



BAY CROSSINGS

"The Voice of the Waterfront"

June 2012 Vol.13, No.6

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Ferry Route in 20 Years



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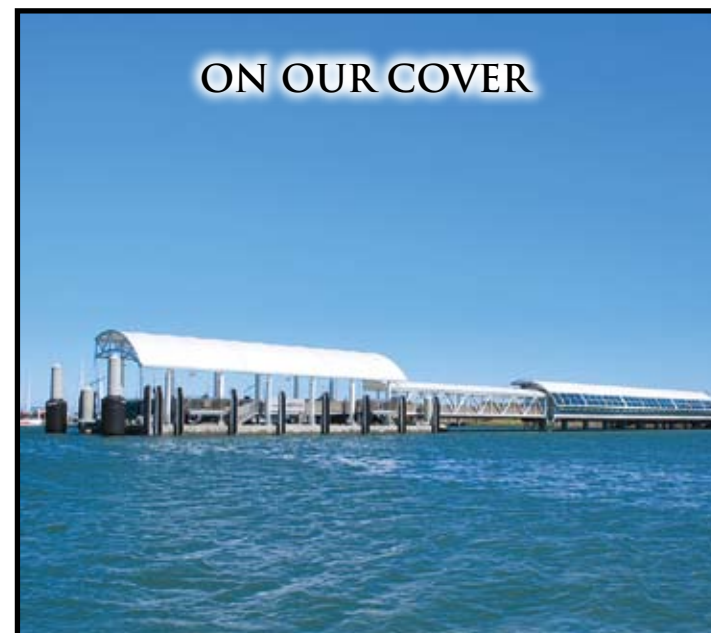
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San Francisco Bay Ferry's much-anticipated service between the East Bay and South San Francisco will launch on Monday, June 4, giving commuters a fast, stress-free alternative to the daily grind of traffic on the Bay Bridge and along Highway 101. Commuters will have the option to enjoy a comfortable and scenic 40- to 50-minute ride aboard sleek, modern vessels equipped with free wi-fi and a host of other amenities. And, the ride is free for the first week of service. Photo by Joel Williams.

Corrections & Letters

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



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Airport Committee Recommends More Flights for Oakland, San Jose

BY JOHN GOODWIN

Forecasting the number of passengers at Bay Area airports to soar to 101.3 million in 2035 from 58.4 million last year and 60.6 million in the pre-recession year of 2007, a new report by the Regional Airport Planning Committee (RAPC) recommends a range of strategies to meet the Bay Area's future airline passenger and air cargo needs.

To provide maximum benefit to air travelers and the regional economy while minimizing adverse environmental consequences, RAPC's "Regional Aviation Activity Tracking Report" specifically recommends:

- encouraging airlines to add more flights at the Oakland and San Jose airports, thus shifting more air passengers to these facilities in the years ahead;
- encouraging airlines to provide more service at the Charles M. Schulz-Sonoma County Airport to accommodate the needs of North Bay air passengers;
- supporting further airline service expansion at airports outside the Bay Area, such as Sacramento, Stockton and

Monterey, to make these facilities more attractive to passengers who currently use Bay Area airports;

- implementing key elements of the Federal Aviation Administration's NextGen air traffic system to enable more efficient airspace and runway operations;
- implementing new demand management approaches at SFO to better match airline fleets and schedules with the airport's runway capacity; and
- using high-speed rail to meet a portion of the travel demand among passengers traveling between the Bay Area and other parts of California.

The new tracking report, which updates the "Regional Airport System Analysis" report released by RAPC last fall, notes that despite a nearly 16 percent increase in the number of passengers using SFO from 2007 to 2011, the total number of passengers using the region's three major airports—which also include Oakland International (OAK) and Mineta San Jose International (SJC)—fell 3.6 percent during this period.

RAPC expects continued growth in passenger volume at SFO to put increasingly greater pressure on runway



Photo courtesy of MTC

Mineta San Jose International Airport (pictured) and Oakland International Airport have ample runway capacity and terminal facilities to accommodate more flights.

capacity at the Bay Area's busiest airport. Flight delay problems at SFO already are common during poor weather due to the close spacing of the airport's two main landing runways. Because one way for airports to handle more passengers with existing runways is for airlines to use bigger planes that can carry more passengers per flight, a positive trend at SFO is an increase in the average number of passengers per flight to 118.6 last year from 115.6 in 2007.

RAPC's long-range forecasts indicate a gradual continuation of this trend, driven by a growing market for long-distance international travel that requires larger wide-body aircraft. However, because SFO is a connecting hub for United Airlines, it will continue to serve large numbers of regional jets and turboprops, which are more economical for feeder service from outlying communities.

"Part of RAPC's long-range strategy," explained Doug Kimsey, planning director for the Metropolitan Transportation Commission (MTC), "is to relieve pressure on SFO's runways by expanding the use of the Oakland and San Jose airports. Both airports have the terminal facilities and runway capacity to accommodate more flights. But since it's the airlines who decide where they want to add service, it's hard to look 20 or 25 years into the future and forecast precisely how many passengers will use each Bay Area airport."

"We expect Bay Area airports to be able to serve the projected 2035 travel demand without high-speed rail,"



Photo courtesy of MTC

San Francisco International Airport accounts for nearly 97 percent of the Bay Area's international airline passenger traffic.

Kimsey continued. "But high-speed rail would relieve pressure on airport runways to handle growing demand while providing additional environmental benefits for the region."

RAPC includes representatives from the Bay Area's three major airports, the Association of Bay Area Governments and the Bay Conservation and Development Commission as well as MTC. The complete Regional Aviation Activity Tracking Report can be reviewed online at mtc.ca.gov/planning/air_plan/Airport_Tracking_Report.pdf.



Photo courtesy of MTC

Oakland International Airport ranks number one among all Bay Area airports for air cargo volume and number two for airline passenger activity.

Dutra Wins Brannan Street Wharf Construction Contract

Dutra Construction was recently awarded a contract with the Port of San Francisco to redevelop the Brannan Street Wharf into a major new open space in the heart of the South Beach neighborhood.

Located on the Embarcadero Promenade between Pier 30-32 and Pier 38, and replacing Piers 34 and 36, the Brannan Street Wharf will provide 57,000 square feet of new public open space. Constructed over the water, it will be 830 feet in length with a width of 40 and 140 feet on opposing ends. In



The new 57,000 square foot waterfront park will be 830 feet in length with a width of 40 and 140 feet on opposing ends.

rip-rap will be placed to further protect the shoreline.

To memorialize San Francisco's waterfront history, the Brannan Street

The Brannan Street Wharf will provide 57,000 square feet of new public open space.

In addition to seating, viewing and plaza spaces, the wharf will feature a 400-foot neighborhood green to accommodate various recreational uses.

The wharf will be supported with 146 octagonal precast piles and 116 steel pipe piles. The park will sit atop a structural deck 16 inches thick and constructed of 3,300 cubic yards of reinforced concrete, and will include a lawn area, bench seating and shade structure. Additionally, 2,700 tons of

Wharf will display a restored version of Pier 36's original signage. Also, interpretive displays will be added to highlight the location's maritime and neighborhood cultural history.

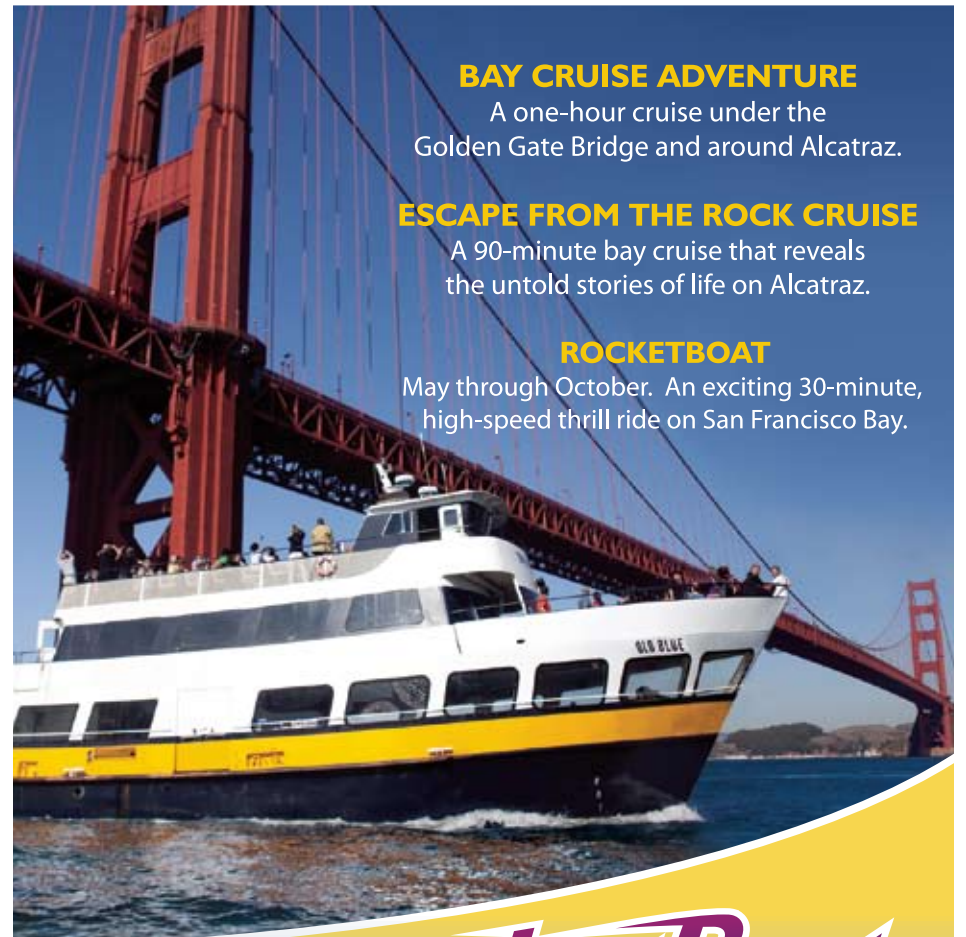
Funded through a combination of Port of San Francisco funds, the City's 2008 Clean and Safe Neighborhood Parks Bond and the Federal Water Resources Development Act of 2007, the project is scheduled to break ground in June 2012 with a completion date of June 2013.



