charging stations would be used to top off, for charging up quickly between stops or the drive home.

electric vehicles when they are away from their home charging stations," said Mayor Lee in a written statement.

"By providing free public charging powered by clean, carbon-neutral SFPUC [San Francisco Public Utilities Commission] power, San Francisco will help electric vehicle users avoid range anxiety and build confidence in the new technology."

Hayden doesn't know exactly how many San Franciscans currently own electric vehicles, but he's confident that the number is growing steadily based on the growing numbers of electric vehicles he sees on the City's street each day.

Late last year, a San Francisco resident was the first person in the world to receive delivery of a Nissan Leaf, the latest addition to the new generation of 100 percent electric vehicles. The occasion was celebrated with a press conference where then-Mayor Gavin Newsom reported that Nissan had received more orders for the

Leaf from San Francisco and Bay Area dealers than from dealers in any other part of the country.

Demand for the Leaf hasn't slowed since then, but deliveries have as a result of the March 11 mega-quake in Japan.

San Francisco isn't the only Bay Area municipality to install electric charging stations and offer free charging. The Transportation Authority of Marin flipped the "on" switch on two free charging stations in San Rafael back in April of this year, and announced plans to install four more stations in Marin County before the year is out.

The idea, according to Hayden, is to build a network of electric vehicle charging stations by working with neighboring cities and counties.

"People really need to know that the infrastructure is there before they'll feel comfortable buying these cars," Hayden explained. "That's what we're trying to do."

Increasing Water Quality and Quality of Life, One Block at a Time

BY BILL PICTURE

The United States Environmental Protection Agency (EPA) committed nearly \$500,000 of a \$20 million grant awarded for San Francisco Bay water quality improvement to a project that will transform an ordinary block in San Francisco's often-overlooked Bayview neighborhood into one of the City's most sustainable and resident-friendly stretches.

Construction crews broke ground last month on the Newcomb Avenue Streetscape Model Block Improvement Project, a pilot streetscape project that, among other things, will replace large areas of concrete with sidewalk planters and landscaping.



Photo courtesy of US EPA

San Francisco Mayor Ed Lee helped break ground on a project that will transform an ordinary block in the City's Bayview neighborhood into a model of sustainable, multi-objective city planning.

"From an urban perspective, there's nothing better you can do to improve water quality than to create green streets like this one," said Sam Ziegler, Chief of the EPA Region 9 Water Division's Watersheds Office.

Replacing concrete with landscaping and planters that absorb rainwater lessens the strain on San Francisco's combined sewer system. In most parts of the City, sewage and stormwater share the same network of underground pipes. Those pipes lead to treatment plants, where pollutants are removed from the wastewater mix before it's released into the Bay.

During heavy rains, however, the

system is designed to release untreated overflow directly into the Bay so that sewers don't back up onto the streets. Less rainwater down the gutter means less chance of untreated overflow ending up in the Bay.

But water quality isn't the only aim of the project. Ziegler is equally excited at the prospect of helping to create a more robust and livable community for the residents of the City's southeast sector.

Its streets once heavily plagued by violence, the Bayview has over the years become what Ziegler refers to as a "backyard community," meaning its residents have taken to stepping into their own backyards for fresh air instead of risking their safety in public spaces, including the sidewalks in front of their very own houses.

The result has been a sad disconnect between neighbors who live right next door to each other, and of residents from the larger community. By giving the neighborhood's gray sidewalks a green garden touch, the project's organizers hope to lure residents back out onto the streets, reconnecting them to their community.

"And it reconnects them to the natural resources around them," said Ziegler. "I'd like to see people hanging out in front of their houses again, and kids playing on the sidewalks."

In addition to making the sidewalks more attractive, Newcomb Street itself is being redesigned to make it much safer for pedestrians. The street-to-sidewalk ratio is being adjusted so that vehicles no longer have a perfectly straight path-of-travel, forcing them to reduce their speed. Crosswalks are also being raised, forcing drivers to slow as they approach.

The corners of the block are being designed to function as small gathering spaces, where neighbors can sit and chat, or play games. Besides further fostering relationships between the block's residents, the hope is to also instill a sense of community pride and stewardship.

Block residents have already committed to working together to provide ongoing

maintenance; and they have begun organizing community cleanup days to keep their block beautiful.

"Through [this] process, we have come to know our [neighbors], as community activists," Newcomb Street resident Michelle Moulton told reporters.

"This is what city managers everywhere need to be doing," Ziegler said. "These kind of low-impact multi-objective efforts where there's an environmental component and a public safety component and a revitalization component. San Francisco has the right idea and they are consciously working to make this be their standard practice. I really hope it catches on."

The EPA is partnering with a number of City agencies to complete

the project, including the San Francisco Redevelopment Agency, San Francisco Planning Department, San Francisco Department of Public Works, San Francisco Municipal Transportation Agency and San Francisco Public Utilities Commission, and the San Francisco Estuary Partnership. The balance of the \$1.6 million price tag will be paid for by the San Francisco Public Utilities Commission and San Francisco Redevelopment Agency, as well as money from a San Francisco Community Challenge Grant. The Community Challenge Grant Program awards money to local residents, business, non-profits and community groups to make physical improvements to a neighborhood.

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Congress Considers Exempting Pesticides from Clean Water Act

DEB SELF

Much of Baykeeper's work focuses on strengthening or maintaining clean water laws and regulations related to toxic pollutants and other contaminants capable of compromising the health of San Francisco Bay. We do this work by engaging in policy and regulatory processes, as well as conducting outreach, research and education. When necessary, we litigate on behalf of clean water and the laws intended to protect it.

