



BAY CROSSINGS

"The Voice of the Waterfront"

March 2012 Vol.13, No.3



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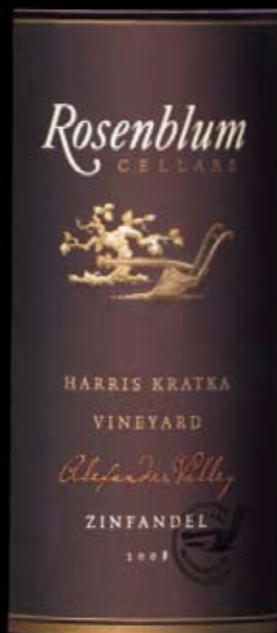
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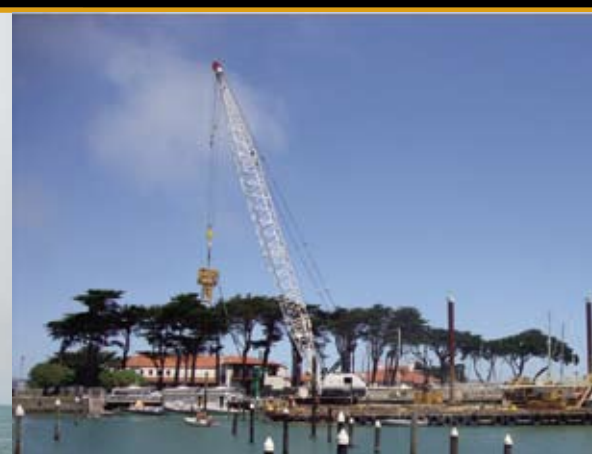
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To see, be, do, know



Will Travis received a grand send-off when he retired last month. State bureaucrats usually don't get red-carpet shindigs taking up the entire second floor of the Ferry Building and attracting over 500 guests, but it's a testament to the special affection the waterfront community—and the entire Bay Area, really—has for the avuncular yet peerlessly effective Travis, who ran the Bay Conservation and Development Commission for 17 years. Photo by Hartmann Studios

Corrections & Letters

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

BAYCROSSINGS

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Signal Timing Initiative Delivers Big Boost for Bay Area Mobility

A new program to promote the synchronizing of traffic signals owned by Caltrans with those owned by Bay Area cities and counties is delivering benefits—including shorter travel times, reduced tailpipe emissions and improved safety for bicyclists and pedestrians—that outpace costs by a ratio of 80 to 1. The Metropolitan Transportation Commission (MTC), in partnership with Caltrans and local governments, has completed the first 13 signal timing projects through its Program for Arterial System Synchronization (PASS), which provides technical and financial assistance to Bay Area agencies to improve the safety and efficiency of traffic signal systems in select corridors.

Analysis of the \$1.25 million first round of PASS projects—which involved 339 traffic signals in seven counties during the 2010-11 fiscal year—pegs the total value of the mobility and emissions improvements at more than \$101 million over the next five years. Cumulative results anticipated from the initial cycle include:

- Travel time savings for autos: 18 percent, or more than 3.8 million hours

- Auto speed increase: 26 percent
- Travel time savings for transit: 7 percent or almost 48,000 hours
- Transit speed increase: 9 percent
- Auto fuel consumption savings: 14 percent or more than 9.87 million gallons
- Reduction in reactive organic gases emissions: 88.81 tons
- Reduction in oxides of nitrogen emissions: 94.19 tons
- Reduction in particulate matter emissions: 9.97 tons
- Total emissions reductions from autos: 712.39 tons

“PASS is a key part of MTC’s larger Freeway Performance Initiative,” said MTC Chair and San Mateo County Supervisor Adrienne Tissier, noting the program largely encompasses major arterials parallel to the Bay Area freeway system. “Like the rest of the freeway initiative, it delivers a very big return on a comparatively modest investment.”

Tissier pointed specifically to a pair of PASS projects in San Mateo County in which Caltrans teamed with the cities of Redwood City and South San Francisco. “These projects included 10 signals along



Photo courtesy of City of Walnut Creek

PASS projects enhance safety by re-timing walk signals to accommodate pedestrians traveling at a walking speed of 3.5 feet per second rather than the previous standard of 4 feet per second.

El Camino Real, Westborough Boulevard and Chestnut Avenue in South San Francisco, where we’ve seen a 24 percent drop in travel times, plus eight signals along Middlefield Road in Redwood City, where travel times are down by 21 percent. Add in the fuel savings and reduced emissions from idling vehicles and the benefit/cost ratios are 51:1 in Redwood City and 100:1 in South San Francisco.”

MTC Vice Chair and Orinda City Councilmember Amy Rein Worth noted similar results from a project involving Caltrans and Walnut Creek to synchronize 87 signals throughout the city. “The Walnut Creek project was by far the largest in the first round of PASS initiatives and yielded benefits that exceed costs by a ratio of 93:1. I expect the next cycle of PASS projects to deliver the same bang for the buck.”

Traffic signals owned by Caltrans typically are located along major arterials such as El Camino Real in San Mateo and Santa Clara counties, Mission Boulevard in the East Bay or Van Ness Avenue in San Francisco that are part of the state highway system, or control intersections at the entrance to or exit from freeways.

PASS projects’ safety benefits for bicyclists come from increasing the minimum “green times” in each direction. Pedestrian safety is enhanced by re-timing walk signals to accommodate pedestrians traveling at a walking speed of 3.5 feet per second rather than the previous standard of 4 feet per second. To improve safety for children and seniors, the PASS program allows for implementation of even greater pedestrian clearance times at intersections near schools or senior centers.

The next round of PASS investments will cost about \$1.25 million and include 21 separate projects with a total of 360 traffic signals in Alameda; Berkeley; Brentwood; Danville; East Palo Alto; Fairfield and Suisun City; Fremont; Larkspur; Menlo Park; Mountain View; Napa; Oakland; Petaluma; San Leandro; San Rafael; San Ramon; Santa Clara; South San Francisco; and Windsor; as well as in unincorporated areas of San Mateo and Santa Clara counties. All these projects are slated for completion by mid-2012. The five-year time frame for analysis of PASS projects’ impact is based on the expectation that signals will be retimed after five years.



Photo by Peter Beeler, MTC

Many of the traffic signals upgraded through the PASS initiative control intersections at the entrance to or exit from freeways.

LETTER TO THE EDITOR

I was extremely disappointed to see such blatant use of unnecessarily provocative language in your December follow-up op-ed piece regarding pollution in Bay Area marinas.

The impact of an otherwise reasonably presented article on pollution was seriously compromised by the totally unsupported and unsubstantiated claim that “*The most egregious offenders are those who live on their boats (liveaboards)...*” There exists absolutely no definitive data aligning greater responsibility for this difficult problem with us liveaboards over any other segment of the Bay Area boating community. Rather, the contrary tends to be the reality. As in all things, exceptions do exist, but the vast majority of legitimate, full time liveaboards are among the least likely to ensure they live in a cesspool by discharging into their own living space! Furthermore, they often provide a de facto “neighborhood watch” resource in their marinas. A far larger community of polluters is to be found among the part time “sneakaboards” and, other weekend recreational boaters who lack the time or inclination to locate a functioning pump-out at the end of their day on the water.

You are to be congratulated on your efforts to highlight the gross pollution emanating from the deteriorating infrastructure of the cities and towns surrounding the Bay, and we boaters certainly have a part to play to help minimize the overall problem, but this anecdotal, inference and innuendo laced style of writing, which unfortunately seems to be appearing ever more frequently on BC pages, does nothing to provide the reasoned and balanced perspective that your readers expect and deserve.

Ian Westbury, MBYH Richmond

Publisher's Response:

You make a fair point, but after writing that “there exists absolutely no definitive data aligning greater responsibility for this difficult problem with us liveaboards,” you go on to assert that “the contrary tends to be the reality,” without providing any evidence to support your claim. The reality is probably that not enough study has been done on the subject to support either of our suppositions.