The Brannan Street Wharf project will replace the run-down Piers 34 and 36 (left) with a new park constructed over the water (right).

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Port of San Francisco to Host Foreign Trade Zone Seminar

BY PATRICK BURNSON

The Port of San Francisco, grantee of Foreign Trade Zone #3, will hold a half-day seminar for parties interested in learning about the benefits of the Foreign Trade Zones (FTZ) program on Thursday, June 7 from 8:30 a.m. to 1 p.m. at the Port's office at Pier 1 in San Francisco.

The seminar will provide attendees with a good understanding of the FTZ program and how it can help businesses better compete in global markets. Topics to be discussed include

an overview of the FTZ program, types of companies that can benefit, financial savings opportunities, the application process and compliance issues.

The Foreign Trade Zones Program was established by Congress in 1934. Goods coming into the zones are considered to be outside of U.S. commerce even though they have physically entered through a Customs Port of Entry. Duties are paid only when the finished product exits the zone and enters U.S. commerce. FTZs provide the opportunity to defer, reduce and even eliminate duties on imported and re-exported products.

Facilitating the seminar will be Scott Taylor of Miller & Co., a law firm serving

a diverse clientele in international trade, customs and FTZ law. Organizations that may find the seminar beneficial include importing and exporting companies, freight forwarders, custom brokers, distributors, third-party logistics companies, manufacturers, refineries, city economic development officials and members of economic forums and associations.

"This is an excellent opportunity for local businesses and community leaders to learn how Foreign Trade Zones can help reduce logistics costs and add to a company's bottom line," said Peter Dailey, Port of San Francisco deputy director. "We are bringing in a top expert in the industry to present valuable information and answer questions about the program."

Bar Pilots Retreat From Plan for Higher Pay

The Port of Oakland—which has been besieged by anarchists, heavily taxed by city government and held hostage by dockside labor during wildcat strikes—has dodged a challenge of a different kind. The San Francisco Bar Pilots Association announced in late May that it has backed off a plan—advanced by Assemblyman Sandre Swanson—that would have

increased compensation to the group of high-earning mariners.

Criticism of higher pay for the bar pilots came from several sources, including the ocean cargo carriers who paid nearly \$12,000 per round trip on average to the bar pilots. Meanwhile, state regulators have initiated investigations of the pilots' pricing policies in the Bay and other Northern California waterways.

Industry Event Covers Panama Canal Project

The Pacific Transportation Association's Annual Ports and Terminals Event for 2012 will take place June 14 in Oakland. The guest speaker will be Rodolfo Sabonge, vice president of Market Research and Analysis, Panama Canal Authority (ACP). Sabonge will provide an update on the construction of the third set of locks, scheduled for completion in 2014, the 100th anniversary of the canal's opening.

Organizers promise an informative and interesting program. The dinner event takes place Thursday, June 14, at Scott's Seafood Grill and Bar in Jack London Square. There will be a no-host bar commencing 5 p.m. with dinner and speaker presentation from 6 p.m. to 7:45 p.m.

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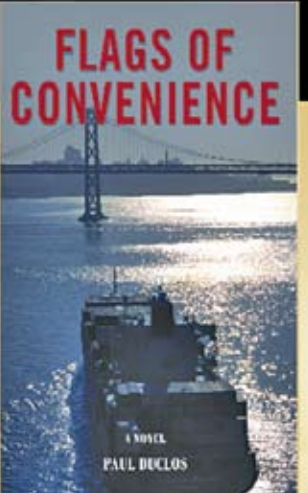
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Captain Laura Smith

BY MATT LARSON

Captain Laura Smith is a new member of the Blue & Gold Fleet crew, but not new to the job. "I've been at Blue & Gold for four or five months now," she said. "I worked at Harbor Bay Maritime for 17 years, 16 of those driving. Since Harbor Bay went out of business, Blue & Gold got our contract."

You can find Captain Smith on San Francisco Bay Ferry's evening Harbor Bay commute to and from San Francisco, five nights a week. Smith has also picked up an Oakland/Alameda run at 1:45 p.m. as a lunch relief for the other captains.

"I love working for Blue & Gold," Smith said. "It's very different than our small company where we had to do everything ourselves—we didn't have a maintenance crew, we didn't have engineers, it was hard work." Now with all the Blue & Gold crew around, Smith can focus on what's truly important. "Basically I can just concentrate on operating the vessel, the safety of my crew and the passengers."

Smith first found interest in navigating the waterways when she was asked to be a crew member on a sailboat that was to cruise from San Francisco to Costa Rica. "It was a couple that asked

me, knowing that I didn't know anything about sailing or cruising. I learned quite a bit on that trip."

Upon her return, Smith knew what she wanted to do. "I came back and wanted to work on the water. I heard about a job opening as a deckhand at Harbor Bay and got hired. I just enjoyed it so much; it was so different than anything I thought I would ever do."

Now with Blue & Gold, Smith has been learning to drive the other ferry boats. "They have you train on all the vessels in case you need to fill in here and there," said Smith. "I'm really enjoying that, the learning part. Working a job for this long, you usually don't get a chance to learn something. It's fun."

After being a San Francisco resident for 25 years, Smith now lives in Vallejo. She's an abstract painter and enjoys going camping, hiking, biking and—of course—boating. "I like to be outdoors," Smith said.

"Being up there, on the water, in the open air—it's a freedom," said Smith. "My favorite moments are docking the boat because that's a challenge and every one is different. I'm constantly learning, constantly evolving. I'm always wanting to perfect it. It's never good enough," she laughed.

Another big challenge, as we've heard from Smith's fellow captains, is navigating through the fog. "Not



Photo by Matt Larson

Captain Laura Smith in the wheelhouse of Taurus at the Harbor Bay dock. Captain Smith is scheduled to be at the helm on the first run of the new San Francisco Bay Ferry's South San Francisco route (see pages 12-13) on June 4th.

actually on the route," she explained, "but if it's really foggy near your dock it's probably the most challenging part trying to find your dock. The fog in the Bay gets pretty thick."

In foggy situations, Smith said that it takes confidence to successfully navigate the waterways with so many passengers and crew depending on you to get home safely. "I feel secure in my abilities," said Smith. "I've never had any incident on my vessel, on our route, with anyone getting hurt. At the end of the day I'm just happy that people get to their destinations safely, and I've kept my crew safe as well." And, in addition to confidence, it also helps to

simply enjoy the job.

"I love what I'm doing," said Smith. "I'm definitely indebted to the commuters. If it wasn't for them I wouldn't have a job."

Smith said that she has developed a type of relationship with many of her passengers, whether they know it or not, as she sees them board every day from up in the wheelhouse. "I have watched them get married, have kids, their kids grow up and go to college. Even though they don't know me personally because I haven't had the chance to talk to a lot of them, I see them everyday, the same faces. It's pretty neat."



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The Clean Water Act (Also Known As the Law That Made the Bay Smell Better) Turns 40

BY DEB SELF

In the 1960s and early 70s, San Francisco Bay just plain stank. Raw or partly treated sewage entered the Bay in 83 places. Refineries, smelters, pesticide manufacturers and other industrial facilities pumped their waste directly into the Bay.

The Bay Area wasn't alone. Across the nation, water quality was at an all-time low. A symbol was the Cuyahoga River in Ohio, so choked with industrial waste that it repeatedly caught fire.

It was a time when citizens were rising up and demanding change. The first Earth

Day in 1970 was the largest demonstration in American history, drawing 20 million people. As a direct result of public outcry against environmental destruction, Congress passed a series of laws that would become a beacon for the world. One of these forward-thinking laws was the 1972 Clean Water Act.

This year marks the Clean Water Act's 40th anniversary. In passing the law, Congress established that U.S. water bodies should be "swimmable, drinkable and fishable," and set a goal of eliminating pollution from U.S. waters by 1985. That deadline turned out to be unrealistic and much cleanup is still needed. But the passage of the Clean Water Act has led

to significant progress toward healthy waterways across the country.

The Clean Water Act required better technologies for treating sewage and controlling industrial waste. Cities no longer dump large quantities of raw sewage into San Francisco Bay, and big industrial discharge pipes no longer flood the Bay with toxics. Water pollution has improved nationwide. Pleasant walkways now line the green banks of the restored Cuyahoga River.

The law's framers understood that too often, regulatory agencies lack the political will to enforce laws against powerful polluters, or don't have the staff and resources to regulate a large number of polluters. As a backstop, Congress wrote what is known as the citizen suit provision. It says that if the government is not enforcing the Clean Water Act, citizens can sue regulators to hold them accountable. Citizens are also empowered to enforce the law by suing polluters directly, winning legally-binding agreements for cleanup. Congress specifically included this provision to empower the public to stand up for local waterways.