Since passage of the Clean Water

Act in 1972, scientists have identified a number of pollutants considered harmful and worthy of strategies intended to reduce their presence in the Bay. One of the top priorities in the Bay Area is pesticides (including the class of "alternative" structural pesticides called pyrethroids, which are based on chrysanthemums). Pesticides are, by their very nature, toxic to aquatic life and often travel up the food chain to mammals through contamination of food and drinking water.

This month's Baykeeper column is a rare request for my fellow ferry commuters to join me in taking timely action to keep pesticides regulated under the federal Clean Water Act.

There's a major roll back afoot in

Congress, with the recent passage of a bill in the House of Representatives and a companion bill making its way quickly through the Senate.

Baykeeper needs your help to stop the Senate bill before irreparable harm is done – to a bedrock pollution law and to our Bay Area waterways. These bills would exempt a whole class of chemicals (pesticides and herbicides) from the Clean Water Act and open the door to exemptions for other toxic pollutants.

Across the Bay Area, public agencies routinely apply pesticides directly to or near hundreds of miles of Bay tributaries—as a labor-saving way to keep down roadside vegetation and to control aquatic vegetation and pests. For example, along Hwy 1 in Sonoma County, a brown swath of sprayed vegetation borders the highway—and Bay tributaries—for miles. Unfortunately, this has dramatically impaired the health of all of the Bay's tributary creeks, harming frogs, fish and birds that depend on the aquatic food chain.

Until recently, spraying of these pesticides near and into water was largely unregulated. Only after years of pressure (and a few lawsuits) from Baykeeper did California become one of the first states to ensure that this spraying did not compromise water quality.

On January 7, 2009, Baykeeper won what looked like a permanent legal victory in the fight to protect creeks, rivers, fish and other wildlife from pesticide spraying. In a landmark decision, the United States Court of Appeals for the Sixth Circuit confirmed that pesticides are indeed pollutants when applied to waterways. The court sided with Baykeeper and ruled that the U.S. Environmental Protection Agency (EPA) could not exempt pesticides from the Clean Water Act.

Following the ruling, the *New York Times* reported in February 2010 that CropLife said it would work to "contain the court's ruling." With a shift in Congress after the November elections, industry

trade groups like CropLife and the American Farm Bureau felt like they had a sympathetic audience, particularly in farm-state representatives, and set about dismantling federal law that required regulation of pesticides.

A bill to exempt pesticides flew through the House of Representatives and the U.S. Senate is now considering companion legislation that would overturn key protections against spraying harmful pesticides in waterways and essentially exempt pesticides from the Clean Water Act—an unprecedented move that would cause irreparable harm to our waterways and open the door to exemptions for all manner of toxic pollutants.

It is critical that we help the Senate hold the line against the chemical and agricultural industries' efforts to undermine Clean Water Act protections. At the time of this writing, the Senate Committee on Agriculture, Nutrition and Forestry is poised to vote on S. 718. If it passes committee, we believe it stands a good chance of passing on the Senate Floor. Please join me in urging Senator Debbie Stabenow, Chair of the Agriculture Committee, to put a stop to the bill. **You can check the status of the bill and take action on our website, www.baykeeper.org.** About 250 people have sent messages to Sen. Stabenow so far, and I hope at least 100 ferry commuters will join the refrain: No exemptions to the Clean Water Act!



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Deb Self is Executive Director of San Francisco Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable.

Deb has 25 years of experience in environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.





IT CAME FROM
BENEATH THE SEA

I Want You: To Help Protect the Bay-Delta

BY KATI SCHMIDT

Taking a break from animal features this month, Aquarium of the Bay's partner, The Bay Institute, is encouraging individuals to take action against a newly introduced bill that would eliminate or weaken most protections for an already collapsing Bay-Delta ecosystem.

Congressman Devin Nunes, the southern San Joaquin Valley Republican lawmaker who has attacked water officials' environmental agreements as sell-outs, introduced HR 1837, the San Joaquin Valley Reliability Act, introduced on May 11. The bill would completely upend the existing system of environmental safeguards and water rights law. Co-sponsored by Representatives Jeff Denham and Kevin McCarthy, the bill proposes to:

- Shield federal and state contractors who export water from the Delta from any requirements to protect endangered species that are stronger than the Bay-Delta Accord of 1994, which was negotiated before the population collapse of Bay-Delta fisheries beginning in 2000 that led to the adoption of stronger new protections for Chinook salmon, delta smelt and other species. HR 1837 would jettison these protections, override numerous state and federal environmental laws, shift the burden for protecting the Delta environment and water quality from junior export contractors to more senior water rights holders, and pull the rug out from current efforts to develop a comprehensive ecosystem and water supply solution for the Delta.

- Repeal the historic agreement to restore fisheries and flows to the dewatered San Joaquin River below Friant Dam. HR 1837 would substitute

a "restoration" program to release a mere trickle of water—a tiny fraction of what is needed to bring back the river's once great salmon run—and prohibit the state of California from adopting its own restoration requirements.

- Gut key provisions of a federal water reform law—the Central Valley Project Improvement Act—by blocking the Act's most significant reform, the allocation of 800,000 acre-feet of project supply to ecosystem restoration, unless a substitute supply is provided to contractors by 2016; removing the requirement to use tiered pricing to promote conservation; and putting constraints on the use of the Restoration Fund created to support salmon restoration and other projects.