You also make a distinction between liveaboards and sneakaboards, sneakaboards being people living on their boats without notifying the harbormaster. This was another point that I made in the article that needs to be addressed. Harbormasters surely should be able to know when one of their tenants is living on a boat through simple nighttime observations. Although most marinas’ permits limit liveaboards to 10 percent, Baykeeper estimates that between 10 and 20 percent of the boats in the Bay are used as primary residences.

I admit that I have been only focusing on the negative aspects of this situation,

possibly because I have been personally disgusted by this state of affairs ever since I was made aware of it. However, I recently found out that at least one local marina, Emery Cove Yacht Harbor, is proactively attacking this problem at its roots by implementing strict addendums for liveaboards that involves documentation and monitoring to control illegal discharges. Next month we will be running an article that documents their efforts to make sure that Emery Cove Yacht Harbor remains clean, hopefully providing a model for other Bay Area marinas.

I appreciate your letter and will make an effort in the future to not focus as much on finger-pointing or provocative language and more on the solutions to the overall problem. This is a problem that should concern all boaters and harbormasters alike. *Bay Crossings* will continue to report on this issue and on all who flagrantly disobey the laws regarding sewage dumped from recreational boats.

Joel Williams

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

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

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

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

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

San Francisco Port Commission Adopts New Policy for Zero Waste Events on the Waterfront

The San Francisco Port Commission this week approved a new policy for Zero Waste Events and Activities on port property for events with a total expected attendance of 5,000 or more people, restricting the sale, use and distribution of certain plastic bags, plastic bottles, plastic food ware and the release of balloons.

The Port of San Francisco has worked closely with the City's Department of the Environment to address issues associated with waste generated at large events along the waterfront.

"This policy ensures that events at the Port of San Francisco will be even more sustainable and in keeping with the great beauty of this waterfront and the San Francisco Bay," said San Francisco Port Commission President Doreen Woo Ho. "The support and expertise of San Francisco Environment was essential in developing this landmark policy."

The Port is host to numerous events on Port property each year including fundraising walks and runs, tailgate parties at athletic events, Fourth of July Celebration, Oktoberfest, Fleet Week, New Year's Eve Celebration and the 34th America's Cup events.

Large outdoor events of this size typically generate a variety of plastic wastes from the sale of water in single-use bottles, the use of non-compostable plastic food ware and the distribution of plastic bags to customers for food, merchandise and souvenirs. Along the Port's facilities, the inherent challenges of waste management at a large event are compounded by a windy environment and proximity to the San Francisco Bay.

"We were pleased to collaborate with the Port on their new zero waste event policy," said Melanie Nutter, director of San Francisco's Department of

Environment. "This policy encapsulates many of the sustainability goals and policies that the City already has in place and adds new components to make it comprehensive. All events on Port property will play a role in helping to safeguard our Bay and our environment from plastic debris and other waste."

HIGHLIGHTS OF ZERO WASTE EVENTS POLICY

- The sale, use and distribution of single-use plastic water bottles are prohibited.
- The sale, use and distribution of single-use disposable plastic bags are prohibited.
- The sale, use and distribution of single-use non-compostable plastic food ware are prohibited.
- All compostable plastic food service ware must meet ASTM D-6400 (American Society for Testing and Materials) standards for compostable plastics and have BPI (Biodegradable Products Institute) certification (www.BPIworld.org).
- The intentional release of balloons on Port property in connection with an Event subject to this Policy is prohibited.
- The policy for Zero Waste Events and Activities also serves as non-mandatory goals for events and activities with expected attendance of fewer than 5,000 people.
- The Port Commission may grant a waiver of any of the provisions of this policy, in its sole discretion.

"Pervasive plastics, such as plastic bags, bottles and food ware, pollute San Francisco Bay, threatening wildlife, spoiling water quality and degrading our recreational areas," said Save The Bay Executive Director David Lewis. "We are pleased with the Port Commission's leadership in reducing this harmful pollution."

2012 Looking Up for Cargo Shippers

BY PATRICK BURNSON

Ocean cargo shippers can expect a slight surge in business this year, with the economic tide lifting all boats, according to a prominent shipping industry economist. This will be particularly evident when it comes to measuring port throughput across the continent.

Dr. Walter Kemmsies, Moffatt & Nicloll's chief economist, spoke at the recent meeting of San Francisco Roundtable Council of Supply Chain Management Professionals in Oakland. "The fact that the U.S. is resuming economic leadership is comforting," said Kemmsies. "And our exports are largely responsible for driving this trend."

Kemmsies, who pioneered

development of container volume forecasts by trade lane, uses a blend of regional economic data with the identified market reach of U.S. ports. He said almost every major U.S. outbound ocean cargo gateway is benefitting by demand for U.S. goods.

"But we are still looking for sustainable numbers," he said. "Emerging markets are making the rebound possible but our ongoing deficit in petroleum imports is worrisome."

Meanwhile, U.S. port authorities should continue to lobby for funds to expand infrastructure, said Kemmsies. The observation resonated with the Port of Oakland shippers, the nation's top exporters of agricultural cargo.

"Bulk commodities and specialized capital goods (project cargo) fit the profile of U.S. comparative advantages," he said. "Relative to faster growing emerging markets, the U.S. has a lower cost of

capital. It also has a relative abundance of scarce resources—like water—and more advanced biotechnology. Finally, we have more reliable quality control and surveillance of compliance."

But the higher cost of U.S. labor remains a problem, said Kemmsies, and may not be able to offset the strong demand for raw materials. "And we don't want to live much longer with a jobless recovery," he said. "At the same time, we are encouraged by the government's commitment to invest in its ports and related industries."

Shoreside Power Project at S.F. Port

Job creation on the waterfront may be getting a boost at the Port of San Francisco. Moving rapidly to implement a project with far-reaching environmental benefits, San Francisco Mayor Edwin Lee and Supervisor Malia Cohen joined City staff and representatives of the Port's Pier 70 Shipyard operator, BAE Systems, to announce a new shore power project in the Port's Drydock #2.

The project was approved by the Planning Commission, the Port Commission and the Board of Supervisors as mitigation for air quality impacts resulting from the America's Cup sailing event and the construction of the Port of San Francisco's new James R. Herman Cruise Terminal at Pier 27.

Mayor Lee and Supervisor Cohen introduced legislation to enable the Port to contract with BAE San Francisco Ship Repair, operator of the Port's shipyard at Pier 70, to design and install a multi-million dollar upgrade to the shipyard's electrical system. The upgraded system and new equipment will allow cruise ships and other large commercial and military vessels to shut down their engines and receive clean hydropower power from the city's electrical grid while in port.

The shipyard's shoreside power system, which is expected to be operational by September 2012, was inspired by the Port's shoreside power system for cruise ships, the first such system in the state. That system, located at Pier 27, was inaugurated on October 6, 2010, with the connection

of the *Island Princess*. The Pier 27 system will be offline for two years during the construction of the Port's new James R. Herman Cruise Terminal and the use of the pier by the America's Cup.

"Being environmentally sustainable can create jobs and spur economic growth," said Mayor Lee. "San Francisco has demonstrated with shoreside power that cruise ships that dock on our shores are powerful economic engines for our local economy while at the same time protect our air quality and our Bay waters."

"This unique collaboration between the City and BAE San Francisco Ship Repair will not only mean cleaner air, but the installation of shoreside power will also increase the competitiveness of the ship yard resulting in more work for the skilled union workers that we employ," said Hugh Vanderspek, general manager at BAE Systems.

Dramatic Emissions Reductions at Oakland Port

An independent study by the Institute of Transportation Studies at UC Berkeley shows a dramatic reduction in air pollution from sources at the Port of Oakland. The study reveals a 50 percent decline in diesel particulate matter emissions from drayage trucks and a 40 percent decline in nitrogen oxide emissions in the Port harbor area following implementation of the clean trucks component of the Port's Comprehensive Truck Management Program (CTMP).

"We are very pleased by the results of the UC Berkeley study. It independently confirms that partnering with our stakeholders has resulted in cutting diesel emissions in the Port area in half," said Port Board President Pamela Calloway. "Our partners include the California Air Resources Board, the Bay Area Air Quality Management District, the Environmental Protection Agency, trucking companies, independent owner-operators, and other community stakeholders. Together we have significantly improved air quality in our maritime area; and we are continuing our commitment to reduce pollution because it is vital to the health of our workers and neighbors."



