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"The Voice of the Waterfront"

May 2011 Vol.12, No.5

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To see, be, do, know



This spring, three U.S. Coast Guard vessels—the 175-ft. buoy-tender *George Cobb*; the 225-ft. cutter *Hickory* and the 110-ft. cutter *Edisto*—joined the long list of U.S. Coast Guard vessels that have undergone periodic maintenance and repair at Bay Ship & Yacht in Alameda on San Francisco Bay. Ship maintenance in dry-dock is just one of the many facets of the working waterfront, and we devote this issue to exploring the vast opportunities for waterborne commerce, employment, transportation and recreation that the Bay Area provides. Photo courtesy of Bay Ship & Yacht

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

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

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

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

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COAST GUARD CORNER

Three Coast Guard Vessels Dry-Dock in Alameda



Photo courtesy of Bay Ship & Yacht

This spring, three U.S. Coast Guard vessels—the 175-ft. buoy-tender *George Cobb*; the 225-ft. cutter *Hickory* and the 110-ft. cutter *Edisto*—joined the long list of U.S. Coast Guard vessels that have undergone periodic maintenance and repair at Bay Ship & Yacht in Alameda on San Francisco Bay.

“Work on the *Cobb* is a 70-day job; work on the *Hickory* is a 65-day job; and work on the *Edisto* is a 50-day job,” said Ira Maybaum, director of business development for the yard. “The combined work on the three vessels will require the skills of 120 craftsmen per day.”

Bay Ship & Yacht has the capability of handling the work on all three of these vessels at the same time. The yard's facilities include not only a 390-ft. floating dock, but also the West Coast's most modern Syncrolift, which can lift vessels weighing

up to 1,200 tons and 200 feet in length from the water to a rail-transfer system with 12 fully-equipped dry-berth work stations.

“In the past eight years, we have completed more than 120 work orders for the Coast Guard including 95 dry-dockings,” Maybaum said. “These jobs have ranged from work on the new 418-ft National Security Cutters to the smaller, 87-ft patrol boats, and all sizes in between. In addition, our sister yard, Bay Marine Boat Works, located on the Bay in Richmond, has completed countless maintenance and repair projects on smaller Coast Guard vessels.

“The bottom line is that over the past 10 years, it is estimated that the work performed by Bay Ship & Yacht on U.S. Coast Guard ships has amounted to at least 5,000 work days, which is undoubtedly more than any other shipyard on the West Coast,” said Maybaum.

California Exporters Post Best-Ever January

BY PATRICK BURNSON

The Port of Oakland and the rest of the state were given some good news last month about exports in the year's first quarter. California's shippers began 2011 by posting their highest outbound totals ever for the month of January, according to an analysis by Beacon Economics.

In the Bay Area, exported air freight tonnage through San Francisco International was up by 11.9 percent over last January, while outbound loaded container traffic across the Bay at the Port of Oakland rose by 7.6 percent.

"California's exporters firmly put the Great Recession behind them in January by racking up their fifteen consecutive month of strong, year-over-year growth in trade," said Jock O'Connell, Beacon Economics' International Trade Adviser.

O'Connell also commented on the impact from Japan's calamity:

"As reconstruction efforts unfold, Japanese demand will almost certainly grow for a fairly wide range of California-made goods—from rice and other food products to pharmaceuticals and medical instruments to high-tech electronic machinery and industrial equipment. As a result, I would look for California's export trade to Japan in 2011 to be at least 15 percent higher than last year's \$12.2 billion total."

The state's \$11.75 billion merchandise export trade in January increased by 14.5

percent over the \$10.26 billion in exports recorded last January. Manufactured exports were up by 11.6 percent, while non-manufactured exports (chiefly raw materials and agricultural products) were up by 18.9 percent.

On a somewhat less positive note, the Beacon Economics analysis indicates that, while California accounts for 12.4 percent of U.S. residents, it contributed just 10.7 percent of America's export trade in January and only 9.6 percent of the nation's manufactured exports. By contrast, California accounted for 13.1 percent of the nation's merchandise export trade as recently as January 2005.