"If enacted, HR 1837 would have us tackling the looming extinction crisis for the Bay-Delta with little more than a band-aid and a get-well card," said Gary Bobker, program director at The Bay Institute. "Californians deserve better from their elected officials than recipes for undoing a generation of environmental reforms."

"California continues to face statewide water challenges, but the solution has never been to arbitrarily waive all federal laws, nor is the solution to ignore decades of science," said Senator Dianne Feinstein in a statement issued by her office in response to the introduction of HR 1837.

The Bay Institute encourages you to urge your Congressional representative to oppose HR 1837 as a reckless assault on the state and federal water reforms and environmental protections that stand between the Bay-Delta system and the irrevocable loss of its species and habitats.

The Bay Institute is the leader in protecting, restoring and inspiring conservation of San Francisco Bay and its watershed—from the Sierra to the sea. Learn more at www.bay.org.

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

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

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

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

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WATERFRONT ACTIVITIES

- Every Saturday** **9:30AM – 11:30AM, 12:30PM - 2:30PM & 2:30PM - 4:30PM - Introduction to Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- June 5** **9AM – 5PM - Radar/GPS Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Find your way out of the fog with these powerful navigation tools. This is an on-the-water hands-on class. Cost: Member \$282/NonMember \$375. Please call to reserve space.
- June 5** **2PM – 4:30PM - Stand up Paddle Boarding - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. (\$60 per person 2.5 hrs class)
- June 10** **6:00PM– 8:30PM - Sunset Sail - Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
 Watch the sun set from the deck of our 82' schooner, Seaward. This is a relaxing way to end the week! Wine, non-alcoholic beverages, and light snacks included. Adult \$45
- June 11** **10AM – 3PM - Tomales Bay Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch.
- June 12** **7AM – 7PM - Sail to the Farralones onboard the Schooner Seaward - OCSC Sailing, Berkeley, 5108434200, www.ocscsailing.com**
 Sail out the gate to the Farralones aboard the Schooner Seaward. Board at 7am, enjoy breakfast and lunch onboard and return time is 7pm. Cost is \$275 or \$206.25 for members.
- June 15** **7PM – 10PM - Moonlight Paddle - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface.
- June 18** **10AM – 2PM - Bay Cruising Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Learn about all the great places to go to by boat from folks who have been there, done that. We'll teach you about trip planning and fill you in on our favorite haunts. Cost: NonMember \$75. Please call to reserve space.
- June 18** **2PM – 5PM - Summer Sailstice Schooner Seaward Sail & Free BBQ 4-6pm - OCSC Sailing, Berkeley, 5108434200, www.ocscsailing.com**
 Join the Summer Sailstice on the Schooner Seaward followed by a free BBQ from 4-6PM with drinks, music and great people! Cost is \$60 or \$45 for members and kids under 12 sail half price!

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.



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WATERFRONT ACTIVITIES

- June 19-23 Sailing Camp for Teens – “Voyage Seaward” - Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Youth ages 14-18 are invited to take part in this 5-day overnight sailing camp to explore San Francisco Bay and beyond! Under the guidance of a professional captain and crew, students are challenged to become a team through learning to sail a classic schooner. Participants learn the basics of sailing and seamanship, conduct hands-on marine research, and connect with each other and the bay in a meaningful and lasting way. In addition to bay sailing, the itinerary includes a trip out of the Golden Gate to historic Drake’s Bay and returns via the wild and pristine Farallon Islands. The cost is \$700 per student.
- June 24 6:00PM – 8:30PM - Sunset Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Watch the sun set from the deck of our 82’ schooner, SEAWARD. This is a relaxing way to end the week! Wine, non-alcoholic beverages, and light snacks included. Adult \$45
- June 25 9AM – 6PM - Angel Island Hike and Sail - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Go for a hike on the beautiful picturesque Angel Island. Bring a packed lunch and enjoy the day exploring and taking in the sights. We’ll sail home for a perfect end to a wonderful day. Cost: Members \$75/NonMember \$100. Space limited please call in advance.
- June 25 10AM – 4PM - Coastal Passage Making Information Seminar - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn about what it takes to participate in our award winning Coastal Passage Making program - from the largest Coastal and Offshore school in the country. We know what it takes to go coastal! Cost: NonMember \$125. Please call to reserve space.
- June 25-26 Overnight Sail – Drakes Bay Women Only Adventure aboard the Schooner Seaward - OCSC Sailing, Berkeley, 5108434200, www.ocscsailing.com**
Join this women’s only adventure to Drakes Bay! Call Alicia @ OCSC for details. Cost is \$545 or \$408.75 for members.

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Music and Dance Enliven Jack London Square

Imagine a moonlight night, great music and dance lessons with top-notch instructors—for free. Well, all this is available to you this summer at Jack London Square. Back by popular demand, Dancing Under the Stars returns each Friday night at 8:30 p.m. beginning June 3 and running through August 26.

Jack London Square will welcome back the dance instructors from Linden Street Dance Studio. Each week will feature a lesson on a different style of dance along with a dance party to follow. It's a terrific way to finish a week and enjoy the magic under the moonlight by the water.

Novices and experienced dancers are all welcome to spend the evening dancing outdoors on Oakland's celebrated waterfront. No reservation necessary, all ages are welcome, and no dance partner is required.

Linden Street Dance Studio — located just blocks from Jack London Square — has been offering classes in social and ballroom dance to beginning and advanced students since 2006. The staff of professional instructors will guide students through each step with personalized



Soundwaves is a series of weekly live local music performances at Jack London Square's waterfront every Thursday from 5:30 - 7:30 p.m. through June 16.

attention. Experienced “dance hosts” will be on hand at each session to partner with participants.