Clean Water Act citizen suits have been a powerful tool for activists. In fact, they provide the founding principle of San Francisco Baykeeper and of Waterkeepers across the country. When polluters aren't following the law, we bring suit to ensure they comply with the Clean Water Act.

Baykeeper's many citizen suits have led to a cleaner San Francisco Bay. For example, Baykeeper started our Sick of Sewage campaign six years ago to stop large sewage spills that polluted the Bay every raining season. Our region's treatment plants prevent untreated sewage from entering the Bay, most of the time. However, most cities and sewage districts have deferred maintenance on crumbling sewer pipes that connect homes and businesses to treatment plants. So whenever large storms pass through, millions of gallons of raw and partially-

treated sewage get spilled into the Bay and local waterways.

Using Clean Water Act citizen suits, Baykeeper has won legal agreements requiring 20 Bay Area cities and sewage districts to reduce spills by upgrading their sewage systems. In some locations, spills are already down by 50 percent.

The biggest pollution problem in San Francisco Bay today is polluted storm water. Rain washes over homes, roadways, industrial sites and commercial areas, collecting trash, oil, pesticides, fertilizers and chemicals. The rain carries it all into storm drains that empty into local creeks, sloughs and the Bay.

While the Clean Water Act requires both cities and industries to keep pollution from getting into storm water, there is very little oversight from regulators. Citizen suits are likely to be an important part of ratcheting down this important source of toxic pollution to the Bay.

Not surprisingly, the Clean Water Act has come under repeated attack from polluters. Attacks over the past year in the U.S. House of Representatives have been especially fierce. Baykeeper has been in the forefront in stopping attempts to weaken the law, and in October, we asked *Bay Crossings* readers to help us defend the Clean Water Act. Thank you to everyone who took action. We hope you'll continue helping us stand up for clean water, for the good of San Francisco Bay, our communities and all of our nation's waterways.



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





World Oceans Day: A Time for Reflection

BY MALLORY JOHNSON

As a Bay Area native, one of the things I have always loved about living here is the California coastline. I have spent plenty of time marveling at the magnificent span of the ocean, and I imagine that countless other Bay Area residents share my sentiments.

Over 70 percent of the earth is covered by the ocean, which is a vital part of our ecosystem, providing essential sources of food, water and energy and creating half of our oxygen. If we don't sustain a healthy ocean, we will have a very hard time remaining healthy ourselves. Unfortunately, the ocean that we are all so fond of is rapidly deteriorating, largely due to pollution and marine debris.

In honor of the upcoming World Oceans Day on June 8, we should all be taking a closer look at our oceans and how we can better care for them. Ninety percent of marine debris found in the ocean is plastic, a material that it so durable that it never goes away, making it especially harmful to marine life. Plastics are even more toxic after they get bombarded by the sun's UV radiation. This toxicity threatens everything that relies on the ocean as a food and water source, including us.

"It's our responsibility to care for the ocean and the amazing animals that inhabit it that either ingest or get entangled in the plastic that ends up there," said Ashley Elliott, an environmental educator at Aquarium of the Bay. "The ocean takes care of us, and we need to take care of it in return. Negative impacts on the ocean can be directly attributed to humans, as we are the only species capable of causing this kind of destruction."

How can we stop contributing to the declining health of the ocean? One of the biggest impacts we can make as individuals is to use less plastic.

Reduce, reuse and recycle. Educate

yourself on what products can be recycled, reduce your use of items that are not recyclable, and reuse products as much as possible.

"Negative impacts on the ocean can be directly attributed to humans, as we are the only species capable of causing this kind of destruction."

Here are a few more ideas to consider:

- Purchase products made from recycled materials with little or no packaging.
- Keep storm drains clean to keep trash from being swept into the watershed and then flowing into the ocean.
- Keep cigarette butts, which are especially harmful due to their plastic filters and other toxins, off streets and beaches.
- Properly dispose of all trash, making sure that it goes into a receptacle every time.
- Show your support for AB298, an initiative that continues the fight to ban plastic carryout bags in California.

On June 8, 9 and 10, Aquarium of the Bay will be bringing awareness to plastic pollution and other forms of marine debris for World Oceans Day. Aquarium visitors will encounter informational booths and interactive displays from 11 a.m. to 5 p.m. on those days, and visitors will be able to join Aquarium of the Bay naturalists in a guided plankton tow, where they will scoop plankton out of the water and put it under a microscope to study the effects of plastics on the food chain.

On Sunday, June 10 from 9 a.m. to noon, the public is invited to join Aquarium of the Bay and America's Cup Healthy Ocean Project at Aquatic Park as we clean up the beach and surrounding areas to keep trash off of the streets and out of the ocean. Visit www.aquariumofthebay.org for more information.

I know what you're thinking—

you've already heard all of this before. However, I am going to ask you to think about the last time you drank your coffee out of a disposable cup.

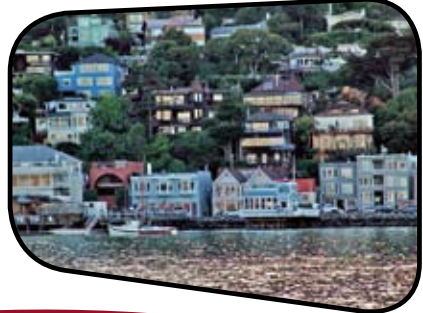
bags once in a while, and that's okay, but it doesn't mean that we shouldn't put in an honest effort to try harder to remember them next time. Tonight, I'm putting my reusable mug next to the front door. If tripping over it on my way out is what it takes to do my part, it's a sacrifice I'm happy to make.

Mallory Johnson is the Public Relations Coordinator for Aquarium of the Bay, a nonprofit organization dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



Escape the Fog and Enjoy the Sunshine in Sausalito!

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Sausalito
Why They Built The Bridge

Ric Miller

*June-Oct The last ferry departs Sausalito at 9:40pm on Friday and arrives Ferry Building at 10:05pm and Pier 41 at 10:20pm

First New Ferry Route in 20 Years Launches Between East Bay and South San Francisco



Photo by Joel Williams

The brand new South San Francisco Terminal located at Oyster Point will be the destination of San Francisco Bay Ferry's new ferry route from Alameda's Main Street and Oakland's Jack London Square Terminals. The service is being established to provide transportation alternatives to the vibrant and growing employer base in South San Francisco.

San Francisco Bay Ferry's much-anticipated service between the East Bay and South San Francisco will launch on Monday, June 4, giving

commuters a fast, stress-free alternative to the daily grind of traffic on the Bay Bridge and along Highway 101. Commuters will have the option to enjoy a comfortable and scenic 40-

50-minute ride aboard sleek, modern vessels equipped with free wi-fi and a host of other amenities. And, their fare is free for the first week of service. Commuters may reserve their free seat on a first-come, first-served basis by visiting www.sanfranciscobayferry.com.

South San Francisco dignitaries and community leaders from across Northern California and the Peninsula, including Congresswoman Jackie Speier, will be coming together on June 4 for a celebratory ribbon cutting to commemorate the opening of the new Oyster Point terminal. More than 200 people are expected to attend this invitation-only event. Highlights will include a preview ferry cruise and festive performance by the South San Francisco High School Band.

The East Bay-South San Francisco service—the first new water transit route on the Bay in nearly 20 years—will operate Monday through Friday during peak commute periods, with three morning departures from Alameda Main

Street and Oakland's Jack London Square, and two evening return departures from South San Francisco's new Oyster Point Ferry Terminal (see full SSF ferry schedules on page 25).

"The June 4 maiden voyage of the East Bay to South San Francisco ferry service marks a new chapter in water transportation on San Francisco Bay," said Nina Rannells, executive director of San Francisco Bay Ferry. "Our vision for the future of transportation around the Bay Area includes a robust ferry system, starting with this important step in serving the vibrant and growing employer base in South San Francisco. In addition to providing an alternative to our increasingly congested roadways, this service ensures emergency access in the event of a natural disaster."

In addition to the free wi-fi, ferry passengers will enjoy a host of other on-board amenities including food and full beverage concessions and a variety of seating options to maximize comfort. In addition, the ferries are designed to



Photo Courtesy of WETA

The new South San Francisco route will feature sleek, modern vessels equipped with free wi-fi and a host of other amenities.

accommodate more than 30 bicycles. Peninsula Congestion Relief Alliance and Genentech shuttles will meet ferry arrivals and deliver riders to major employer locations. Free parking is available near or at all three terminals.

“When it comes to mobility in the Bay Area, commuters must have options. The new ferry service over the San Francisco Bay offers another choice for commuters in the Bay Area, a choice that allows them to move between work and home in an efficient, comfortable manner,” said Brian Kelly, acting secretary of the Business, Transportation and Housing Agency. “The new service is a welcomed alternative designed to help workers get to growing job centers along the Peninsula.”

The two vessels serving the route carry up to 149 passengers at a top speed of 25 knots. A one-way adult fare for the East Bay-South San Francisco route will be \$7.00. Seniors, disabled, and youth (5-12) are \$3.50. Clipper cards, credit cards and cash are accepted.



Photo by Joel Williams

The futuristic tunnel at the new South San Francisco Ferry Terminal will provide protection from the wind and rain for passengers during inclement weather.

San Francisco Bay Ferry is a service of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). SF Bay Ferry also serves the San Francisco Ferry Building and Pier 39/

Fisherman's Wharf, Harbor Bay and Main Street in Alameda, and Oakland (Jack London Square), with seasonal service to AT&T Park and Angel Island. On July 1, San Francisco Bay Ferry will also assume

operations of the Vallejo Baylink Ferry. Future plans call for serving a number of other new Bay Area locations; *Bay Crossings* will keep you updated regarding future developments.