"It isn't clear what is driving these trends as manufacturing in California overall seems to be doing better than the national average," said Beacon Economics founding partner Christopher Thornberg. "Indeed, manufacturing output in California rose from 10.2 percent of the economy in 2004 to 11.9 percent in 2009," he said. In the United States overall, output fell from 12.6 percent to 11.3 percent during the same period. California's seaports and airports remain vital gateways for international trade.

The outlook for exports is for moderate export growth, according to the Beacon analysis.

"Although a generally weaker dollar helps by making California and other U.S. goods cheaper in foreign markets, austerity budgets in Europe coupled with anti-inflationary measures in China and other fast-growing economies may retard demand for imported products," O'Connell

explained. "Still, we're expecting exports to continue growing through the year."

Arguably the biggest wild card right now involves the price of fuel. "Economies tend to go wobbly and global supply chains start experiencing serious palpitations whenever oil futures float much over the \$100 a barrel mark," O'Connell warned.

One-Day Strike at Port of Oakland

The International Longshore and Warehouse Union staged a one-day strike in March at the Port of Oakland.

The action was unannounced, but appears to have been staged in solidarity with the Teamsters in a larger demonstration to promote unionized labor. Others in the industry believe that it may have simply been an action to honor of the death of Martin Luther King Jr.

In any case, major terminals were shut

down, affecting key shipping lines including: China Shipping; CMA-CGM; Evergreen; Hanjin; Hapag-Lloyd; Maersk; NYK; OOCL; U.S. Line; Yang Ming; and Zim.

Port Funding Addressed by Recent Seminar

As all of our nation's major ocean cargo gateways attempt to expand their footprints and compete with enhanced infrastructure, finding the money for many such projects continues to be a daunting challenge.

Last month's biennial Port Administration and Legal Issues Seminar in San Francisco, sponsored by the American Association of Port Authorities, featured an in-depth discussion on port funding and public finance management. Peter Daly, maritime director for the Port of San Francisco, welcomed the delegates on opening day, noting that the port has a thriving "public-private" funding business model.