This summer, Dancing Under the Stars will cover salsa, cha-cha, rumba, swing, hustle, merengue, waltz, American tango, fox trot, samba, and Argentine tango. Plus, each lesson will end with a dance party that lasts

until 10 p.m. On August 26, the final Dancing Under the Stars will feature lessons as well as a live salsa band.

For those looking for additional live music, especially at the end of a workday, Jack London Square has launched Soundwaves, a live weekly musical performance on Thursdays from 5:30 to 7:30 p.m. On June 2, Soundwaves hosts Lava, a Latin rhythms musical ensemble featuring musical director Andres Soto and renowned percussionist Mio “Timbalero” Flores.

Award-winning Bay Area jazz and blues icon Faye Carol will perform on June 9. A truly unique musical happening will occur on June 16 when the Shotgun Wedding Quintet (Jazz Mafia) takes the stage with its combination of R&B and soul.

For those who work up an appetite on the dance floor or listing to the music, there are many opportunities for fine dining at Jack London Square. Cocina Poblana, Miss Pearl's Jam House, Scott's Seafood, Il Pescatore, Kincaids and Hahn's Hibachi offer a variety of dining experiences with fresh local and seasonal ingredients.

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Fauves and Fillies

BY PAUL DUCLOS

The Steins Collect: Matisse, Picasso, and the Parisian Avant-Garde reunites the unparalleled modern art collections of author Gertrude Stein, her brothers Leo and Michael Stein, and Michael's wife, Sarah Stein.

Jointly organized by the San Francisco Museum of Modern Art (SFMOMA), the Metropolitan Museum of Art, New York, and the Réunion des Musées Nationaux-Grand Palais, Paris, this major touring exhibition gathers approximately 200 iconic paintings, sculptures, drawings, prints and illustrated books not only by Matisse and Picasso, who are each represented by dozens of works, but also by Pierre Bonnard, Paul Cézanne, Juan Gris, Marie Laurencin, Henri Manguin, Francis Picabia, Pierre-Auguste Renoir, Henri de Toulouse-Lautrec and Félix Vallotton, among others.

The Steins Collect premiered on May 21 at SFMOMA and will run through September 6 before traveling to Paris and then New York.

The Steins are responsible in many ways for the turn-of-the-century revolution in the visual arts through their adventurous patronage, deep ties to leading minds of the era, and legendary Paris salon gatherings. As powerful tastemakers, they had a commitment to the new, a confidence in their inclinations, and a drive to build appreciation for the work they loved. From the moment they first dared to admire Matisse's scandalous *Woman with a Hat* (1905)—the “nasty smear of paint” that gave the fauves their name—the foursome were staking claims for modern art that would heavily influence their peers and transform the careers of several of the most important artists of the century.

Supplemented by a rich array of archival materials—including photographs, family albums, film clips, correspondence and ephemera—the exhibition provides a new perspective on the artistic foresight of this innovative family, tracing their enduring impact on art-making and collecting practices and their inestimable

role in creating a new international standard of taste for modern art.

Sarah and Michael Stein's return to San Francisco with a cache of important Matisse works in 1935, the same year SFMOMA was founded, was particularly instrumental in the advocacy of modern art on the West Coast as well as the making of the museum's early collection; SFMOMA's presentation will underscore the Steins' deep connections to the Bay Area.

The Bay Area's sporting culture got a boost in May too, with the news that one of Golden Gate Field's legendary trainers had been elected into the National Museum of Racing's Hall of Fame. Champion fillies Open Mind, Safely Kept and Sky Beauty also were elected in the contemporary category by a 183-member voting panel.

This columnist was on hand when Northern California trainer Jerry Hollendorfer participated in a national teleconference. Following are some of his comments.

On being elected: *“You can never expect in life to be put in the Hall of Fame, so I'm quite humbled and very grateful. I going to try to continue to do the things I've been doing all these years, and try to live up to being put in the Hall of Fame with all the other great people.”*

On his success: *“I just try to do whatever I can do every day to take care of my business and try to make a better stable. I have to get on a plane a lot more than I used to. Sometimes you have to make sacrifices to do certain things, like being away from home, and I'm willing to make those sacrifices.”*



Pablo Picasso, Boy Leading a Horse, 1905-6; oil on canvas; 86 7/8 x 51 5/8 in. (220.7 x 131.1 cm); The Museum of Modern Art, New York, the William S. Paley Collection, 1964; © Estate of Pablo Picasso / Artists Rights Society (ARS), New York; photo: The Museum of Modern Art/ Licensed by SCALA / Art Resource, NY

I'm just grateful and happy to have the opportunity to do these things.”

Hall of Fame trainer Allen Jerkens, who also participated in the teleconference as the conditioner of inductee Sky Beauty, was asked about Hollendorfer getting into the Hall of Fame: *“He should be happy and be proud. I'd never met him until last summer [at Saratoga]. I watched him and the way he took care of his horse, champion filly Blind Luck. I never had the vitality that he has, to ship all over the place and work so hard. He certainly has the work ethic. He's certainly deserving. I'm very happy for him to get in.”*

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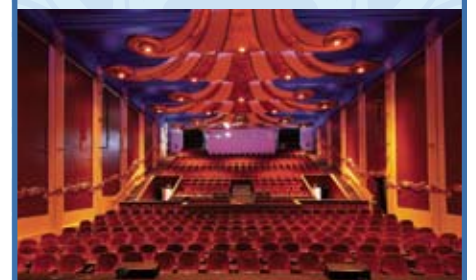
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5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	9:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur Sausalito			
11:10	11:45	11:55	12:30 p.m.	Daily Daily			
11:40	12:15 p.m.	12:25 p.m.	1:00	Adult Cash Fare \$8.25 \$8.25			
12:40 p.m.	1:15	1:25	2:00	Clipper \$5.70 \$4.85			
2:15	2:50	3:00	3:30	Youth/Senior/Disabled \$4.10 \$4.10			
2:50	3:25	3:35	4:05	Children 5 and under FREE FREE			
3:40	4:15	4:25	4:55	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
4:15	4:45	4:55	5:25	Golden Gate Ferry Fares, Effective July 1, 2011			
-----	-----	5:20	6:05	Fares shown are for one-way travel			
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. # 5:30pm trip is via Sausalito.