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From the Captains at the Helm of the San Francisco Bay Ferry

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Contaminated Land Finds Brighter Future in Renewable Energy



US Environmental Protection Agency

Solar panels, like these installed at a contaminated site in Davis, provide a sustainable reuse option for otherwise unusable land and generate clean energy for use on-site and off. A checklist is now available on the EPA website to help visitors evaluate whether a piece of vacant land is a viable renewable energy generation site.

BY BILL PICTURE

Options are limited when property owners—including federal agencies, state and local governments and private individuals—find themselves with contaminated land on their hands. Until recently, whether contaminated land got returned to meaningful use was almost solely dictated by the price tag for toxic remediation and access to cleanup funds.

Last month, however, the U.S. Environmental Protection (EPA) and U.S. Department of Energy's National Renewable Energy Laboratory (NREL) came up with another possible solution: Install solar panels and/or wind turbines on contaminated land to generate clean energy, thereby quickly returning to productive use real estate that had sat idle—in some cases, for over a decade—because it was too costly to clean up and therefore effectively off-limits for either commercial or residential use.

Not only that, the agencies have put into the hands of local communities and

landowners the tools and information necessary to evaluate a contaminated site's renewable energy potential. The "decision trees" that they've developed (one for wind and one for solar) and made available via the EPA's website allow even members of the general public with no real technical expertise to identify sites in their respective communities that could be churning out clean energy instead of just sitting there taking up space.

"The average person can go to our website, look up a contaminated site and go through a checklist of criteria to figure out if this is a viable option," said EPA

Region 9 Project Manager Karen Irwin.

The EPA has been tracking 490,000 of these contaminated sites, including former industrial sites and landfills (about 15 million acres altogether)—according to them, that's just the tip of the iceberg in terms of land that could be repurposed. The EPA-tracked sites, which are spread out all over the country and range from rural plots of land to urban ones, can be viewed on a Google Earth-powered map available via a link from the EPA site. "There could be a lot more sites," Irwin said.

"Opportunities to install renewable



energy systems on vacant properties can be found in every community,” said Jared Blumenfeld, EPA’s Regional Administrator for the Pacific Southwest, in a written statement. “Tapping sun and wind power at brownfield sites, rooftops, parking lots and abandoned land could provide untapped gigawatts of clean energy.”

Eligible or not?

The EPA’s decision trees can be used to evaluate just about any plot of vacant land. That said, Irwin noted that generally in order to produce the amount of clean energy necessary to offset the cost of installing the solar panels and/or wind turbines, a site should be at least two acres.

“But we’ve seen smaller sites used effectively this way, when a group of cities goes in together to finance multiple projects across multiple sites,” she added. “The goal in that case would be to collectively generate over 1,000 kilowatts of power.”

In many cases, repurposing land in this way is not only cheaper than a cleanup, it’s also safer, because there’s a risk of exposure and further contamination during the remediation process. Pollutants in the contaminated soil can be released into the air when that soil is disturbed. “This limits human exposure and liability concerns,” Irwin said.

In that vein, Pennsylvania-based Carlisle Energy Services has come up with a way to generate renewable energy and make sure that nasty pollutants stay where they are. Their Spectro PowerCap is a solar-cell-lined membrane that traps contaminated soil underneath it.

The Spectro Power Cap was recently used by Republic Services, to seal a 45-acre landfill near Atlanta. The cap will generate an estimated one megawatt of clean electricity, enough to meet the needs of 224 homes.

Here at home

The City of Richmond is the first municipality to use the decision trees

as part of a pilot program. City officials see in the program the opportunity to both heal the environmental scars left behind by heavy industry—Richmond was the site of WWII’s biggest-producing shipyard, and is still home to a Chevron refinery—and bring much-needed jobs to the local area.

Every site deemed viable for generating renewable energy could mean a shot in the arm of the local economy. And as the demand for solar panels increases, so too will the number of workers needed to manufacture those panels. It’s a win-win for Richmond, which is home to some of the green-tech industry’s major players.

“What Richmond is doing now is using these tools to look across their community at these sites and do a basic inventory of solar/wind potential,” Irwin said. “The next step will be to narrow that list down and go, ‘Okay, what are the best sites to start with?’”

Irwin expects that other cities will soon follow Richmond’s example and use the decision trees in their own communities. While she hopes to one day see solar panels and/or wind turbines atop a fair-size chunk of the aforementioned 15 million acres, she believes it’s too early to set an actual goal.

“It’s yet to be seen how these tools will increase or advance renewable energy,” she said. “For now, I think it just makes sense to look at the 15 million acres as the preferred alternative to pristine land.”

Irwin said she has fielded a lot of inquiries about the decision trees since last month, when the EPA announced that the tools are available on its website, and says that communities with a bigger-picture view of sustainability seem to be the most excited.

“The communities that are looking at it more seriously are the ones like Richmond that are making the connection to local jobs. For them, this is big, big news.”

For more information, visit www.epa.gov/renewableenergyland.



Carlisle Energy Services

Remediation of contaminated soil poses a risk of human exposure, as pollutants can be released into the air when the soil is disturbed. Pennsylvania-based Carlisle Energy Services created this solar-cell-lined membrane, the Spectro PowerCap, that traps contaminated soil underneath it while generating clean energy. It was recently used to cap a 45-acre landfill in Georgia.



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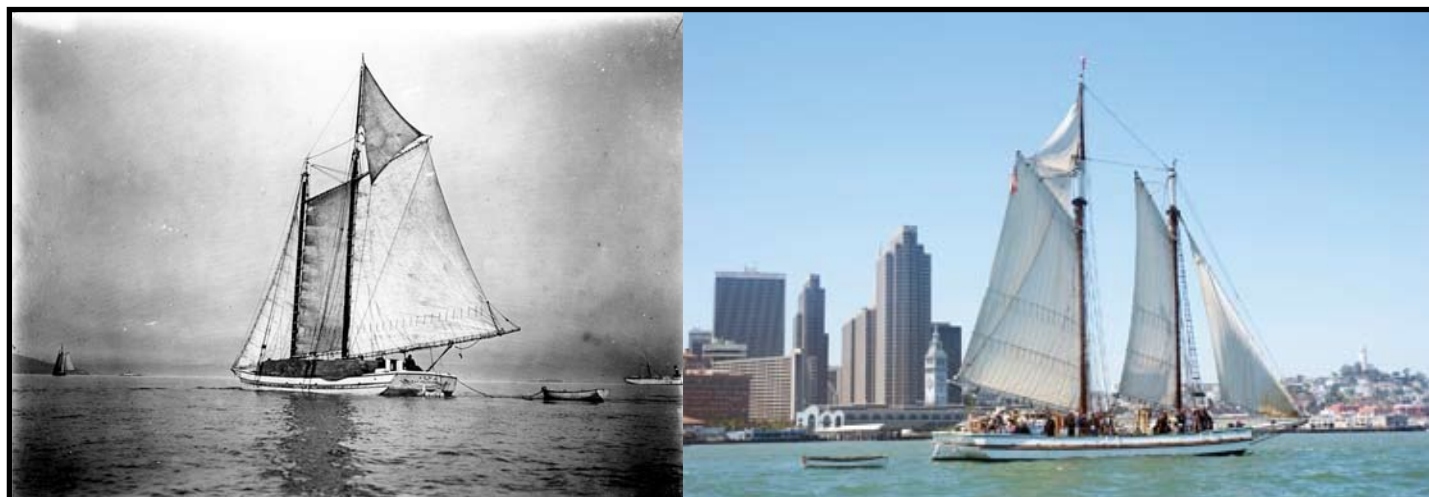
BY CAPTAIN RAY

All over the world, sailing craft have evolved to meet the specific needs of particular locations. Independent invention responded to those needs—needs that were at the same time generic to all sailing craft and unique to the location and the technology available at the time.

Human history is full of examples of these indigenous craft, from the Micronesian proa of the western Pacific to the Dutch skûtsje of northern Europe and the Grand Banks fishing schooners of Nova Scotia. Here on San Francisco Bay, we also have an excellent example of this type of home-grown craft: the scow schooner.

The term scow (in this usage) refers to a wide, flat-bottomed, square-ended craft without a deep keel. Scows were often equipped with a centerboard or leeboards, either of which could be retracted, allowing access to very shallow water. Small scows were used as workboats, while large ones carried cargo.

“Schooner” refers to the arrangement of masts and sails. A schooner has at least two masts, with the forward mast being shorter than or (less frequently) the same height as the aft mast. It is not a common rig today, and ferry riders will have to search long and hard to find one



The scow schooner Alma as she looked back in the days when she was working to move cargo on the waterways of the Bay and Delta and as she looks now as part of the historic fleet of vessels at the San Francisco Maritime National Historical Park at the Hyde Street Pier. Photos courtesy of San Francisco Maritime National Historical Park.

on the Bay. One hundred and twenty years ago, however, scow schooners were everywhere!

During the second half of the 19th century and into the first few decades of the 20th, the easiest (and cheapest) way to move goods was on the waterways of the Bay and Delta. The scow schooner’s shape (think of a shoebox lid) allowed access to water much too shallow for deep draft boats, and scow schooners became the delivery trucks of their day. They were often referred to as “hay scows” because so many of them carried hay to the stables in San Francisco.

But scow schooners carried so much more: Upstream they distributed the

goods of the world as well as bulk cargos like lumber, sand and fertilizer. On the return voyages downstream, they carried cargos like coal from Mt. Diablo and the agricultural output of the Central Valley. In total, over 400 scows were built. Today, only the *Alma* survives—all the rest are gone.