Come Aboard

The New San Francisco Bay Ferry

The launch of the San Francisco Bay Ferry, which operates the Alameda/Oakland and Harbor Bay ferries, is the latest step forward by the regional Water Emergency Transportation Authority (WETA) to provide comprehensive, dependable, convenient and environmentally-friendly public water transit to the Bay Area.

Learn more about the new routes, facilities and service enhancements that WETA has planned at www.watertransit.org.



San Francisco Bay Ferry

Visit www.SanFranciscoBayFerry.com for schedules, fares and info on service between Harbor Bay, Alameda, Oakland and San Francisco.

Marinas, Boaters Need to Take Leadership on Bay Pollution

BY DEB SELF

Can one boater make a difference? Consider this: A weekend boater flushing untreated sewage into San Francisco Bay produces the same bacterial pollution as 10,000 people whose sewage passes through a treatment plant.

One marina operator can make a big difference, too. At Sausalito's Galilee Harbor, a co-op affordable-housing marina owned by its tenants, every boat is connected into the city sewer system. The co-op paid for the dockside sewer hookups and pipes connecting to the main sewer line. Each boat owner paid for the plumbing connections from boat to dockside hookup.

"It took a lot of specialized work, because each boat is configured differently inside," said Doreen Gounard, harbor manager at Galilee. The harbor's resident plumber helped solve those problems. A revolving loan fund, established with grant money, made the hookups available to tenants unable to afford the expense up-front.

Most Galilee boaters are live-aboards—their boats never leave the harbor. But more than a dozen boats go out regularly, including the Gounard family sailboat. Their sewage lines are fitted with valves that allow them to disconnect and reconnect, easily and without polluting.

Gounard, who is also a San Francisco Baykeeper board member, said the residents are glad they no longer have

to walk their waste to a dockside dump station. Plus, the harbor is cleaner. Peer pressure was already keeping anyone at Galilee from flushing human waste directly into the water. But now, gray water from showers and dishwashing also goes to the sewer system, instead of into the marina's waters.

Salt water does not sterilize the bacteria, viruses and other pathogens contained in sewage. When windsurfers, swimmers, fishermen and others come in contact with water contaminated with sewage, it can cause persistent skin infections and painful stomach disorders. Sewage can also deplete oxygen in the Bay, threatening fish, seals, other sea creatures and plant life.

Now we need a new level of leadership from marina operators and boaters—especially with the America's Cup races soon to bring boats to the Bay from near and far. It's illegal for small boats or large ships to discharge treated or untreated sewage in the Bay. But the law is seldom enforced.

Here's another example of how marina operators can take leadership: At Avalon Harbor on southern California's Catalina Island, arriving boaters get a brochure explaining that no sewage, treated or untreated, can be discharged. Harbor staff put a dye tablet in every head on the boat, making violations instantly visible. Violators are fined \$500 and banned for a year. Since this policy took effect, human-waste bacteria counts at Avalon have declined from 16,000 per 100 ml to 23 per 100 ml!

Marina operators have other options. They can make sure their pump-out stations work properly. Even better, because some boaters don't want the hassle of going to the pump-out station, operators can require boats to use a mobile pump-out service, and a marina contract with a mobile pump-out service can be a very effective and inexpensive way to get all boats to do the right thing. Moreover, because releasing sewage in a marina is against the law, it's also a violation of the boater's lease. The marina operator can tell

the boater to stop, assess fines, and even kick out the boater.

There's another group that can play a leadership role here—responsible boaters. When responsible boaters know another boater is illegally discharging sewage, they don't mind their own business. The Bay is all of our business. Peer pressure worked at Galilee Harbor, back before they hooked up to main sewage lines. Another approach is urging the marina operator to stop the polluter. Anchor-outs certainly can contribute to the problem as well, and we're working with various enforcement agencies to ratchet down illegal discharges.

Our state government needs to step up, too. Publications like the California Coastal Commission's brochure "Environmental Boating Laws: What Every Recreational Boater Should Know" should clearly explain that boaters are required not to dump sewage. Baykeeper will be working with agencies to make those changes before the America's Cup series begin.

If the maritime community takes leadership now, we can keep sewage out of San Francisco Bay during the America's Cup races, and leave the Bay Area a lasting legacy of cleaner Bay waters. Follow Baykeeper's work at www.baykeeper.org and report pollution by calling 1-800-KEEP-BAY.



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Baykeeper Executive Director Deb Self: *Baykeeper has been working to stop sewage contamination in the Bay, and we started our Sick of Sewage campaign six years ago to stop sewage spills in the Bay from aging municipal sewage systems. We have won legal agreements that require 20 Bay Area cities and sewage districts to upgrade their systems to keep sewage from spilling into the Bay and waterways that lead to the Bay. Already, sewage spills are down by 50% in some locations.*



Captain Al Lewis Jr.

BY MATT LARSON

For about six months out of the year, one of the first ferries of the day departing from Vallejo bound for San Francisco is most likely under the guidance of Captain Al Lewis Jr. of Blue & Gold Fleet. Lewis, a former basketball star at St. Mary's College, has brought his on-court focus and determination onto the water for over two decades.

When he's not helming the Vallejo route, he's on the Oakland/Alameda trek. "I like to make sure that I'm able to drive every boat that we have to make sure that my skills stay up to par," Lewis said. "Just in case there's an emergency and I have to drive a boat I haven't driven in a while."

Lewis pointed out that not every boat handles the same way; it's similar to driving a friend or relative's car for the first time in a long time. Brakes might feel different, turning changes a bit, it takes some getting used to—it's no different on a ferry, if not more so.

"You can look at our three monohull boats: *Oski*, *Old Blue* and *Gold Bear*. They look exactly alike but they all handle differently," said Lewis. The *Peralta* is his favorite boat to drive, with the *Solano* coming in at a close second. "The *Peralta* is very comfortable, handles well, very, very

smooth. And on the *Solano* you have your own restroom, which is really nice."

Over the past 26 years of working for Blue & Gold Fleet, Lewis said that one of the greatest challenges of captaining a ferry has been managing the boat through the fog. "Driving in the fog for an hour straight—people don't understand. You have guidance, but it's tough," he said. "You're in concentration mode for an hour all the way down to the city—and all the way back. Not everybody can do what we do."

Lewis actually uses his college basketball skills to help concentrate and navigate through the low visibility. "I've played in front of 25,000 people; I just go into focus mode. You block those people out and you focus," he said. "When I'm in the fog I just focus."

And if his ferry skills are at all comparable to his skills on the court, feel comfort in knowing you're in good hands. "Of over 100 years I'm in the top 25 of all-time basketball players at St. Mary's College." Sly Hunter, a fellow ferry captain featured in our very first "Who's at the Helm?" column a few months ago, was a teammate of Lewis' at both St. Mary's and Diablo Valley College.

Lewis also has teammates in his role as captain, but they're known as deckhands, radars and AIS computers. "It's a very big responsibility," said Lewis. "For me and for



Captain Al Lewis Jr. at the helm of the *Solano* on Baylink's early morning run from Vallejo to San Francisco.

our company, it's always safety first. It's all about the passengers."

Safety is probably the number one benefit for a commuter taking the ferry compared to other methods of transportation. "No one's died on the ferry, it's very safe," Lewis said. "If someone gets sick, has a seizure, has a heart attack or anything like that, we have all the first-aid gear possible until the ambulance can get there. And we're all certified in CPR and first aid." Every two years all the deckhands and captains get recertified.

Born in San Francisco and raised in Oakland—just he and his grandmother—Lewis has a strong appreciation for the Bay Area. As ferry captain on the morning route, he always looks forward to the sunrise. "The day after it's rained, the

smog is gone, the skies are clear and the sun rises. A lot of friends are very envious of what I do because they're stuck in an office all day and here I am cruising with the sunrise coming up in front of me. I'm always taking pictures."