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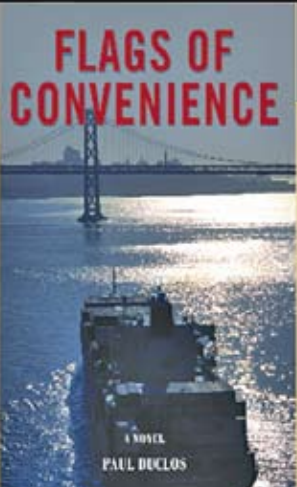
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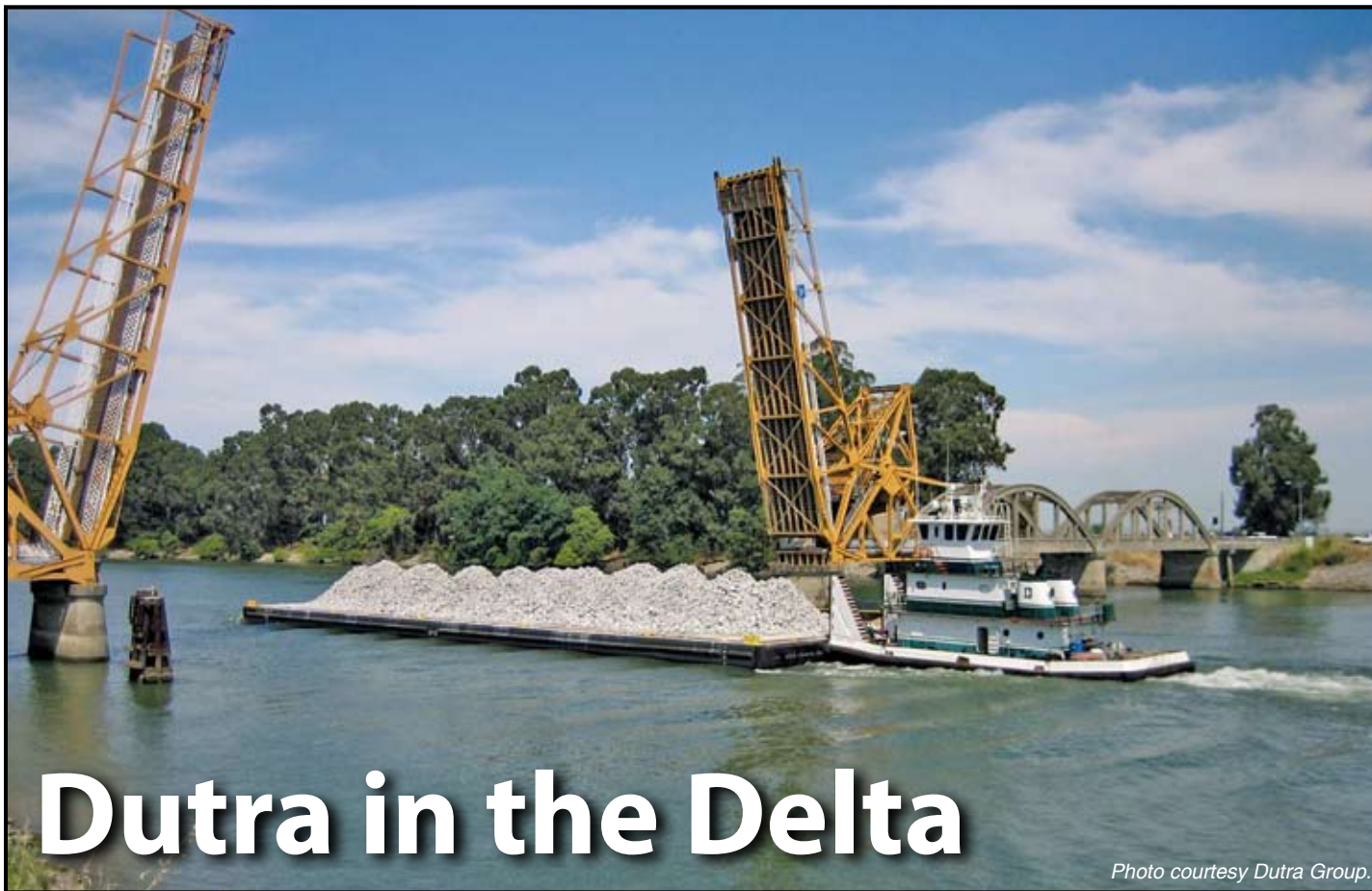
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Dutra in the Delta

Photo courtesy Dutra Group.

The Sarah Reed was built in 1981 and recently drydocked and repowered by Bay Ship & Yacht in Alameda. Used largely for moving barges of rock from the San Rafael Rock quarry to job sites in the Delta, the 137-ton boat is 63 feet in length with a 24-foot beam and a draft of 9.3 feet.

BY WES STARRATT

For over 100 years, the Dutra companies have been building and maintaining the vital levees in California's Delta, through which much of California's water flows en route from the snow-capped Sierras to the Pacific Ocean—with stops along the way to irrigate the state's thirsty farmland and its thriving cities.

Today, the Dutra Group is headquartered in San Rafael. It consists of three companies: Dutra Dredging, Dutra Construction and Dutra Materials. The company's dredging and construction projects stretch all the way from Alaska's Aleutian Islands to the Columbia River, the Port of Los Angeles and the Gulf of Mexico. Meanwhile, Dutra Materials is largely involved in the operation of the San Rafael Rock Quarry, which supplies much of the rock used for maintaining the Delta levees.

The Delta town of Rio Vista is the original homestead of the Dutra family, and much of Dutra's present-day fleet is still based there, as one can see from

the many vessels docked for miles along the Sacramento River in the Rio Vista area. This month, my focus is on Dutra's dredging fleet—one of the largest in California—which includes a broad range of dredges, tugs, scows, and barges. The fleet is maintained by the modern facilities that Dutra has built along the river in Rio Vista.