In 1865, Fred Seimer emigrated from Germany and started a shipyard in Hunters Point. He built two scow schooners. The first one he named for his daughter, Adelia, and the second one (built in 1891), he named for her daughter, Alma. The *Alma* was small by the standards of the day, only 59 feet on deck, although with her bowsprit and overhanging boom aft she is 80 feet overall. She is 22.6 feet wide, draws just four feet of water, and when fully loaded displaces a little more than 41 tons.

For the first 27 years of her life, the *Alma* hauled hay and lumber. In 1918, her masts were removed, and for the next eight years, she was towed as a barge loaded with salt from Alviso, in the South Bay. In 1926, a new owner installed a gasoline engine and she began hauling oyster shells to Petaluma, where the shells were ground up for chicken feed.

The *Alma* was retired in 1957, still seaworthy but no longer profitable. The State of California purchased her in 1959 as she sat on the mudflats of Alviso and

restored her in the 1960s. Ownership was transferred to the National Park Service in 1978 and the *Alma* was designated a National Historic landmark in 1988. Still sailing, the *Alma* is now part of the historic fleet of vessels at the San Francisco Maritime National Historical Park at the Hyde Street Pier.

You can visit her (and many other historic ships) at the park. The summer sailing schedule for the *Alma* will soon be available on the park’s website, www.nps.gov/safr.

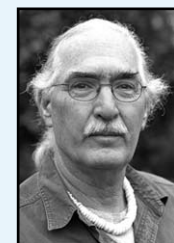
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Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Instructor Trainer, and a member of US SAILING’s National Faculty. He holds a 100-Ton Master’s License, was a charter skipper in Hawai’i for 15 years, and has sailed 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.



Energy Team Wins Dramatic Venice Fleet Racing Championship

On the final day of America's Cup World Series racing in Venice last month, Loïck Peyron continued to demonstrate the form he had shown during the whole event, leading his Energy Team to a spectacular win. Peyron and his French crew had been perched atop the leaderboard all week, demonstrating an impressive command of the Grand Canal race area.

"I think the lighter conditions were good for us," Peyron, the veteran multihull sailor, said. "I'm used to this kind of tricky game, trying to be as cool as possible. The pressure was in the red zone, but it made for an exciting race for sure. This was a big victory for us. We are a small team, and hopefully this is just the beginning."

Winds were exceptionally light on Sunday, turning the San Marco race course into perhaps the most challenging one the teams have faced in the America's Cup World Series to date. The smallest puffs of wind were rewarded with dramatic

bursts of speed, leading to teams quickly moving up and down the race leaderboard on the first lap of the course, the positions changing from minute to minute.

Early in the race, on the first long downwind leg, Peyron proved to be the best at finding a clear lane and escaped clear ahead of the fleet, with ORACLE TEAM USA Spithill following suit a few moments later.

While the French built what seemed to be an insurmountable lead, Spithill kept the pressure on, closing the gap right down to the point where the result wasn't secure until the final gybe on the finishing line. As the horn sounded to signal victory, Peyron collapsed on the trampoline of his boat in dramatic relief while his crew celebrated around him.

In contrast to the leaders, the bulk of the fleet had trouble separating themselves and at one point became trapped in a very slow pile-up at one of the turning marks, with too many boats trying to squeeze between the mark and the nearby shoreline at the same time.



Photo by Gilles Martin-Raget

Although they did not leave Venice victorious, ORACLE TEAM USA will enter the final event of the 2011-2012 AC World Series in Newport, Rhode Island at the top of the leaderboard with a four-point lead over Emirates Team New Zealand.

Terry Hutchinson's Artemis Racing popped out of that incident in third place, with Emirates Team New Zealand chasing them around the race course—even closing enough to incur a penalty for a slow motion collision—before Artemis regained the advantage to lead the Kiwis across the line.

Earlier in the afternoon, and for the second consecutive event, Artemis Racing defeated Chris Draper's Luna Rossa-Piranha to win the Match Racing Championship. In the light, shifty, and tricky conditions, Hutchinson and his crew won the start and protected a narrow lead early before stretching away in the middle of the race for a hard-earned victory.

The results in Venice see ORACLE TEAM USA Spithill gain some breathing

room on the overall AC World Series leaderboard over Emirates Team New Zealand. The Kiwis will also now be looking over their shoulders, with Artemis Racing closing in as well, nine points further back.

"We came here with a one-point lead over Emirates Team New Zealand. We're leaving with a four-point lead," said Spithill. "That's the important thing. I'm happy with how the team did. Obviously we've got a lot to work on but there's no question we'll be ready for Newport."

The final event of the 2011-12 AC World Series will take place in Newport, Rhode Island from June 26 through July 1. At the conclusion of racing in Newport, the 2011-12 AC World Series champion will be crowned.

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A Summer of Outdoor Fun at Jack London Square

BC STAFF REPORT

Summer has arrived and the Jack London Square waterfront offers a myriad of ways to enjoy the season. From evening concerts and outdoor dining to open-air film, dancing and shopping events, Jack London Square has an array of opportunities for all to enjoy the longer days and warm evenings.

New to Jack London Square this summer is **Jack's Night Market**, a combined evening farmers' market and outdoor shopping bazaar on the waterfront—it's a celebration of Oakland's First Fridays. On June 1 and July 6 from 6 – 10 p.m., enjoy an entertaining evening under the stars showcasing Oakland artisans and

designers, live music and a host of quirky, fun performers—from magicians and psychics to acrobats and more.

Returning again to Jack London Square this summer are a few of its most popular event series. For music lovers, the **SoundWaves** Thursday evening concerts on the waterfront are back—featuring two evenings of live music and fun at the foot of Broadway on the waterfront. On June 7 and 14, respectively, listen to Bay Area R&B band Dynamic and jazz/hip-hop quintet the Shotgun Wedding, from 5:30 – 7:30 p.m. and then enjoy dinner at any one of Jack London Square's delicious restaurants.

For those of you inspired by *Dancing with the Stars*, or if you're just looking for a fun way to get a little exercise and enjoy the summer evening, Jack London Square's weekly dance series, **Dancing Under the Stars**, returns to

the outdoor plaza at the base of Broadway. Beginning Friday, June 1 and running through August, the evening begins at 8:30 p.m. with FREE dance lessons provided by the Linden Street Dance Studio, followed by a dance party for all until 10:00 p.m.

Movie lovers will enjoy the return of Jack London Square's free, weekly outdoor film series, **WaterFront Flicks**. Every other Thursday evening from July 12 through September, a selection of family crowd-pleasers will be shown, kicking off with *We Bought a Zoo*. Movies begin at nightfall.

Bring the family to Jack London Square this Fourth of July from 11 a.m. to 4 p.m. for the **Family Fun Festival**, a day filled with family-friendly fun and games on the waterfront. Enjoy live music, festival food and entertainment.

On August 18, **Pedalfest** returns to

Jack London Square from 11 a.m. to 8 p.m. Bicycle enthusiasts of all ages and skill levels will enjoy this free celebration of all things cycling. Organized in collaboration with the East Bay Bicycle Coalition, this dynamic and family-friendly event features pedal-powered food, a pedal-powered sound stage featuring live music, daredevil stunts, a kid's bike rodeo, safety training, handmade and vintage bikes and much more.

Jack London Square also features an ongoing schedule of weekly events and specials ideal for the summertime. Rent a canoe, kayak or bicycle, attend one of several open art studio events, book a Bay Voyager boat tour, visit the Sunday farmers' market or try one of the many world-class restaurants. For details on all programs and events, please visit www.jacklondonsquare.com/events.

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June - August, Fridays, 8:30 pm - 10 pm
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PEDALFEST

August 18, 11 am - 8 pm
An amazing celebration of everything bicycle!
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SOUNDWAVES

June 7 & June 14, 5:30 pm - 7:30 pm
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FAMILY FUN FESTIVAL ON THE 4TH

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Summer Sailstice Celebration Marks 12th Year

Sailors around the world are making plans to celebrate the sailing lifestyle by getting out on the water for Summer Sailstice on Saturday, June 23—the weekend closest to the summer solstice. Founded in the Bay Area by *Latitude 38* associate publisher John Arndt, Summer Sailstice marks its 12th year with a family-friendly celebration hosted at Encinal Yacht Club in Alameda from 11 a.m. to 7 p.m.

The sailing community and public are invited to attend this free, full-day event. Activities will include a harbor stroll, YRA regatta, photo scavenger hunt, educational seminars, sailing demonstrations, boat building competition, free sailboat rides for families, food and beverage vendors, plus an evening PirateCon party.



These 10' Access dinghies from BAADS (Bay Area Association of Disabled Sailors) were on hand at last year's Summer Sailstice offering free sailboat rides for attendees.

“New for 2012 is the Estuary Stroll, which invites all Bay Area sailboats to hit the waves on the Alameda Estuary at 2 p.m. and be part of the aerial photograph. In addition there is a PirateCon evening party, YRA post-race raft-up and visit from the America's Cup yacht *USA 76*,” said Arndt. “There are thousands of boats in the Bay Area. This is the one event offering the opportunity for everyone to sail, race, cruise and enjoy the waters in a global celebration.”

Riding the Wave in Advance of America's Cup

Does the upcoming America's Cup have you intrigued about sailing? Then explore the world of sailing at this free event for sailors and those curious about sailing. “The America's Cup has created

a growing interest in sailing and we've seen a dramatic increase from those inquiring about sailing lessons,” said Anthony Sandberg, owner of OCSC Sailing in Berkeley. “Summer Sailstice has been part of the sailing culture for over a decade now. We feel that anyone whose interest has been piqued by Cup activities needs to get over to this fun event.”