Now living in Natomas with his wife and four children, Lewis looks back on a solid career with Blue & Gold Fleet. "I started when I was 19. Started full-time when I was 22, now I'm 44, turning 45 this month," he said. "I've developed a few really good friendships."

Lewis knows who is really to thank for such a rewarding occupation. "I just want the passengers to know that we appreciate them riding the ferry," he said. "We couldn't do this without them. Without them there is no ferry."



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Feds Approve California Sewage Ban and Create Largest Coastal No-Discharge Zone in the Nation

In February, EPA's Pacific Southwest Regional Administrator Jared Blumenfeld finalized EPA's decision and approved a state proposal to ban all sewage discharges from large cruise ships and most other large ocean-going ships into state marine waters all along California's 1,624 mile coast—from Mexico to Oregon and surrounding major islands. Last month's action establishes a new federal regulation banning even treated sewage from being discharged in California's marine waters.

"This is an important step to protect California's coastline. I want to commend the shipping industry, environmental groups and U.S. EPA for working with California to craft a common sense approach to keeping our coastal waters clean," said Governor Jerry Brown.

"By approving California's No Discharge Zone, EPA will prohibit more than 20 million gallons of vessel sewage from entering the state's coastal waters," said Blumenfeld. "Not only will this rule help protect important marine species, it also benefits the fishing industry, marine habitats and the millions of residents and tourists who visit California beaches each year."

This action strengthens protection of California's coastal waters from the adverse effects of sewage discharges from a growing number of large vessels. Several dozen cruise ships make multiple California port calls each year, while nearly 2,000 cargo ships made over 9,000 California port calls in 2010 alone.

State Senator Joe Simitian (D-Palo Alto) authored Senate Bill 771, the Clean Coast

Act, which prohibits all commercial ships from dumping hazardous waste, sewage sludge, oily bilge water, "gray water" from sinks and showers, and sewage in state waters.

"California's economic health is tied to the health of our oceans and beaches," said Charles Hoppin, chair of the State Water Resources Control Board. "Pollution from cargo and cruise ships directly threatens public health, marine life and our economy. This led to our request to declare the whole coastline a no discharge zone so that we could provide equal water pollution protection along our precious coastline."

In contrast to prior no-discharge zones under the Clean Water Act, which apply in very small areas, the new ban applies to all coastal waters out to three miles from the coastline and all bays and estuaries subject to tidal influence. Other

California no discharge zones, which apply to 10 different bays and marinas, remain in effect for all vessels.

"Big ships make for big pollution, but unfortunately, responsible disposal of sewage from ships hasn't always been a given in California," said Marcie Keever, oceans and vessels project director at Friends of the Earth. "The actions taken by the U.S. EPA, the State of California, and the thousands of Californians who supported the Clean Coast Act mean that cruise lines and the shipping industry can no longer use California's valuable coastal and bay waters as their toilet."

The State is also continuing to implement and strengthen other efforts to address sewage discharges from smaller vessels, including recreational boats, into state waters.

PUBLIC HEARING to Receive Public Comment on a Proposed Golden Gate Ferry ClipperSM Fare Increase

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Public Hearing

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Official comments will be received at the Open Houses. Public comment will be received at the Public Hearing, by email at publichearing@goldengate.org or in writing (no later than 4:30 p.m., March 22, 2012) to: Jan Tarantino, Secretary of the District, GGBHTD, P.O. Box 9000, Presidio Station, San Francisco, CA 94129-0601.

For complete information, call toll-free **511** (TDD 711) &
or visit www.goldengate.org



A Second Chance for a First Impression

BY CAPTAIN RAY

An old adage tells us there's only one chance to make a first impression. There's another expression that the exception proves the rule. Recently, I was fortunate enough to witness what may have been the exception, having an opportunity to reintroduce someone to the joy of sailing.

It all started with what I thought would be a series of unexceptional private lessons. The client was a man with previous sailing experience. He wanted to review and refresh his skills, build on what he knew and get to the point of being able to skipper and charter boats on his own. His wife, who had taken a few sailing lessons some years before, would accompany him. Her goal was to be prepared to serve as his crew.

They had plans to charter a sailboat in the British Virgin Islands in a few months and wanted to be ready. It seemed rather straightforward: I would work with him to get his skills up to a level where he could comfortably skipper the boat, and I would help his wife gain the knowledge to crew for him competently. With this preparation, they hoped their vacation would be fun and not fraught with angst.

There was, however, one significant problem with their plan: While he was enormously enthusiastic and eager, his wife had a bad experience during the few lessons she'd had years before, which left her very apprehensive. She had been yelled at, frightened and made to feel stupid. She came away from those lessons feeling inadequate and useless. Regrettably, similar first-time exposures to sailing are not uncommon. Over my 25 years of teaching sailing, I've heard stories like this all too frequently.

This kind of poor management on the part of a skipper usually comes from insecurity—concern that you haven't thought of everything, or that something important is being overlooked. What follows is apprehension that some unseen or unaccounted for something is about to go terribly wrong.

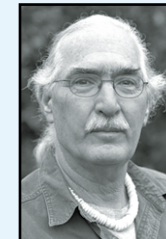
I can very clearly remember the very first day I was paid to be a skipper. All I had to do was sail the boat about two miles and pick up a mooring. It was in Kona, Hawai'i, which has some of the best easy sailing weather in the world: calm seas, gentle breezes and clear visibility. After we had arrived at the mooring and our guests were all in the water snorkeling, my crew came over to me and very quietly said, "Ray, the word for today is mellow." I had been suffering from that same fear—the "not on my watch" syndrome! I wasn't going to let anything go wrong and was so

uptight that no one was having a good time. My crew said things were better on the trip home, after I'd been told to chill. But I sometimes wonder just how many people I put off from sailing while I was learning to relax.

Fortunately, my new student was open to having another go at sailing. The weather cooperated perfectly; the winds were light in the morning, strong enough to be easily discerned, but not so strong as to be intimidating in any way. There was time for her to begin to understand the ways of a boat, learn the crew's role when tacking and hold a steady course when steering. As the day went on the wind strengthened, and so did her confidence that she could do this.

Maybe there is a lesson in this for all of us.

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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PAUL DUCLOS



EcoCenter Brings Environmental Justice to Bayview-Hunters Point

BY BILL PICTURE

The Bay Area's first environmental justice education facility, the EcoCenter at Heron's Head Park in San Francisco's Bayview-Hunters Point neighborhood, recently received a visit from the U.S. Environmental Protection Agency. Government officials were excited to see with their own eyes how stimulus dollars helped reinvigorate a disadvantaged community by demonstrating to its residents the short- and long-term benefits of sustainability.

Nancy Stoner, the EPA's acting assistant administrator for water, led the recent press tour and said she was "blown away" by what the lead organizers of the project—Literacy for Environmental Justice, the Port of San Francisco, the San Francisco Department of the Environment, and the State Coastal Conservancy—have accomplished.

Stimulus funding provided by the American Recovery and Reinvestment Act, which was signed into law by President Obama in 2009, covered the lion's share of the totally green facility's construction costs. "What I saw was a great amenity created with the best interests of the people who live and work in that part of the City in mind," Stoner said.

Location, location, location

The EcoCenter's location in one of the City's most challenged neighborhoods is no coincidence. Over the last several decades, San Francisco's southeast sector has been plagued by the still-lasting effects



Photo by Bill Picture

Officials from the U.S. Environmental Protection Agency recently toured the EcoCenter at Heron's Head Park to see stimulus dollars in action. The 1,500-square-foot facility showcases the latest innovations in green building design and construction, and provides a variety of eco-focused programs, including green jobs training. Rainwater collected by the EcoCenter's living roof is collected in large containers and reused for a variety of purposes, including in the facility's flush toilets.

of its deindustrialization in the 1970s and 1980s—unemployment, poverty and a lack of needed infrastructure. Gang- and drug-related activity has also ravaged the neighborhood.

Meanwhile, the health of its residents (and the neighborhood's overall environmental health) continues to be impacted by industrial pollution left over from its industrial heyday.