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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

WETA



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 pm *	12:50 pm	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	10:20	10:35		
Weekdays from San Francisco				11:35	11:50 a.m.	12:10 p.m.	12:20 p.m.		
-----	6:30 a.m.#	7:15 a.m.	7:05 a.m.	1:10 p.m.	1:25 p.m.	1:45	1:55		
-----	7:35#	8:20	8:10	2:50	---	3:45	3:55		
-----	8:40#	9:25	9:15	4:55	5:10	5:30	5:40		
10:15 a.m.	10:30	10:50^	11:00^	6:30	6:45	7:05	7:15		
12:00 p.m.	12:15 p.m.	12:35 p.m. ^	12:45 p.m. ^	8:10	8:25	8:45	8:55		
1:45	2:00	2:20^	2:30^	9:40	9:55	10:15	10:25		
3:45	4:10	4:30^	4:40^	No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day.					
-----	5:20	5:40	5:50	Regular weekday service on Martin Luther King Jr. Day					
5:20	5:45	6:10	6:20	FARES: One Round 10 Ticket 20 Ticket Monthly					
-----	6:25	6:45	6:55	Way Trip Book Book Pass					
-----	7:25	7:45	7:55	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
-----	8:25	8:45	8:55	Junior (5-12)	\$3.50	\$7.00	PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.		

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

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

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.

Blue & Gold Ferry

BAY CRUISE			
Depart Pier 39			
Weekdays		Weekends and Holidays	
11:00 a.m.	3:45 p.m.	11:00 a.m.	4:15 p.m.
12:00 p.m.	4:15	12:00 p.m.	5:00
12:30	5:30	12:30	5:30
2:30	6:45	2:30	6:15
3:00	---	3:00	6:45
		3:45	---

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	\$25.00	Junior (12-18)	\$21.00
Senior (62+)	\$21.00	Child (5-11)	\$17.00

Discount fares available at <http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm>

ANGEL ISLAND - S.F.

Weekdays - Daily Departures Pier 41

Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:20 am	9:45 am	10:05 am	10:10 am	---	10:30a
---	1:05 pm	1:40 pm	1:45 pm	---	2:05 pm
---	---	2:50 pm	3:00 pm	4:25 pm	3:20 pm

Weekends - Departures Pier 41					
Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:20 am	9:45 am	10:10 am	10:20 am	11:15 am	11:35a
11:20	11:45	12:15 pm	12:25 pm	---	1:20 pm
---	2:10 pm	3:10	3:20 pm	---	3:50 pm
---	---	---	4:40 pm	6:00 pm	5:35 pm

ANGEL ISLAND PRICES (Round-trip)				
FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*	
Adult	\$15.00	\$14.50	\$30.50*	
Child	\$8.50 (age 6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)	
Child	Free (5 & under)	Free (4 & under)	Free (5 & under)	

* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)

ALAMEDA/OAKLAND - WEEKENDS ONLY					
Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:00am*	9:10am*	10:10am	3:10pm	3:45pm*	3:55pm

Vallejo - Weekends Only			
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
8:30 am *	10:10 am	3:20 pm	5:40 pm
---	---	4:40 pm	9:45 pm

* Requires transfer at Pier 41 to 9:40am Al Ferry. Return ferries transfer at Pier 41 onto Vallejo Baylink.

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.	---	---
6:50	7:10	7:15 a.m.	7:35 a.m.
7:50	8:10	8:15	8:35
8:45	9:05	---	---
---	---	4:25 p.m.	4:45 p.m.
5:00 p.m.	5:20 p.m.	5:25	5:45
5:50	6:10	6:15	6:35
6:40	7:00	7:15	7:35
9:20 *	10:05 *	8:55 *	9:15 *

* Fridays only - Friday North Bay Getaway

ROCKETBOAT			
Seasonal May through October			
Depart from Pier 39			
12:00 p.m.	12:45 p.m.	1:30 p.m.	2:15 p.m.
3:45	4:30	5:15	---

FARES:	
Adult (age 19 and over)	\$24.00
Junio (12 - 18)	\$20.00
Child (5 - 11)	\$16.00

*Height restrictio. Children must be at least 40 inches tall to ride.

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	8:30	---
7:45	8:55	---
8:45	9:55	---
10:00 >	11:20 >	11:45 a.m. >
11:30	12:40 p.m.	---
2:00 p.m. ^	3:30 ^	3:10 p.m. ^
3:00	4:30	---
4:05	5:15	---
4:45	6:00	---
6:00 ^	7:30 ^	7:15 ^

Summer Weekends & Holidays (effective 4/30/11)		
8:30a.m. ^	10:00 a.m. ^	9:40 a.m. ^
10:00 >	11:10 >	11:30 >
11:30	12:40	---
2:00 p.m. >	3:10 p.m. >	3:30 p.m. >
3:30 ^	5:00 ^	4:40 ^
5:15	6:30	---
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.
 > Serves SFFB first, then Pier 41.
 ^ Serves Pier 41 first, then SFFB.