As I approached Rio Vista, I noticed the Rio Vista Lift Bridge and its towers that were added in 1960 to raise the bridge and facilitate ship traffic to and from the Port of Sacramento. Once across the bridge, I followed a river road lined with an assortment of boats and barges from Dutra's fleet until I reached a complex of modern steel buildings and riverside docking facilities known as the Oly Ramp Yard.

There I was met by Steve Lee, manager of Dutra's Equipment Division, who said, "Dutra has the largest dredging fleet in the Delta and certainly one of the largest in California." In an earlier interview, company president Bill Dutra said, "Our barge fleet is spread out from Alaska to the Gulf of Mexico, but the primary rock-carrying fleet remains in Rio Vista. We have approximately 30 barges, ranging

from rock- and aggregate-carrying barges to crane barges that put pile-driving and rock-placing equipment into position. In addition, we have a series of about 10 medium-sized tugs and work-boats."

"We just finished a dredging project and building a marina at St. Paul and at Dutch Harbor in Alaska's Aleutian Islands, along with doing maintenance dredging for the Port of Anchorage," Lee said. "All of this equipment is maintained at our own facilities in Rio Vista, right along the Sacramento River, which provides direct access to San Francisco Bay, as well as the countless miles of channels in California's very fragile Delta."

"We have two maintenance and repair shops for our marine vessels and about 600 feet of sheet-pile for docking our barges, as well as mooring sites for our dredges at several locations along the river," Lee said.

Lee continued, "This site is our main corporate repair yard. It is a six-acre facility directly on the water, with ramps for lifting boats into and out of the river. We also have a nine-acre storage yard across the street and a 10-acre facility down the road comprising our steel-fabrication shop. We do all of the capital

repairs, all of the retrofits, most of the re-powers on our marine equipment, and build all of the job-specific equipment needed for our operations right here in our own facilities."

"For our fleet-tending, whether it is for a derrick barge or a crane-barge, and for all of our Bay and Delta shipping, we use our fleet of about 10 medium-sized tugs and work boats that are maintained in Rio Vista. On the other hand, we hire Brusco Tug & Barge for all of our ocean line-towing, which is largely between Rio Vista and Alaska."

"But we do all of the work on our scows and barges at our own shops in Rio Vista, with one exception, and that is dry-docking," Lee said. "For that we use Bay Ship & Yacht in Alameda where we currently have one 5,000-cubic-yard dump scow in for maintenance. That shipyard is like a home yard to us. So, I can say that we really have a good relationship with Bay Ship & Yacht, and do a lot of work with them."

"Not long ago, they had our 1600-horsepower tug Sarah Reed in dry-dock for re-powering. We frequently use that vessel for moving our barges between the Bay and the Delta and for dispersing them to job sites."

The Fab Shop

Lee and I drove a short distance down the river road to a complex of several beautifully-maintained, sparkling steel buildings with a water tank carrying



Photo courtesy Dutra Group.

At Dutra's facilities along the river in Rio Vista: loading the Phyllis T. workboat onto a ramp barge for a dredging job in Arkansas.

the Dutra logo. Lee told me that this is Dutra's fabrication or "fab shop," which consists of a 30,000 square-foot building with a 40,000-pound overhead crane and a diverse array of metalworking equipment operated by a crew of up to 30 trained craftsmen. Lee added, "We also have a second building, somewhat smaller but with additional equipment and a smaller crane system."

Not only does the fab shop do a wide variety of work for all of the Dutra companies, it also does metalworking jobs for outside clients. Lee said, "We build crushing equipment for rock quarries throughout California, as well as a wide range of other industrial equipment. The bottom line is that we can build whatever a client wants if they e-mail the drawings to us in an appropriate format."