In 2011, sailors in 50 U.S. states and more than 40 countries participated in Summer Sailstice, participating in everything from ocean race regattas, social sails on a lake and family

picnics aboard a rowboat to philanthropic events that took disabled children out on the water. For more information, visit www.SummerSailstice.com.

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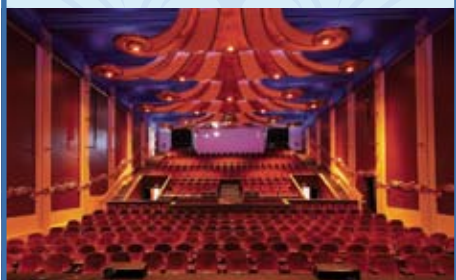
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CULTURAL CURRENTS

Heroic Spectacles and Sublime Art

BY PAUL DUCLOS

June is typically a cold month in fog-bound San Francisco, but a series of events should brighten the days for those who appreciate opera, photography and golf.

San Francisco Opera's summer 2012 season will feature three productions never before seen in San Francisco. Friday, June 8 is the long-awaited Bay Area premiere of *Nixon in China* by Pulitzer Prize-winning composer John Adams and librettist Alice Goodman. These performances mark the 25th anniversary of this work, originally co-commissioned by David Gockley.

The season continues with the San Francisco debut of a new co-production of Verdi's *Attila*, opening June 12, which premiered at Milan's Teatro alla Scala in June 2011 and features legendary Italian bass Ferruccio Furlanetto in the title role and Lucrecia Garcia in her Company debut as Odabella. Completing the Summer Season is Mozart's *The Magic Flute*, beginning June 13, presented in a new production designed by visual artist Jun Kaneko and bringing together a strong ensemble cast including Heidi Stober, Alek Shrader, Nathan Gunn, Kristinn Sigmundsson and Albina Shagimuratova. <http://sfopera.com/>

The San Francisco Museum of Modern Art (SFMOMA), in cooperation with the Vatican Library, has announced the publication of a book on the previously unknown and major collection of photographs at the Vatican Library. Authored by SFMOMA's Senior Curator of Photography Sandra S. Phillips, *The Papal Collection of Photographs in the Vatican Library* provides the first public look into this extraordinary collection. The book studies and reproduces over 100 photographs, and focuses on the period of the mid-19th to early 20th century, ending with pictures made around the time of World War II.



Friday, June 8 is the long-awaited Bay Area premiere of *Nixon in China* by Pulitzer Prize-winning composer John Adams and librettist Alice Goodman.

"This is a wonderful collection, one that was entirely unknown to the outside world," said Phillips. "It is extremely important not only for the pictures themselves—many beautiful examples of often unknown photographers, many of whom are not professionals—but also for their historical meaning, which is very significant."

The Vatican Library is among the oldest continuously operating libraries in the world. In the 19th century, after the medium was invented, photographs gradually entered the library's holdings and were specifically directed to the Papal Addresses, a collection of items, mainly correspondence, sent to the Pope. Today this collection includes thousands of pictures. Many of the objects are not single photographs but are included in albums, portfolios, and other groupings, often in elaborate formats. The bindings and covers are sometimes intricately designed in semi-precious materials, though there are also many examples of simpler, more vernacular presentations. The collection has recently been relocated to the Department of Graphic Arts after the recent renovation of the library. <http://www.sfmoma.org>

The Olympic Club, San Francisco, hosts the next major PGA event from June 14 through 17. This is the fifth U.S. Open Championship and the 10th USGA championship to be conducted at the Olympic Club (Lake Course). Here are some highlights from the history of championship golf at the Olympic Club:

In 1955, Jack Fleck defeated four-time Open champion Ben Hogan in a playoff. Fleck, a municipal-course professional in

Davenport, Iowa, who was playing his first full year on the tournament tour, birdied two of the last four holes to tie Hogan at seven-over-par 287. He shot 69 in the 18-hole playoff and never trailed, as Hogan carded a 73.

In 1966, Billy Casper won his second U.S. Open in a playoff with Arnold Palmer. Casper trailed by seven strokes with nine holes to play in the final round, but rallied to match Palmer at two-under-par 278. In the playoff, Palmer led by two shots after nine holes, but Casper erased the lead with a 50-foot birdie at the par-three 13th. Casper finished with a one-under-par 69, while Palmer shot 73.

Scott Simpson birdied the 14th, 15th and 16th holes of the final round in winning the 1987 U.S. Open and overtaking Tom Watson. Simpson's 72-hole total of 277, three under par, was one stroke better than Watson's 278. They were the only players to better par for the championship.

Lee Janzen made four birdies and no bogeys over the final 15 holes to capture his second U.S. Open in 1998 at the Olympic Club. Janzen, who finished at even-par 280 for a one-stroke win, came from seven strokes behind Payne Stewart, the largest come-from-behind victory after 54 holes in 25 years. He earned a share of the lead with birdies on the 12th and 13th holes, before carefully navigating pars the rest of the way. Stewart bogeyed the 16th, but had a chance to tie Janzen on the finishing hole. His 25-foot birdie putt slid inches below the hole. <http://www.olyclub.com/>

VETERAN PRESIDENT OF BAY TOURS, FERRIES AND CRUISE SERVICES TO TAKE THE HELM AT PIER 39

BC STAFF REPORT

PIER 39 recently announced a series of management changes, including the forthcoming retirement of President/CEO Robert S. MacIntosh. Succeeding MacIntosh will be Taylor Safford, current president of Blue & Gold Fleet.

"I am truly honored to take on this new role in a company that is a dominant player in the travel industry, as well as an established and well-respected brand in our community," said Safford. "I'm inspired by the opportunity to lead and to work with the management team and employees of the PIER 39 Companies."



Taylor Safford will become PIER 39's CEO.

Safford, who has an MBA from San Francisco State University, held a series of executive positions at Blue & Gold Fleet before becoming president in 2006. When he becomes president and CEO on August 1, Safford will be responsible for the operation of all the PIER 39 Companies' divisions and affiliated entities, including Blue & Gold Fleet, Pier Restaurants L.P., California Partnership Marketing Group, Strategic Alliances and Bay Marina Management, Inc., as well as the world-famous PIER 39 shopping, dining and

entertainment complex. Safford has worked for the PIER 39 Companies since 1979.

"I am extremely proud of the state of the pier today. Our occupancy rate is over 96 percent," said MacIntosh. "We also celebrate the fact that 2011 was a banner year for PIER 39. In our 33-year history, it was our most successful year, garnering \$192 million in sales."

Meanwhile, Carolyn Horgan has been appointed as new president of Blue & Gold Fleet. Previously vice president of operations for Blue & Gold, she is now responsible for the operation of 20 vessels, ferry services and bay cruise excursions. Horgan has 35 years of experience in vessel operations and was the first female dispatcher hired in the Bay Area. Horgan holds an MBA from Golden Gate University.



Carolyn Horgan was recently appointed president of Blue & Gold Fleet.

Blue & Gold Fleet is the largest private water transportation operator on the West Coast. Additionally, Blue & Gold operates commuter ferry services throughout the Bay. In 2011, the San Francisco Water Emergency Transportation Authority awarded Blue & Gold Fleet the exclusive contract to operate San Francisco Bay's ferry services. Blue & Gold Fleet carries three million passengers annually.

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WATERFRONT ACTIVITIES

- Every Saturday** **9:30AM – 11:30AM, 12PM - 2PM & 2:30PM - 4:30PM - Introduction to Sailing Course**
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.
- Every Wednesday** **6PM – 8PM - Wednesday Night Sails & Chili Social - 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 from 8-10 pm. Don't miss this great opportunity for a mid-week break! Cost is \$40.
- June 2** **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 2** **7:30PM – 10:30 PM - Moonlight Kayaking, Jack London Square, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. Cost is \$49.
- June 3** **10AM – 12:30 PM - Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Help the crew raise the sails and steer the boat, or just sit back and enjoy the view! Morning winds are typically light so we often get to sail under the Golden Gate Bridge. This sail will include optional learning stations in San Francisco Bay ecology and seamanship. It's a great sail for families, though all are welcome! Light snacks and beverages served. Cost is \$45 for adults, \$25 for youth 6-12, and children under 6 are free. To register, visit www.callofthesea.org and click on "Public Sails".
- June 15** **6PM – 8:30PM - Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! You can sit back and enjoy an unmatched view of the city front and local landmarks, or get involved in the sailing with our professional crew. With complimentary wine, cheese, and other refreshments, what better ways is there to end the week? Cost is \$45 for adults. To register, visit www.callofthesea.org and click on "Public Sails".
- June 16** **10AM – 2PM - Bay Cruising Destination Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn about all the great places to go on the Bay from people who have "been there done that." Restaurants, golf courses and anchorages, we've got you covered. Cost: Members \$56/Non Members \$75. Please call to reserve space.
- June 16** **10AM – 5PM - Angel Island Hike & Sail - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Motor over to Angel Island in the morning. Enjoy a rigorous hike around Angel Island. Sail back to Sausalito in the afternoon. Cost: Members \$75/Non Members \$100. Please call to reserve space.
- June 16 & 30** **7PM – 9:30PM - Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak across tranquil waters as the sunsets behind Mt Tam is a mystical experience you won't soon forget. This unique kayak tour allows for a spectacular vantage point of the sun setting into the night's sky. We will paddle leisurely while admiring the yellow and reds of the sun's last light reflecting off the water's surface.