Red & White BAY CRUISE Mar 31- May 24

Pier 43 1/2		FARES:
Monday through Sunday		Adult (18+) \$22.00
10:00 a.m.	1:45 p.m.	Youth (5-17) \$16.00
10:45	2:30	Child (under 5) Free
11:15	3:00	Family Pass \$69.00 (2 Adult + 4 Youth)
12:00 p.m.	3:45	* Weekends Only
12:30 *	4:15	
1:15	5:00 *	

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 (May 1, 2011 thru October 16, 2011)			
	10:00 a.m.	11:00	1:00 p.m.
Returning	10:20 a.m.	11:20	1:20 p.m.
			3:00
			3:30

Weekends (May 1, 2011 thru October 16, 2011)			
	10:00 a.m.	5:00 p.m.	Hourly
Returning	10:20 a.m.	5:20 p.m.	Hourly

FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)		\$13.50	
Child (6 - 12)		\$11.50	
Children (3 - 5)		\$3.50	
Toddlers (ages 2 and under)		Free*	
Bicycles		\$1.00	

For the most current schedule and other information, visit <http://www.angelislandferry.com/>
 Schedule Subject to change w/o notice



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A Unique Museum in the Heart of the Delta

BY WES STARRATT, PE

For more than 133 years, the Dutra family has been associated with dredging: first of the Sacramento Delta and San Francisco Bay and more recently for bodies of water stretching from Alaska to the Gulf of Mexico. They have also established what is most likely the first and only museum dedicated to dredging, which can be found in the charming City of Rio Vista along the Sacramento River in the Delta.

Dedicated to more than just dredging, the museum also depicts the history of the Sacramento Delta. Once the most vibrant transportation corridor in California, the Delta carried passengers and cargo in riverboats between the thriving port city of San Francisco and the capitol city of Sacramento in the agricultural Central Valley. And central to the maintenance of transportation in the corridor was

the dredging of
ship channels
through
the



Photo courtesy of Dutra Museum of Dredging
Clam-shell dredges such as the Jupiter, constructed in 1909, represent the peak of Delta reclamation.



Photo by Patty Dutra

The Dutra Museum of Dredging at 345 Gertrude Ave. in Rio Vista.

Delta that connected the two communities—that is where the Dutrass came into prominence.

By the end of the nineteenth century the new transcontinental railroads had completely bypassed the Delta by crossing the Carquinez Strait, first by rail ferry at Benicia and some years later by a railroad bridge at the same location to the higher ground north of the Delta. Once the railroads reached San Francisco Bay, they found another problem: the shallow San Francisco Bay that lay between Oakland and San Francisco. Again dredges were called to the rescue, and a whole fleet of dredges was designed to open up the shallow waters of the East Bay to commuter railroads. Many of those dredge designs were incorporated into dredging operations in the Delta.

Almost one hundred years later, in

the 1950s, came the freeways that totally bypassed the Delta and the Sacramento River by traversing higher ground to the north and crossing at the Carquinez Strait. Thus, one could drive from the Bay Area to the Central Valley without even knowing that there was a Delta there, and today we have what could really be called "the Lost Delta" that many California residents do not know even exists.

So, the message of the Dutra Museum of Dredging is not only to describe how the Dutra family pioneered dredging throughout the entire Pacific Coast, but also to help rediscover the entire area.

California's Lost Delta

So, get in your car, reach for your map, and head out on some beautiful two-lane roads that follow the Sacramento River from the San Francisco Bay eastward past Mt.

Diablo and into the rich agricultural land where much of our corn and asparagus is grown. You have reached the lush Sacramento Delta, where you will find many roads along the winding levees that protect low-lying farmlands from the higher ship channels. Before long, you will see a sparkling silver tower-bridge that abruptly crosses the river and the channel leading to the Port of Sacramento. On the other side lies the charming town of Rio Vista, which really does have a nice view of the river.

You will immediately see evidence of the continuing presence of the Dutrass from the scores of barges, tugs, scows, and dredges tied at moorings along the river. Not far away, up a small hill, at 345 Gertrude Avenue, you will come upon a beautiful old home with a sparkling green lawn. It's the Dutra Museum of

Dredging, and was the original home of the Dutra family.

I was warmly greeted by Patty Dutra, a fifth-generation member of the family and her aunt, Janet Bennett. Both have been deeply involved in organizing the museum, collecting thousands of documents, and putting together the numerous exhibits that occupy the spacious two-story structure.

But before heading for the museum, there are a couple of things that you should know. First of all, you should schedule your tour and make reservations by calling (415) 258-6876. There is an admission charge of \$3 for adults and \$2 for seniors and students. And try to get some friends together, because groups are encouraged.

A Little Dredging History

As noted earlier, there was a time before the freeways and railroads were built when you needed to book passage on a riverboat to reach Sacramento from San Francisco. At the same time, there was a fleet of dredges to keep channels open and build levees so that all of the soil that washed down from almost 1,000 miles of Sierra-Nevada Mountains would not impair shipping nor cause flooding of the rich farmlands of the Delta.

In the meantime, gold miners, eager to increase their earnings from the meager

gold nuggets that they were able to recover from time to time by primitive stream-bed panning, turned to hydraulic mining. Whole hillsides were washed away and into sluice boxes where substantially larger amounts of gold could be recovered. That was fine for the miners, but it was not fine for the farmers in the Delta who were inundated with mud, which clogged channels and breached levees. This situation created a thriving market for dredging, and that is where our Dutra story begins.