Delta and Bay Projects

Dutra continues to be the leading levee-response firm involved in maintaining and repairing Delta levees for a combination of state and federal agencies, as well as private property owners. Recent projects have included emergency repairs for the

Upper Jones Tract Breach in 2004 and 2005, followed by the \$345-million 2006 Emergency Levee Improvement Project, the Lower Sacramento River Emergency Levee Improvement Project, the Upper Sacramento River Emergency Levee Improvement Project, and the list goes on and on. As you can see, the protection of the Delta's valuable agricultural lands and its essential role in the state's water supply continue to remain hot-button issues.

Among recent dredging projects in San Francisco Bay is the Port of Oakland's multi-million-dollar 50-ft channel-deepening project, where Dutra was a joint-venture partner with Manson Construction. At the same time, Dutra headed a related project in Marin County, the Hamilton Wetlands Restoration Project, which was designed to receive 6-million-cubic yards of Oakland's dredged materials. Dutra's fab shop designed and built the 18,000-horsepower pumping system for moving Oakland's mud from Dutra's barge off-loading site in mid-bay to the Hamilton site. Dutra has also been providing construction services for a number of berths at the Port of Oakland, as well as maintenance dredging



Photo courtesy Dutra Group.

Strengthening Delta levees with rock from Dutra's San Rafael Quarry.

at the Larkspur Landing Ferry Terminal and several of the oil refineries on San Francisco Bay.

From my brief visit to the diverse Dutra facilities along the Sacramento River in Rio Vista, it has become obvious that Dutra is not only playing a leading role in maintaining the levees that protect

the Delta, but is also a vibrant element in the economy of the quiet river town of Rio Vista.

As I departed from the river road, I mounted the hill to one of the most unusual museums in California, the Dutra Museum of Dredging, where I will meet our readers next month.



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Making Clean Air a Reality at the Port of Oakland

BY RONALD LIGHT

The docks. Ships. Rail and trucks. Images of moving cargo readily come to mind when we think of the working waterfront.

The Port of Oakland is a busy, bustling hub of cargo transport conveying, among other things, a steady stream of containerized consumer goods from China to distribution warehouses as far away as Reno. Abundant Central Valley produce takes its turn in shipping containers to be whisked across the Pacific to Japan.

Oakland's port is large by any standard, and on the West Coast, only Los Angeles and Long Beach—the nation's largest ports—move more goods than Oakland. Five thousand trucks travel highways and city streets to and from the Port of Oakland, and on any given day Oakland's seaport terminals process 10,000 transactions of truck-driven cargo through their gates.

Industry touts the Port of Oakland as the engine that drives a \$7 billion goods economy geared to serving up massive amounts of consumer staples to Northern California. But in a literal sense, it's also the engine that spews soot and diesel pollution over an equally vast part of the state.

The adverse health effects of diesel exhaust on neighboring communities are at the heart of the movement to clean up tailpipe emissions of big rigs serving the Port. One study from 2002 found asthma rates among young children to be seven times higher in West Oakland than in other parts of the county. It also identified elevated rates of heart disease, cancer and premature death. A 2008 California Air Resources Board report attributed 70 percent of these elevated health risks directly to diesel trucks.

Yet, in 2007, the Port of Oakland released its own "emissions inventory" asserting that 80 percent of diesel particulates, or soot, comes from the large container ships calling at the port's 20 berths. Big rig trucks, it said, account for a slight six percent of Port emissions. According to Oakland Port Commissioner and community activist Margaret Gordon, these discrepancies highlight the different aims and measuring methodologies of agencies. She contends that investigators would do well to measure diesel pollution levels inside the West Oakland homes where soot collects and people live. That has yet to be done.

Last year marked a turning point, as all port trucks in California were required to meet new clean air standards. Due to the proximity of ports to residential neighborhoods, port trucks are subject to stringent anti-pollution measures that were made mandatory years before other classes of trucks.

Suffering from the high cost of compliance and an accelerated implementation schedule, port truckers feel they've paid more than their fair share. Mamdoh Ibrahim of Mamnass Logistics, which operates three trucks, said, "We cleaned our trucks, and we cleaned our pockets." While some port truckers had no choice but to close their businesses, many secured sizable loans to bring their rigs into full clean air compliance. Ibrahim, who borrowed \$10,000 to outfit his three trucks, said, "No one likes to drive a clean truck more than the trucker."