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 17 9AM – 2PM - 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 17 9AM – 5PM - Anchoring Clinic - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
If you've got questions about anchoring or your technique is a little rusty, we've got you covered in this one day on-the-water clinic. Intended for Basic Cruising or equivalently skilled students. Cost: Members \$282/Non Members \$375. Please call to reserve space.
- June 22 6PM – 8:30 PM - Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! You can sit back and enjoy an unmatched view of the city front and local landmarks, or get involved in the sailing with our professional crew. With complimentary wine, cheese, and other refreshments, what better way is there to end the week? Cost is \$45 for adults. To register, visit www.callofthesea.org and click on "Public Sails".
- June 23 Noon – 6PM - Summer Saistice with Sunsail, Sunsail Charters, Sausalito, 800-797-5907, www.sunsail.com**
Come join the Bay Area's newest Yacht Charter company at the Encinal Yacht Club in Alameda as we celebrate the Summer Sailstice (see page 19). Our new boats will be available for quick rides out on the Bay at the Summer Sailstice event so come out and climb aboard a new Sunsail First 40!
- June 23 2PM – 6PM - Summer Sailstice Sail, Party & BBQ - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The Summer Sailstice (see page 19) was created in 2000 and has since blossomed into a world-wide event that now attracts thousands of sailors from across the globe. We think an international holiday to celebrate sailing is a pretty good reason to party, so we'll be rising to the occasion here at the club! 3 hour sail on the 82 foot Schooner *Seaward* \$75/person from 2pm-5pm. Free Party Open to Everyone: 4pm - 6pm. BBQ, drinks, music and great people!
- June 23 7:00 PM – 10:00 PM - Oakland Sunset Kayaking, Jack London Square, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
At sunset the water often turns glassy and calm on the Oakland Estuary, and twilight adds to the unique ambiance. We'll enjoy a leisurely paddling pace as the sun goes down, setting the stage for a beautiful evening on the water. Weather depending, we'll paddle towards the mouth of the Oakland Estuary, or towards Alameda Island, taking in the quaint sights of this nautical community. Cost is \$49
- June 29 9:00 AM – 4:00 PM - Beginning Sea Kayaking, Oakland Estuary, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Enjoy a weekday on the Oakland Estuary learning how to paddle a sea kayak with our expert instructors. Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. Be prepared to get wet! Includes boat, wet suit and paddling gear, and free coupon for a future rental. Cost: \$89.

All Bay Area Ferry Schedules in One Place!

There are many schedules that will be changing in June. Times listed in **BLACK** will remain the same. **Times listed in BLUE** are effective through **June 10**. **Times listed in RED** are effective **June 11, 2012**

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.	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 2:00	2:30 2:50	3:30 4:00	4:20 4:50
7:50	8:20	8:30	9:05	4:30 5:00	5:20 5:50	5:30 6:25	6:20 7:15
8:20	8:50	9:10	9:45	-----	-----	7:30 7:25	8:15 8:10
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur			
11:10	11:45	11:55	12:30 p.m.	Sausalito			
11:40	12:15 p.m.	12:25	1:00	Daily			
12:40 p.m.	1:15	1:25	2:00	Daily			
2:15	2:50	3:00	3:30	Adult Cash Fare	\$8.75		\$9.25
2:50	3:25	3:35	4:05	Clipper	\$5.70		\$4.85
3:40	4:15	4:25	4:55	Youth/Senior/Disabled	\$4.25		\$4.50
4:15	4:45	5:00	5:30	Children 5 and under (limit 2 per fare-paying adult)	FREE		FREE
-----	-----	5:20	6:05	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
5:10	5:45	5:55	6:25	Golden Gate Ferry Fares, Effective July 1, 2011			
5:35	6:10	6:20	6:50	Fares shown are for one-way travel			
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
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.

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	4:40	5:10
3:20	3:50	4:00	4:30	5:30 5:35	5:55 6:05	6:10 6:00	6:30
4:45	5:15	5:30	6:00	6:50 6:45	7:20 7:15	-----	-----
6:10	6:35	6:45	7:10	Effective through June 10, 2012			
7:20	7:50	7:55	8:20	Effective June 11, 2012			

Contact Information For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>
Toll free 511 or 711 (TDD) 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

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	2:30 p.m.	Adult (18+) \$24.00
10:45	3:00	Youth (5-17) \$16.00
11:15	3:45	Child (under 5) Free
12:00 p.m.	4:15	Family Pass \$69.00 (2 Adult + 4 Youth)
1:15	5:00	
1:45	6:15	

ROCKETBOAT

DAILY

Depart from Pier 39		FARES:
12:15 p.m.		Adult \$24.00
1:00		Senior (65+) \$20.00
1:45		Junior (12-18) \$20.00
2:30		Child (5-11) \$16.00
3:30		
4:15		
5:00		
6:00		

Holiday schedule on Memorial Day (May 28), Independence Day (July 4) and Labor Day (Sept 3)

Blue & Gold Ferry

TIBURON COMMUTE

TIBURON - S.F. Ferry Building				SAUSALITO			
Weekdays				Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:35 a.m.	06:00 a.m.	6:05 a.m.	6:30 a.m.	10:55	11:25	11:35	12:05
6:40	7:05	7:10	7:35	12:15	12:45	1:00	1:30
7:50	8:15	8:20	8:40	2:35	3:30	3:45	4:15
8:45	9:10	-----	-----	4:25	5:25	5:35	6:05
11:15	11:35	11:45	12:30	6:15	6:45	6:55	7:25
-----	-----	4:25 p.m.	4:50 p.m.	---	8:10	8:20	8:35
4:55 p.m.	5:20 p.m.	5:25	5:50	8:40*	9:30*	9:40*	10:20*
5:55	6:20	6:30	6:55	* Fridays only - Friday North Bay Getaway			
7:05	7:30	7:35	7:55	Weekends and Holidays			
9:20 pm*	8:50 pm*	8:55 pm*	9:15 pm*	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
---	10:05 pm*	---	---	10:55	11:25	11:35	12:05

TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:50	11:10	11:15	12:00
12:10	12:30	12:35	12:55
1:05	1:25	1:35	2:20
2:30	2:50	3:00	3:20
4:25	5:00	5:10	6:05
---	7:55	8:00	---
8:40*	9:15*	9:20*	10:20*

* Fridays only - Friday North Bay Getaway

TIBURON - Pier 41

Weekends and Holidays					
Depart Ferry Bldg	Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Arrive Pier 41
9:20	9:45	10:30	10:40	11:10	11:35
11:20	11:45	12:35	12:45	---	1:15
---	2:20	2:50	3:00	---	3:40
---	3:50	4:50	5:00	6:00	5:30
---	5:40	6:35	6:45	---	7:15
---	7:25	8:10	8:15	---	8:45

FARES:	One-way	Round trip
Adult	\$10.50	\$21.00
Child (5-11)	\$6.25	\$12.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

ALAMEDA/OAKLAND - ANGEL ISLAND

Weekends Only					
Depart Oakland	Depart Alameda	Arrive Angel Island	Depart Angel Island	Arrive Alameda	Arrive Oakland
9:00am*	9:10am*	10:10am	3:35pm	4:10pm	4:20pm

VALLEJO - ANGEL ISLAND

Weekends Only			
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
8:30 am *	10:10 am	4:30 pm#	7:30 pm#

* Requires transfer at Pier 41 to 9:40am Al Ferry.
Transfer at Ferry Building for 6:30pm departure to Vallejo

BAY CRUISE

Depart Pier 39	
Weekdays	Weekends and Holidays
10:45 a.m.	4:30 p.m.
12:00 p.m.	5:15
1:15	5:45
2:00	6:30
2:30	7:00

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)	\$21.00

Discount fares available at www.blueandgoldfleet.com

ANGEL ISLAND - S.F.

Weekdays - Daily Departures Pier 41					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
9:15	9:45	10:10	10:20	---	---
---	1:05	1:45	1:55	---	2:20
---	2:35	3:00	3:15	---	4:15

Weekends & Holidays Pier 41		
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island
9:20	9:45	10:10
11:25	11:45	12:15
---	2:20	3:10
---	3:50	4:20

No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day

FARES:	One-way	Round-trip
Adult	\$10.50	\$21.00
Child (5-11)	\$6.25	\$12.50

For the most current schedule, visit <http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm>

ANGEL ISLAND - S.F.

Weekdays - Daily Departures Pier 41					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
9:15	9:45	10:10	10:20	---	---
---	1:05	1:45	1:55	---	2:20
---	2:35	3:00	3:15	---	4:15

Weekends & Holidays Pier 41			
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Arrive Pier 41
9:20	9:45	10:10	11:20
11:25	11:45	12:15	12:25
---	2:20	3:10	3:20
---	3:50	4:20	6:00

ANGEL ISLAND PRICES (Round-trip)

FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*
Adult	\$17.00	\$14.50	\$30.50*
Child	\$9.50 (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)

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays and Weekends (May 1, thru Oct 13)			
Tiburon to Angel Island		Angel Island to Tiburon	
Monday - Friday	10am 11 1pm 3	Monday - Friday	10:20am 11:20 1:20pm 3:30
Saturday - Sunday	10am - 5pm Hourly	Saturday - Sunday	10:20am 5:20 Hourly

Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups

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 www.angelislandferry.com / Schedule Subject to change w/o notice

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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	-----
10:00	11:10	11:30 a.m. #
11:30	12:45	
2:00 * p.m.	3:30 *	3:10 p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15 *	6:55

Weekends & Holidays (May - Oct)

8:30 a.m.*	10:00 a.m.*	9:40 a.m.*
10:00#	11:10#	11:30#
11:30	12:45	
2:00 p.m.#	3:10 #	3:30 p.m.#
3:30*	5:00*	4:40*
5:15	6:30	
7:30*	9:00*	8:40*

Serves SF Ferry Building prior to arrival at Pier 41

* Serves Pier 41 prior to arrival at SF Ferry Building

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	\$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.