The Dutra Story

We turn to the great flood of 1878 that destroyed crops and buildings in the settlements along the Sacramento River. One family of Portuguese origin responded by sending its four sons out to become “dredgemen.” And so they became dredgemen from one generation to another for the next 133 years. Now with Bill T. Dutra at its head, the family tradition continues.

That story and the dynamic efforts that have been made to maintain the rich farmlands of the Delta, as well as numerous diversified designs for dredges, are depicted in pictures, displays, and exhibits in the lovely home that houses the Dutra Museum of Dredging. I believe you will richly enjoy it.



Photo courtesy of Dutra Museum of Dredging

The dredge Atlas was crewed by members of the Dutra family from 1892 to 1896. It is shown here with the Southern Pacific passenger stern-wheeler Modoc during her daily run between Sacramento and San Francisco.

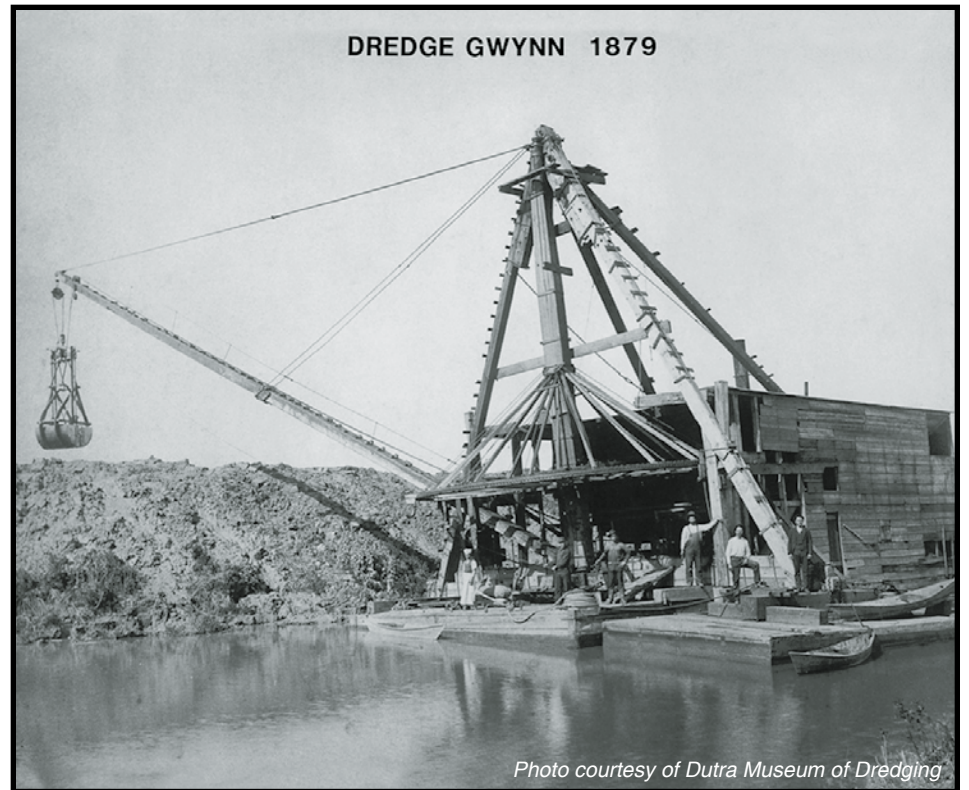


Photo courtesy of Dutra Museum of Dredging

The earliest documented use of a clam-shell dredge in levee construction was to build levees at Bouldin Island in the Lisbon District in 1879.

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

AROUND THE BAY IN JUNE

Head to the Beach

In its 57th year, the North Beach Festival is considered one of the area's original outdoor Festivals. The event is situated in the historic North Beach District, known to locals and visitors alike as San Francisco's Little Italy and the home of the famed beat generation. The Festival site includes numerous quaint streets and the beautiful Washington Square Park in the heart of the district. The 2011 event will feature over 125 arts and crafts booths, 20 gourmet food booths, three stages of live entertainment, Italian street painting, beverage gardens, children's activities and the blessing of the animals. The free event takes place June 18-19 from 10 a.m. to 6 p.m. at North Beach, Columbus Ave, Grant Ave, Washington Square Park and nearby streets. Validated Parking is available for \$3.00 from 9 a.m. - 10 p.m. at Golden Gateway Garage, 250 Clay, between Battery & Drumm. A "Park & Ride Shuttle" bus departs every few minutes. The only validation stamp is located at Calzone's Restaurant, 430 Columbus. No purchase necessary.

Garden Party

"Art and Music in the Gardens" brings together Oakland's vibrant art and gardening communities in a signature free event hosted in the multi-acre Gardens at Lake Merritt and Lakeside Park Garden Center, 666 Bellevue Avenue, June 4-5, 10 a.m. -6 p.m. More than 50 artists will be featured, showing and selling their art in the Garden Center and the Gardens. Event Honorary Chair and noted muralist Dan Fontes will lead a giant butterfly painting event in the Gardens. Musical ensembles, playing acoustically under the

redwood trees, will delight families with classical, jazz, folk, blues, and ancient Japanese flute. A Poetry Festival will include an afternoon series of Oakland poets reading under the old oak tree; an all day Zine exchange booth (bring one—take one home) and a morning ekphrasia (writing about the art) open to all wishing to participate. Also taking place throughout the weekend in the Gardens' 11 horticultural collections will be gardening talks, exhibits and demonstrations: Alameda County Master Gardener's in the Edible Garden, pruning demonstrations in the Japanese Gardens, along with Bonsai trimming and landscape design tips for the East Bay. Delicious picnic fare will be available from Chef Robert Dorsey III of Blue Oak at the Oakland Museum of California.