Bayview-Hunters Point's most infamous polluters—the Hunters Point Naval Shipyard (whose high levels of radiological contamination earned it Superfund status) and a PG&E power plant—may be gone, but their presence continues to be felt. According to the group Hunters Point Family, Bayview-Hunters Point has the highest infant

mortality rates in the City, and one of the highest rates of heart disease, breast cancer, strokes and asthma in the nation.

The EcoCenter overlooks the site of the former PG&E plant, from whose smokestacks toxic pollutants billowed for 75 years until community groups forced its closure in 2006. "The EcoCenter is valuable to this community in a lot of ways, and part of that value is symbolic," said Milton Reynolds, chair of Literacy for Environmental Justice's (LEJ) Board of Directors. LEJ manages the EcoCenter.

"We fought so hard to shut that plant down," he said. "But tearing things down isn't enough. To rebuild this community, we have to create new opportunities and build assets."

Build it green, and they will come

For the most part, sustainable living has yet to permeate the psyches of Americans living below (or straddling) the poverty line. For them, being green has had to take a backseat to survival, and decisions continue to be made largely based on shortest-term benefits and outcomes, whereas sustainability relies more on bigger-picture thinking and longer-term investments.

Still, Reynolds believes that by simply exposing residents in underserved communities to the possibilities afforded by sustainable living—namely, the jobs created by evolving green technologies, as well as health benefits and long-run savings—they can be inspired to think and act greener.



“We want to engage them, particularly young people,” he said. “I heard that Bayview-Hunters Point has more young people than any other part of the City. I see many opportunities there, one of them being to catalyze the next generation of environmentalists.”

To that end, every aspect of the EcoCenter’s design and construction is intended to be a “wow” moment that opens young eyes (and older ones) to exciting innovations in sustainability, and hopefully inspires new ideas. In addition to a living roof that reduces heating and cooling needs, retains stormwater for reuse onsite and serves as a wildlife habitat, the facility also features reconstituted glass countertops and a foundation made of recycled concrete, which has been mixed with a byproduct of the steel-making process to create the strongest concrete known to man.

The EcoCenter is the “off-grid” building in an urban center, meaning it produces its own power and treats its own wastewater. The only resource that the facility pulls from municipal sources is water for the fire sprinkler system. Even toilets use collected rainwater for flushing.

Perhaps its biggest “wow” moment, however, is the EcoCenter’s “living machine.” To put it in easy-to-understand terminology, the living machine employs a multi-step process involving ultraviolet sterilization lamps, matter-digesting microbes and various natural filtration methods to turn wastewater into usable water.

“And for the most part, it happens right there in front of you,” said Reynolds. “It’s a tangible way for people to make a connection to the way they use water.”

“And as a water person, that’s really exciting to me,” said the EPA’s Stoner. Wastewater is a touchy subject for residents of the Bayview-Hunters Point neighborhood. San Francisco has a combined sewer system that feeds wastewater and stormwater to treatment facilities via the same pipe system. Bayview-Hunters Point is home to a major treatment facility, and during heavy rains that overtax the outdated sewer system, partially treated sewage sometimes overflows from the

treatment facility into surrounding streets. Furthermore, the facility is to blame for the putrid smell that permeates the air in neighboring blocks year-round.

“Some would point to that as another example of inequity,” said Reynolds. And he sees the building of the EcoCenter at Heron’s Head Park as an attempt to balance that inequity.

“Bringing these resources into underserved communities is an affirmative step toward acknowledging some inequitable treatment in the past and bringing it up to par with the resources dedicated to other communities,” he said. “Crissy Field is a fantastic facility, and a very important one. We needed something like that here.”

Stoner agrees with Reynolds that easy access to facilities like Crissy Field and the EcoCenter is important for all Americans: “In fact, I’d say, if you don’t have a lot of money to spend, it’s even more important that you be able to step out your front door and enjoy the environment.”

More jobs, happier Americans

Since its soft-opening in 2010—some corrective action had to be made before the facility was officially issued its occupancy permits late last year—the EcoCenter has focused on connecting for visitors the dots between evolving green technologies and job creation. You might say the line between those dots was filled in with a permanent black marker when the EcoCenter joined forces recently with City College of San Francisco (CCSF) to offer courses at the EcoCenter as part of CCSF’s sustainability certification program.

“Job skills and training are an important piece of this project,” said Stoner. “I think it’s important to take it out of the traditional classroom and let students see this technology in action.”

“I’d compare it to learning a language,” said Reynolds. “Sure, you can do it in isolation, from a textbook. But you learn so much more if you get out in the world and use it.”

For more information on The EcoCenter at Heron’s Head Park, visit www.lejyouth.org/ecocenter/eco.html.



Photo by Bill Picture

The EcoCenter is located in San Francisco’s Bayview-Hunters Point, one of the City’s most challenged neighborhoods, overlooking the site of the former PG&E plant, from whose smokestacks toxic pollutants billowed for 75 years until community groups forced its closure in 2006.

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Visitors See Flurry of Activity at ORACLE Racing

Last month ORACLE Racing invited the media to visit its base of operations located at Pier 80 and spend the afternoon on the Bay watching the ORACLE Racing teams practice in their AC45s.

Members of the media were given a tour of the massive facility in the morning and

even allowed in the “top secret” area; after checking their cameras at the door, visitors could see work being done on the hulls for the new AC72 that could make their Bay debut as early as July 1.

The AC72 is the new class of America’s Cup yacht that is designed to a box rule—one that sets tight limits on parameters

such as length, beam, weight and wingsail area. “No question the AC72 will be a big step up from the AC45 we are currently racing on the America’s Cup World Series circuit,” said team skipper James Spithill. “The AC45s have proven spectacular; the AC72s will be sensational.”

Since last year teams have raced the AC45 catamaran in the America’s Cup World Series, a circuit of events in



Photo by Joel Williams

ORACLE Racing’s AC45s take to the Bay for an afternoon show during the Media Day Event.



Photo by Joel Williams

Members of the media were invited to ORACLE Racing’s base of operations at Pier 80. No photos were allowed in the “Top Secret” area behind the white drapes.

Europe and the United States. The AC45 is a one-design yacht, meaning that each is built by a single manufacturer to the same exact specifications. CBC built the fleet of AC45 catamarans that were designed as a means to fast-track teams’ understanding of wingsail technology. The AC45 will continue on the World Series into next year.

The AC72 will be featured next summer in the Louis Vuitton Cup Challenger Series (July 4 to September 1, 2013) and America’s Cup Finals (September 7 to 22, 2013). The step up in performance will be phenomenal.

“In the AC45 class, the boats are the same so the results are often determined by the sailors who made the better decisions and handled their boat better,” said ORACLE Racing CEO Russell Coutts, the all-time America’s Cup winner.

“In the AC72, teams will develop their own design so technology plays a bigger role. Compared to any previous America’s Cup, the design rule is relatively tight. Technology will produce a faster, smarter boat, but not a ‘golden bullet’ design,” Coutts said.

During the press conference at the morning session a new, much tighter version of the proposed race course was also unveiled. This new course was designed so that the spectators along the waterfront will be able to see as much action as possible. The starting point will be located in front of Crissy Field with the finishing line being placed at Pier 27/29. The exact location of the race course area will change slightly on any given day depending on weather conditions.

The 30-minute races will involve the teams completing several laps on the course to maximize the spectators’ viewing experience. In the past, America’s Cup races have been several hours long on open seas with on-shore spectators having very limited viewing options.

The new course design will also alleviate some concerns regarding the America’s Cup races’ interference with the Bay Area’s extensive commercial shipping routes as well as the many commuter ferry routes.



©2012 ACEA Google earth

Tucked between Alcatraz and the city shoreline, the new race course offers up-close viewing from any number of locations along the city front, with the Marina Green and Crissy Field among the prime locations. The exact location of the race course area will change slightly on any given day depending on weather conditions.

ORACLE Racing contributed to this article.

America's Cup Makes Commitment to Sustainability

We all need a healthy ocean to survive and thrive—a healthy ocean is a requirement for a healthy planet. Unfortunately, the Ocean's health is in a critical state and this affects everyone, because the ocean forms one of the key operating systems of our planet. It creates more than half our oxygen, drives weather systems and modulates the atmosphere, as well as providing us with vital resources.