No Service on: Thanksgiving Day (Nov 24), Christmas Day (Dec 25), or New Year's Day (Jan 1)

Holiday Schedule in effect for: President's Day (Feb 20)



San Francisco Bay Ferry

A SERVICE OF WETA

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

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

For the most current schedule: www.eastbayferry.com/

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

Weekday Commute

Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	-----	-----
-----	4:30 p.m.	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

No weekend or holiday service

FARES:	
One-way Adult	\$6.50
One-way Juniors (5-12)	\$3.25
Children (under 5)	Free
Disabled / One-way Seniors (62 & over)	\$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	

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:00	9:10	-----	9:35
10:40	10:25*	11:10	11:25
12:20	12:10*	12:50	1:05
1:55	1:45*	2:25	2:40
4:25	4:10*	4:50	5:05
6:05	5:50*	5:30	6:35
7:35	7:20 *	7:00	8:20
9:10	9:00*	8:40	9:50
11:15	11:05*	---	11:45

Weekends and Holidays from San Francisco

Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
8:30	---	9:10	9:00
9:45	10:00	10:20	10:35
11:35	11:50	12:10	12:20
1:10	1:25	1:45	1:55
3:15	---	4:10	4:20
5:15	5:30	5:50	6:00
6:45	7:00	7:20	7:30
8:25	8:40	9:00	9:10
10:35	10:45	11:05	11:15

No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day.

Regular weekday service on Martin Luther King Jr. Day

FARES: One Round 10 Ticket 20 Ticket Monthly

	Way	Trip	Book	Book	Pass
Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
Junior (5-12)	\$3.50	\$7.00			
Child under 5*	FREE	FREE			
Senior (65+)*	\$3.10	\$6.20			
Disabled Persons*	\$3.10	\$6.20			
Active Military	\$5.00	\$10.00			
School groups	\$2.00	\$4.00			
Short Hop 3	\$1.50	n/a			

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.

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.

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:15 a.m.
7:25 a.m.	7:40 a.m.	8:15 a.m.
7:55 a.m.	8:10 a.m.	8:45 a.m.
5:10 p.m.	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland

Depart SSF	Arrive Alameda	Arrive Oakland
7:20 a.m.	7:50 a.m.	8:05 a.m.
4:15 p.m.	4:50 p.m.	5:05 p.m.
5:45 p.m.	6:20 p.m.	6:35 p.m.

No weekend or holiday service

AROUND THE BAY IN JUNE

If You Shred It, They Will Come

That's the physics theory behind the Tony Hawk–Rad Science Exhibit at UC Berkeley's Lawrence Hall of Science that answers the question: How can a visit to a local skatepark demonstrate important physics principles? On Saturday, June 2, the world's most famous skateboarder and exhibit namesake, Tony Hawk, brings the gravity-defying answer to Berkeley in a tag-team demonstration with Berkeley physics professor Joel Fajans. Hawk, along with other professional skateboarders, will perform an exciting demonstration on a specially designed vertical skate ramp set up just outside The Hall. There will be a DJ and a fun skate vibe, but rather than the usual sports commentary, professor Fajans will provide insights into how physics principles are being applied. The Rad Science exhibition will allow visitors to put themselves into the role of skateboarders and scientists as they explore over 25 interactive experiences. The exhibit, which runs through September 3, is open daily from 10 a.m. to 5 p.m. and general admission is \$6-12. Children under 3, members and UC Berkeley students and staff receive complimentary admission. The opening event is on June 2nd at 1 p.m. Tickets for the opening event include admission to the exhibition and are \$20, kids under 3 are free. Tickets for members and UC Berkeley staff and students are \$7. Event capacity and parking is limited and advanced ticket purchase is highly recommended. For more information, visit www.lawrencehalloffscience.org or call (510) 642-5132.

Berkeley Exhibition and Auction

Over 70 outstanding artists will be featured in COLLECT!, a special exhibition and ongoing silent auction opening on Saturday, June 16 and culminating in a closing party and final bidding bash on Saturday, July 14. Join in an opportunity to acquire extraordinary work and support Berkeley Art Center. The first opportunity to see the exhibition and silent auction works will be at the opening reception on June 16 from 5:30 to 7:30 p.m. Be the one to "buy it now" at a reserve price, or consider your strategy over the course of the four-week exhibition. Then don't miss the closing exhibition bash and last chance to bid on some incredible art from 5 to 8 p.m. on July 16. Many of the artists will be present and there will be special risqué entertainment and hors d'oeuvres by a celebrity caterer, as well as drinks and live music! Tickets are \$25 at the door, and \$20 in advance. To reserve advance tickets, please e-mail Ann Weber at annw@berkeleyartcenter.org or call (510) 644-6893.

Baseball Italiano

From June 22 through November 25, the Museo Italo Americano at Fort Mason Center in San Francisco will present a documentary exhibit featuring more than 150 images from the 1890s to the present, along with memorabilia chronicling the history and contributions of Italian Americans to baseball. In a most enlightening and entertaining way, the exhibit explores the connection between baseball and the Ital-

ian assimilation experience in America. During the five-month exhibition, the Museo has scheduled numerous events, including noted speakers and appearances by baseball luminaries. A major focus of this presentation will be the prominent role played by players from the San Francisco area. For additional information, visit www.sfmuseo.org or call (415) 673-2200.

Union Street Festival Keeps It Green

The 36th annual Union Street Eco-Urban Festival returns to San Francisco on Union Street between Gough and Steiner on Saturday and Sunday, June 2-3 from 10 a.m. to 6 p.m. rain or shine. The festival offers those who attend the opportunity to discover fabulous arts and crafts, indulge in delectable treats, groove to live music, and experience culinary delights on the cooking demo stage. All six blocks of the Union Street Festival will provide an excellent way to welcome the summer season. As one of San Francisco's largest festivals, the free event boasts a marketplace featuring international fine arts and crafts from 150 talented artists and craftspeople, including potters, jewelers and photographers from around the Bay Area. With its eco-urban theme promoting the value of green living, the event will dedicate two blocks of the festival (beginning at Gough Street) to green exhibitors, businesses and educators. Festival-goers can enjoy activities such as demonstrations on sustainable living, information on healthy cooking and diet choices, mingle with eco-

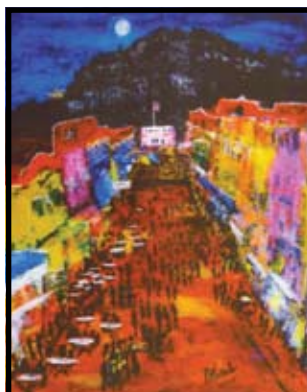
conscious community members and entrepreneurs, or purchase amazing arts and crafts from local artisans who use sustainable and recycled materials. For entertainment line-up and updates, please visit unionstreetfestival.com.

GLBT Museum Celebrates Pride Month

The GLBT History Museum will present five programs in June to mark Pride Month. The programs at GLBT History Museum will feature queer theory, religion, performance, film and fiction. The GLBT History Museum is the first full-scale, stand-alone museum of its kind in the United States. A project of the GLBT Historical Society, the museum is a research center and archives founded in 1985 that houses one of the world's largest collections of lesbian, gay, bisexual and transgender historical materials. Currently featured are two major exhibitions: *Our Vast Queer Past: Celebrating San Francisco's GLBT History* and *Life and Death in Black and White: AIDS Direct Action in San Francisco, 1985-1990*. All of the events take place at the museum at 4127 18th Street in the city's Castro District. Admission is \$5 (suggested donation). For more information, call (415) 621-1107 or visit www.glbthistory.org.

Take a Seat and Read

The Sitdown Readers' Theatre hosts a monthly literary event at the North Beach Library at 2000 Mason Street in San Francisco. Often it is a play reading or the works of some great author. This is a participatory event though it is okay to come and listen, too. Participants are provided with a script. On Saturday June 9, at 2 p.m. they will read a slice of *Alice Through the Looking Glass* by Lewis Carroll. For more on this event, contact host Peter Garland at pgoakland@aol.com or (510) 834-3617.



FRIDAY NIGHTS ON MAIN

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WWW.TIBURONCHAMBER.ORG**

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

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To All America's Cup Enthusiasts,



Like everyone in the San Francisco Bay Area who is passionate about sailing, we at The Bay Maritime Group are delighted and excited by the choice of San Francisco for the 34th America's Cup. We know that many members of the Superyacht community have made the decision to visit San Francisco to watch the races, and we are actively preparing to welcome each and every boat to the Bay Area. We invite all yacht owners and captains, and yacht management groups, to visit our facilities in Alameda, Treasure Island and Point Richmond, and we will do everything we can do make your stay a memorable one.

The Bay Maritime Group offers many important advantages to support the servicing and refit of any yacht project. Our management team provides years of experience in the supervision of vessel design/build contracts and Superyacht refit and maintenance projects. Further, we offer the capabilities that are only available through a full service ship repair company with the experience and resources necessary to successfully accomplish every element of a Superyacht refit.

We look forward to hearing from you, and invite you to visit our facilities.

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