All Signs Point to Richmond

For 10 years running, the all-volunteer, not-for-profit group Point Richmond Music (PRM) has produced free concerts as a way of building community through the unifying language of music. This year's concerts will feature foot-stomping music from blues to bluegrass and rock to rockabilly. Concerts are held on the second Friday of each month, June through September, from 5:30 p.m. to 7:45 p.m. In addition to the second Friday format, the 2011 season will include a fifth concert on Friday, September 23rd. Concerts take place at the corner of Park Place and Washington Avenue in historic downtown Point Richmond. Every concert features a no-host bar (proceeds benefit the Malvern Wilson Alumni Association), raffle, face-painting for children and art exhibitions

by the Arts of Point Richmond and the Point Richmond Art Collective. Visit www.pointrichmondmusic.com for more information and a complete artist line-up.

Hope Springs Eternal

Participate in City of Hope's San Francisco Walk for Hope and help discover new treatments and ultimately a cure for women suffering from breast and gynecological cancers. Walk for Hope, to be held June 4 at Justin Herman Plaza, supports City of Hope's multidisciplinary Women's Cancers Program and is part of the nation's only series of walks that benefit research, treatment and education programs for cancers unique to women. Walk for Hope easily enables participants to register, form a team and raise funds online with fundraising tools and ideas. Virtual walkers and volunteers also are encouraged to join the fight against women's cancers. The San Francisco Walk for Hope will feature activities for survivors, friends and families, including sponsor giveaways, a survivors' pavilion, live music and entertainment, team photos and more. Event day registration opens at 7:30 a.m. and the Walk begins at 9 a.m. The 5k Walk/Fun Run will travel along the Embarcadero and around AT&T Park. To register for the Walk or donate, visit www.walk4hope.org.

Summer Sailstice is Island Hopping for 2011

Summer Sailstice is a global celebration of sailing held annually on the Saturday closest to the summer solstice. This year the event takes place on June 18 and the official site moves from Treasure Island to

Alameda's Encinal Yacht Club (EYC), one of the Bay's most active sailing clubs and a favorite destination of cruising sailors. Located on Alameda Island along the Oakland Estuary it is an ideal host for a celebration of sailing. Sailors should plan to sail the Bay, participate in the photo treasure hunt or enjoy a Bay tour before ending your cruise at EYC. Visit www.summersailstice.com for more information and how to participate in the many events offered.



Photo by Getty Images

NASCAR Roars into Sonoma

Get ready for plenty of beatin' and bangin' when the NASCAR Sprint Cup Series comes to the Sonoma Valley for the Toyota/Save Mart 350 on its new date, June 24-26. If you thought short-track racing was exciting, then be sure to secure your spot to experience 43 stock cars as they take to Infineon Raceway! Anything can happen, just ask Jimmie Johnson, who posted his first-ever NASCAR Sprint Cup Series road-course win in Sonoma in 2010. There's also the Thunder Valley Casino Resort 200 NASCAR K & N Pro Series West event on Saturday, June 25. It's the perfect tune-up for the dropping of the green flag on the Toyota/Save Mart 350 at noon on Sunday, June 26. We'll also honor NASCAR Hall of Famer, Bobby Allison, as part of our season-long Legends in Sonoma program. Don't forget the driver Q&A sessions, Infineon Raceway girls, bustling vendor midway and more! For more information, visit www.infineonraceway.com.



Tiburon Presents - Friday Nights on Main

Come Join Us for an Old-Fashioned Street Festival With Live Music and Local Food Vendors

Starting June 17th from 6-9 p.m. with Special Late Night Ferry Service to Pier 41 and the SF Ferry Building leaving Tiburon at 9:20 p.m.



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.

Don't forget
Father's Day is June 19th

Give Dad the gift of time with a faster, easier commute.



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and Costco locations, or
go to *bayareafastrak.org*
or *511.org*.

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www.mtc.ca.gov



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and other retail locations
or at *clippercard.com* and
511.org.

Visit Clipper's full-service Customer Care Centers at the S.F. Embarcadero BART station and the Bay Crossings Store at the S.F. Ferry Building.

“There’s Still An Extraordinary Amount Of Work To Be Done.”

San Francisco Mayor Gavin Newsom, on the 34th America’s Cup, January 5th, 2011.



We agree. To make the 34th America’s Cup event succeed, it will require the efforts of extraordinary people, and companies with extraordinary resources. We are The Bay Maritime Group, uniquely qualified to help make the America’s Cup event “a race that is often hard to see a race impossible to miss.”

Our group of companies offer complete ship repair, repowering, hull and house maintenance, machine shop and steel fabrication; propeller maintenance, painting and sandblasting. We operate a 2800 ton Drydock, a 1200 ton Syncrolift® with a dozen on-land berthing stations, and a 100-ton Marine Travelift®. Our in-house engineering department provides new vessel design and engineering, designs in Power and Sail for both sailboat racing or cruising.

Our goal is absolute customer satisfaction, giving them exactly what they want – and they all want something different. Same goes for the America’s cup – a unique event that will require unique skills from everyone involved.

We’re ready to get to work today. Call Ira Maybaum at (510) 337-9122 and let’s get started.

==== *“We are the 21st Century Shipyard”* ====

THE BAY MARITIME GROUP



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