Damage to the ocean is not as immediately apparent as terrestrial destruction, but it is just as serious. All of the stressors we have put on the ocean—from overfishing to pollution—have contributed to its ill health. The situation is now so severe that we are altering the chemistry of the ocean, with significant impacts on marine life and the functioning of marine ecosystems. Ecosystems are collapsing as species are pushed to extinction and natural habitats are destroyed.

The good news is that scientists believe that there is still time to prevent irreversible, catastrophic changes to our

marine ecosystems but that this requires drastic action within a decade. To have the greatest impact, this drastic action requires the support and action of billions of people across the planet.

In general, those who sail believe they have a responsibility to ensure that

optimizing the social, economic and environmental impacts of their activities in delivering the 34th America's Cup.

To ensure that sustainability is embedded in all of their decisions and practices, event organizers have created the AC34 sustainability plan. It is the

the Port Commission for all large events on port property (see page 6). Under these rules, the 34th America's Cup will be the first major sporting event in San Francisco to prohibit the sale or distribution of single-use plastic bags and plastic water bottles at event sites along the waterfront and throughout the City.

Efforts to minimize discarded materials and maximize recycling and composting at the event support the already very high levels of landfill diversion in San Francisco—77 percent of the materials discarded in the City (over 1,367,000 tons) are diverted away each year. San Francisco leads the way on sustainability measures, recognized as the “greenest” city in North America designation in the Green City Index.

“We share a commitment to sustainability with the City of San Francisco, and are focused delivering the 34th America's Cup as a model sustainable event,” said Jill Savery, Head of Sustainability for the America's Cup Event Authority. “We're very proud to have introduced a sustainability plan that will help set the model for future events in San Francisco, and we hope will influence sporting events around the globe.”

“We're very proud to have introduced a sustainability plan that will help set the model for future events in San Francisco, and we hope will influence sporting events around the globe.”

— Jill Savery, America's Cup Event Authority.

our world's oceans remain protected for future generations to enjoy. And as the organizers of the America's Cup, event officials believe that they have an even greater responsibility.

Committing to be “more than a sport” means taking the respect for our oceans to another level. For the America's Cup, it means fully embracing sustainability to enrich the participating communities and protect natural ecosystems. It means

cornerstone of delivering a sustainable 34th America's Cup. Shaped by comments from Cup partners, city departments and commissioners, San Franciscans and local businesses, the plan sets out a path to become a model sporting event and leave a positive legacy in the community, as well as on the sport of sailing.

For example, the America's Cup organizers proposed new waste reduction rules that were subsequently adopted by

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Travis Feted Upon Retirement From BCDC

BY BOBBY WINSTON

On February 2, a grand soiree celebrated the career of Will Travis upon his retirement from his post as executive director of the San Francisco Bay Conservation and Development Commission.

Retiring state bureaucrats usually don't get red-carpet shindigs taking up the entire second floor of the Ferry Building and attracting over 500 guests. It's a testament to the special affection the waterfront community—and the entire Bay Area, really—has for the avuncular yet peerlessly effective Travis. Against a tide of acrimony and sectionalism, he held out for collaboration and courtesy.

Commonly called BCDC, the state agency Travis ran for 17 years regulates development in the Bay and along its shoreline. With 240 square miles of low-lying land surrounding San Francisco Bay, Travis was a strong advocate for a regional strategy to address sea level rise in the Bay Area. He remains so; he's taken a post as Senior Advisor with the influential Bay Area Joint Policy Committee.

At the party, the comedian Will Durst and Chuck Prophet's band entertained and speakers extolled the honoree's virtues. Travis' friends, representing a cross-section of the environmental, civic and corporate spectrum, banded together to present him



Over 500 friends, colleagues and admirers filled the second floor of the Ferry Building to dance Will Travis into retirement.

and his wife with round-the-world airline tickets as a retirement gift.

Travis earned Bachelor of Architecture and Master of Regional Planning degrees in 1967 and 1970, respectively—both from Penn State University—and is the 2009 recipient of the Jean Auer Environmental Award.

Travis spent most of his professional career working for state coastal management agencies, but he has also worked in the fields of architecture, local planning, private consulting, advertising and public relations. He was a consultant on the first master plan for the East Bay Regional Park District. He spent 12 years at the California Coastal Commission, and has been at BCDC since 1985—first as deputy director and

then as executive director since 1995.

Travis spearheaded the public acquisition of 10,000 acres of privately-owned salt ponds along the northern shoreline of San Francisco Bay to be used for one of the largest coastal wetland restoration projects in California's history. He has also written many articles on coastal issues, has been a lecturer at colleges and universities throughout North America and has provided advice on coastal management to other states and nations.

Travis is a member of the National Research Council Roundtable on Climate Change Education and Lambda Alpha, the honorary society for the advancement of land economics. He serves on the board of directors of SPUR—the San Francisco Planning and Urban Research Association—and the board of trustees of the Bay Area Council Economic Institute and has served on the boards of a number of other professional and civic organizations. He served a four-year



Craig K. Martin, Consultant to Senator Curren D. Price, Renée Dunn Martin of the Port of San Francisco and Travis with proclamation.



Guest of honor Will Travis, daughter Kate and wife Jody Loeffler basking in the glow.

term as a member of the Berkeley city planning commission and was chairman of a special committee that worked with the University of California to formulate a new plan for downtown Berkeley.

Travis and his wife, Jody Loeffler, are the authors of *Katherine's Gift*, a memoir of international adoption. They and their golden retriever, Daisy, live in Berkeley, California.

Film and Literature Celebrate Empire

BY PAUL DUCLOS

The San Francisco Silent Film Festival will present the U.S. premiere of a newly restored version of Abel Gance's silent epic *Napoleon* in four special screenings at Oakland's Paramount Theatre on March 24, 25 and 31 and April 1.

The film was completely restored by Academy Award-winning historian, documentarian and archivist Kevin Brownlow, and the screenings also mark the U.S. premiere of the orchestral score by composer Carl Davis, who will conduct the Oakland East Bay Symphony. This is the first time in nearly 30 years that *Napoleon* in any form has been screened in America with full orchestra. The Carl Davis score may be the longest continuous film music ever composed and conducted.

The SFSFF's spectacular presentation at the 3,000-seat, Art Deco Oakland Paramount will be climaxed by film's original "Polyvision" finale, with the screen dramatically expanding to triple its width to offer both panoramic views and multiple images. (Exactly 25 years after *Napoleon's* release, the American process Cinerama would employ a very similar system, but without Gance's virtuosic use of the three screens.) To recreate Polyvision for the four *Napoleon* screenings, the Paramount is being fitted with three projection booths equipped with three perfectly-synchronized projectors, all specially installed for by a three-man team from technical specialists Boston Light & Sound.

The restoration, produced by Brownlow with his Photoplay Productions partner Patrick Stanbury in association with the BFI, is the most complete version of Gance's masterpiece since its 1927 premiere at the Paris Opera. Because of the enormous expense and technical challenges of properly presenting the epic film, it has taken Brownlow and company three decades to mount American



San Francisco Silent Film Festival

screenings with the magnificent Davis score, which has been performed only in Europe and not since 2004. There are no plans to repeat this event in any other city, nor to release the restored version on DVD, BluRay, or television.

Napoleon has not been shown in the U.S. with full orchestra and its Polyvision finale since the early 1980s, when Francis Ford Coppola sponsored a triumphant road show of a shorter version, with a score by his father Carmine. That version ran just under 4 hours; Brownlow's longer reconstruction runs 5 1/2 hours.

Tickets are now available online through the SFSFF website, www.silentfilm.org.

While Napoleon was the dominant military land power on the European continent, it was the British who controlled the seas.

A handsome new book written by Geoff Quilley argues that maritime culture is critical to our understanding of 18th and 19th century Britain and rethinks the place of visual culture in the relationship between nation and empire.

Empire to Nation offers a new consideration of the image of the sea in British visual culture during a critical period for both the rise of the visual arts in Britain and the expansion of the nation's

imperial power. It argues that maritime imagery was central to cultivating a sense of nationhood in relation to rapidly expanding geographical knowledge and burgeoning imperial ambition. At the same time, the growth of the maritime empire presented new opportunities for artistic enterprise.

Taking as its starting point the year 1768, which marks the founding of the Royal Academy and the launch of Captain Cook's first circumnavigation, it asserts that this was not just an interesting coincidence but symptomatic of the relationship between art and empire. This relationship was officially sanctioned in the establishment of the Naval Gallery at Greenwich Hospital and the installation there of J. M. W. Turner's great *Battle of Trafalgar* in 1829, the year that closes this study. Between these two poles, the book traces a changing historical discourse that informed visual representation of maritime subjects.

<http://yalepress.yale.edu/yupbooks/home.asp>

For more on San Francisco cultural topics, visit Paul Duclos' blog at paulduclosonsanfranciscoculture.blogspot.com

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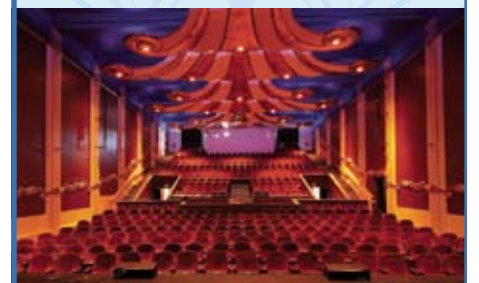
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- March 1** **7PM – 8/9PM - Seminar Series - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Presented by Joe Brandt, Person in the Water Rescue Tactics. Learn everything you'll want to know about rescuing a person who's fallen off of your boat. Cost: Members \$10/Non Members \$15 Complimentary beverages served. Please call to reserve space.
- March 5-9** **Radar Observer / Unlimited Course - Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
 This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 GT.
- March 7** **6PM – 8PM - Moonlight Night Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is \$40.
- March 10** **11AM – 3PM - Corte Madera Marsh Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We will paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. If conditions permit, we may take an optional side trip past the infamous San Quentin Prison, then stop for lunch on a nice sandy beach with incredible views.
- March 15** **7PM - 8/9PM - Seminar Series - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, [ww.clubnautique.net](http://www.clubnautique.net)**
 Presented by Chuck Dell'Ario, Cooking Aboard - Caribbean Style. A Master Chef and an avid sailor, Chuck shares some secrets to yummy on-the-boat cooking. Cost: Members \$10/Non Members \$15 Complimentary beverages served. Please call to reserve space.
- March 17** **9AM – 5PM - Big Boat Motoring Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Learn to use all aspects of tide, current, wind & propwalk to your advantage and become a pro at maneuvering larger boats. Cost: Members \$244/Non Members \$325 Please call to reserve space.
- March 17** **4PM – 6PM - Monthly FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 Come sail with us on an Introduction to sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- March 17** **6:30PM – 9PM - Turkey Planning Party - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 Sail with Anthony, founder and CEO of OCSC in magical Turkey. Come for wine and cheese and learn more about this amazing sailing destination.
- March 18** **9AM – 2PM - Tomales Bay Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come experience on 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.



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Club Nautique
www.clubnautique.net

WATERFRONT ACTIVITIES

- March 24** **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.
- March 24** **5:30PM – 8PM - Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by starlight is a mystical experience you won’t soon forget. This unique kayak tour allows for a grand view of the sun setting behind Mt Tam. We will paddle leisurely while admiring the sunset reflecting off the water’s surface.
- March 26-30** **Able Seaman Course - Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
The Able Seaman is an excellent starting point for one wishing to transition into the merchant marines. It will give you an opportunity to see what is out there and how much further you may wish to proceed. Maritime Institute’s one-week Able Seaman course is a real value. You can test with us right at the conclusion of the course instead of having to test with the USCG at a Regional Exam Center; the course includes Marlinspike Seamanship as a bonus (a \$150.00 value)
- March 31** **4PM – 7 PM - Fundraiser for Call of the Sea’s Youth Sailing Scholarships - Hosted by OCSC Sailing, Berkeley, 415-331-3214, www.callofthesea.org**
Are you interested in sailing, outdoor education, or programs that enrich the lives of underserved youth in the Bay Area? This is a chance to have fun while supporting these causes. Come check out the Bay Area’s premier sailing school, enjoy food and beverages, and outbid your friends for silent auction items. Learn about the remarkable educational programs for all ages offered by the nonprofit Call of the Sea and how you can get involved! Proceeds will benefit teens from KIPP Academy and Boys & Girls Clubs to participate in enriching summer sailing programs.

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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**Summer Adventure for Teens:
Tall Ship Sailing on SF Bay!**




Youth ages 12-18 are invited to take part in three and five day overnight educational sailing programs to explore the waters of San Francisco Bay and beyond on a traditional schooner.

2012 Voyage Dates:
Five Day: June 24–28
& July 15–19
Three Day: June 16–18
& July 1–3



A 501 (c)(3) nonprofit educational organization. **For info call (415) 331-3214.**

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



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

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All Bay Area Ferry Schedules in One Place!

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
05:50 a.m.	06:20 a.m.	06:25 a.m.	06:55 a.m.	9:40 a.m.	10:30 a.m.	-----	-----
06:35	07:05	07:10	07:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
07:10	07:40	07:45	08:15	1:40 p.m.	2:30	3:30	4:20
07:50	08:20	08:30	09:05	4:30	5:20	5:30	6:20
08:20	08:50	09:10	09:45	-----	-----	7:30	8:15
09:15	09:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.	Larkspur		Sausalito	
12:40 p.m.	1:15	1:25	2:00	Daily		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 Fares shown are for one-way travel			
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:50	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	5:25	5:55	6:10	6:40
4:45	5:15	5:30	6:00	6:50	7:20	-----	-----
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

Blue & Gold Ferry

TIBURON COMMUTE

SAUSALITO

TIBURON – S.F. Ferry Building				FISHERMAN'S WHARF, PIER 41			
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.	6:00 a.m.	6:05 a.m.	6:30 a.m.	11:20	11:45 a.m.	11:50 a.m.	12:30 p.m.
6:40	7:05	7:10	7:35	12:35 p.m.	1:00	1:05	1:40
7:50	8:15	8:20	8:40	1:45	2:45	2:55	3:20
8:45	9:10	-----	-----	-----	-----	-----	-----
4:55 p.m.	5:20 p.m.	5:25	5:50	Weekends and Holidays			
5:55	6:20	6:30	6:55				
7:05	7:30	7:35	8:00				

TIBURON – Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:10 a.m.	10:45 a.m.	10:50 a.m.	11:15 a.m.
11:20	12:00 p.m.	12:05 p.m.	12:30 p.m.
1:45 p.m.	2:10 p.m.	2:15	3:20
4:10	4:50	-----	-----
-----	-----	8:05*	8:30*

*Available through April 15, 2012

TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:20 a.m.	10:25 a.m.	11:20 a.m.
11:35	12:30 p.m.	12:40 p.m.	1:05 p.m.
2:00 p.m.	2:25 p.m.	2:35	3:25
3:35	4:25	4:35	5:20
5:30*	6:20*	6:30*	6:55*

*Available beginning March 10, 2012

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
Available during Summer/Fall Only					

VALLEJO - ANGEL ISLAND

Weekends Only			
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo
Available during Summer/Fall Only			

BAY CRUISE

Depart Pier 39			
Weekdays		Weekends and Holidays	
11:45 a.m.		10:45 am	2:30
1:00 p.m.		12:00 p.m.	3:15
2:45		1:15	4:30
4:00		2:00	---

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 Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends (March Only)

Tiburon to Angel Island	Angel Island to Tiburon
Wednesday - Friday 10am 1pm	Wednesday - Friday 10:20am 1:20pm
Saturday - Sunday 10am 11am 1pm 3pm	Saturday - Sunday 10:20am 11:20am 1:20pm 3:30

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

Red & White

BAY CRUISE Pier 43½

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

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San Francisco Bay Ferry A SERVICE OF WETA

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

Weekdays to San Francisco

Weekends and Holidays to San Francisco

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

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

Weekends and Holidays 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^
12:00 p.m.	12:15 p.m.	12:35 p.m.^	12:45 p.m.^
1:45	2:00	2:20^	2:30^
3:45	4:10	4:30^	4:40^
-----	5:20	5:40	5:50
5:20	5:45	6:10	6:20
-----	6:25	6:45	6:55
-----	7:25	7:45	7:55
-----	8:25	8:45	8:55

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

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

FARES:	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass
Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
Junior (5-12)	\$3.50	\$7.00			
Child under 5*	FREE	FREE			
Senior (65+)*	\$3.10	\$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			

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.

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	-----	-----
-----	4:30 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

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	

No weekend or holiday service

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

Weekends & Holidays (May - Oct)

10:00 a.m.	11:10 a.m.	11:30 a.m.
1:00 p.m.	2:30 p.m.	2:10 p.m.
5:15	7:00	6:30 p.m.

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	\$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.

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)

AROUND THE BAY IN MARCH

Ninth Annual San Francisco Ocean Film Fest

Widely acknowledged as the biggest and most diverse festival of its kind, the San Francisco Ocean Film Festival is a four-day festival featuring more than 50 ocean-inspired films from independent filmmakers around the world. The films range from documentaries to animations to narratives, and topics include surfing, sharks, sailing, the environment, marine wildlife, adventure, coastal cultures and more. This festival offers more than 10 programs featuring exciting and innovative films, followed by in-depth discussions and Q&A sessions with filmmakers and content experts. This is a unique public forum on the environmental, social and cultural importance of the world's oceanic resources. Also included are the 5th Annual Free Student Programs and weekend family discount days. The event takes place March 8-11 at the Bay Theater at Aquarium of the Bay on PIER 39 at the Embarcadero and Beach Street. Admission is \$12 for adults, \$10 for seniors and \$8 for children. Tickets can be purchased online at www.oceanfilmfest.org and in person at the Aquarium of the Bay.

Don't Worry, Be Happy!

The Economics of Happiness conference will bring together some of the most respected thinkers and activists in the worldwide localization movement to focus on an agenda for change—away from jobless growth towards sustainable livelihoods; from large-scale sweatshops towards scaled-down business; from self-recrimination and guilt towards empowerment and collaboration; from a globalized system of exploitation and inequality towards an economics of happiness. Hosted by the International Society for Ecology and Culture (ISEC), the Economics of Happiness conference seeks to provide clarity on the way forward—towards more truly sustainable ways of living. It will cover a range of interconnected topics, including public

policy choices; local initiatives in food, energy, education, business and banking; the need to bridge the North-South divide; and the influence of the economy on our psychological well-being. This groundbreaking three-day event will be held March 23-25 at the David Brower Center in Berkeley. For more information visit www.theeconomicsofhappiness.org. A special screening of the documentary films, *The Economics of Happiness* and *Schooling the World*, will take place March 22 at 6:30 p.m. at the Marsh Arts Center in Berkeley.

All That Calistoga Jazz

The Napa Valley town of Calistoga will usher in the spring season with the inaugural Calistoga Spring Jazz Festival, March 10-11. Under a main tent in the heart of downtown, Calistoga will turn into a veritable jazz club as some of California's best live jazz bands roll out their sultry sounds. The Calistoga Chamber of Commerce has put together a full roster of notable acts that will perform in the main tent from noon to 6 p.m. on Saturday, March 10. The day's events include wine tasting from over two dozen top wineries, as well as food tastings. Attendees must be 21 years and over. General admission tickets are available at the door for \$40 per person, and include entrance into the main tent for live music performances, 10 tasting tickets (for use on either food or wine tastings; additional tasting tickets are \$5 for two), an unbreakable GoVino event glass, and an event map/schedule. The mobile cigar lounge—wildly popular at previous events—will also be on hand. Sunday, March 11, visitors can partake in delectable morning or early afternoon brunches at several local eateries, which will host more live music. For ticket purchases or more information, such as a complete list of events, participating wineries and restaurants, or a roster of performers, please visit CalistogaVisitors.com or call the Calistoga Chamber of Commerce & Visitors Center at (707) 942-6333.

The Wearing of the Green

The 161st Annual St. Patrick's Day Parade in San Francisco is a well established event with historic ties to the city. The parade itself is a huge draw for attendees from all different demographics and ethnicities and the addition of a festival after the parade provides a great opportunity for attendees to learn more about Irish history and culture while having fun experiencing the event. A full day of activity is planned for the St. Patrick's Day Festival at Civic Center Plaza in front of City Hall. The Festival is full of flair, and offers all in attendance the opportunity to truly experience the Irish culture. This year's Festival features Irish cultural and exhibitor booths, a healthy selection of Irish food and beverages, Irish dancing, live contemporary to traditional music, and a multitude of activities for children such as pony rides, inflatable and mechanical rides and much more. The Parade begins at 11:30 a.m. on Saturday, March 17 at the corner of Second and Market, where over 100 colorful floats, Irish dance troupes and marching bands will wind their way to Civic Center Plaza. The festival will take place before, during and after the Parade from 10 a.m. to 5 p.m. This year the Festival will be alcohol free. For further information or to participate in the parade and/or festival call SRES at (800) 310-6563 or visit www.SRESproductions.com.

A Whale of a Time

The Randall Museum, NOAA's Gulf of the Farallones National Marine Sanctuary, and the Farallones Marine Sanctuary Association announce the latest Sanctuary Soiree, an adults-only program to enjoy the museum at night and hear fascinating presentations. On March 3 from 7 – 10 p.m., the Randall teams up with the Gulf of the Farallones National Marine Sanctuary to present the Sperm Whale Soiree, a unique art and science reception and

lecture. Sit in on a lecture at 7:15 p.m. or 8:30 p.m. with Dr. Sarah Mesnick, NOAA ecologist and co-founder of the Center for Marine Biodiversity and Conservation at Scripps Institute of Oceanography at UC San Diego. Dr. Mesnick will share her latest research on sperm whales, including their complex social structure, amazing diving abilities, intriguing behaviors, as well as sperm whale conservation issues. Along with the lecture there will be talks about the fascinating sex life of whales, and an audio presentation of whale sounds. Participants can take part in whale-themed art projects in the Randall Museum's ceramics and art studios, dance to live jazz on the outdoor observation deck, and enjoy a cocktail while taking in stunning views of the City at night. The \$25 tickets include all activities and two complimentary cocktails and must be purchased in advance. The Randall Museum is located at 199 Museum Way. For tickets contact Justin Holl at (415) 561-6622 x308 or justin.holl@noaa.gov.

Beer Here!

Marin's favorite rite of spring, the 17th Annual Fairfax Brewfest, will take place on Saturday, March 17 from 1-5 p.m. The event features 20 of the best California microbrewers personally pouring the freshest batches of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends! Taste the brews and meet the brewers who make these amazing libations during this annual rite of spring in Fairfax. Tickets are \$25 in advance and \$30 at the door. Visit www.fairfaxbrewfest.com for more information.

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.



2010 winner: Cycles of Change, an Alameda County nonprofit organization that teaches youngsters how to ride bicycles safely, and also how to maintain them.

(Photo: Noah Berger)

Do you know a person or organization who has made an extraordinary contribution to the way people get around in the Bay Area each day?

Nominate that person, project or agency for an award, sponsored by the Metropolitan Transportation Commission — the regional transportation agency for the nine-county San Francisco Bay Area.

Winners will be announced in October 2012. Nominees must have been active or under way during the time frame from April 2010 to March 2012.

Submit your nomination by **March 31, 2012.**

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



METROPOLITAN
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2012 Transportation Awards *Excellence in Motion* Call for Nominations

Honoring:

- Leadership • Dedicated employees • Advocacy
- Services for elderly and disabled travelers
- Commute alternatives • Volunteerism
- Climate change efforts and smart growth



2008 winner Fannie Mae Barnes, first female cable car grip for S.F. Muni

(Photo: Noah Berger)

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.

Anthony Del Gavio
Business Development Manager
Office: 510.337.9122 | www.bay-ship.com



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