One year after the state's diesel



Photo by Joel Williams

Upgrading or replacing 3,100 trucks to meet last year's deadline for emissions compliance successfully eliminated 50 percent of the airborne diesel "black carbon" soot detected near the Port of Oakland just one year before.

emissions rule for drayage trucking went into effect the air is cleaner. But by how much? Margaret Gordon, who continues to wipe dark soot off interior fixtures, allows that West Oakland air quality has improved "a little bit." She's still looking for long-term beneficial effects in her community, such as a reduction in the incidence of asthma, before making any resounding pronouncements.

The Bay Area Air Quality Management District (BAAQMD), the agency that partially funded and administered emissions reduction grants to local truckers, cites an unexpectedly bright statistic from a recent study by the University of California. Upgrading or replacing 3,100 trucks to meet last year's deadline for emissions compliance successfully eliminated 50 percent of the airborne diesel "black carbon" soot detected near the Port just one year before. "This is exciting news," said Tina McRee, an environmental planner for BAAQMD.

With the next phase of diesel emission

controls affecting 2,700 Port trucks in 2012-13, air quality is expected to make another dramatic improvement. McRee praised the cooperation of the trucking community in helping to clean the air. "Trucker cooperation was excellent," she said. "The truck driving community was pivotal in the success of the program. It was a great partnership."

If Oakland truckers can take pride in their actions as socially responsible citizens responding to the needs of a complex port ecosystem, they still fear for the future. Indeed, they feel themselves an endangered species. The next round of state environmental regulations requires that all port trucks greatly reduce the emission of greenhouse gases from their exhaust pipes. Of the 5,800 emissions-compliant trucks currently serving the Port, some 4,400 will need to be replaced with new models by the year 2014. "But who will pay for all this?" asked independent operator Ibrahim. The question lingers in the air.



Photo by Bill Aboudi

Port trucker Mamdoh Ibrahim. "I'd love to see no smoking trucks."

BIRD'S EYE VIEW

San Francisco 1906, photographed using a kite-mounted camera.



About six weeks after the 1906 earthquake and fire devastated the City, George R. Lawrence took this 130-degree panoramic photo from high above San Francisco Bay. Lawrence's camera was 49 pounds, and he made it airborne by attaching it to 16 linked kites. He activated the shutter with an electric current delivered along a line from the ground to the camera. This photo, which was taken on May 28, and others in the series ran in various parts of the *San Francisco Examiner* through August of that year.

Hiring on the Waterfront

BY BILL PICTURE

Every month, hundreds of men and women file through the hiring hall at the Sailors Union of the Pacific Building in San Francisco's South of Market neighborhood hoping to join one of the region's union-manned ferry crews. After a thorough drug screening, recruits must complete 720 hours of training in order to become a member of the Inland Boatmen's Union, whose members you'll find working aboard many of the ferries that zip back and forth across the Bay each day.

Thirty-two of those hours are earned in a seamanship course taught by Chuck Billington, 62, whose 42 years of aboardship experience more than qualify him to whip new recruits into seagoing shape.

What's the turnout like these days at the hiring hall?

You should see it! A few hundred people show up every week looking for jobs. Out of those, maybe 15-20 will qualify.

What types of people are applying for ferry jobs?

Nowadays, all types. There are a lot of newbies [people who've never worked aboard a vessel before], of course. But I also have people in my class that already have a lot of experience under their belts—able-bodied seamen, captains, ocean masters.

All ages, too—20 to 55.

On the first day of class, I ask my students to tell me something about themselves and why they're here. It's interesting to hear their stories. I've seen professionals give up good-paying jobs to....

...To feel the salty Bay wind in their hair, instead of sitting in an office all day?

[Laughs.] Exactly. But everybody starts at the same level. Even if you've worked on a ship for 10 years, working on a ferry boat is totally different.

What do the recruits learn in your seamanship class?

I call it the "rules of the road." We begin with a three-page list of A-to-Z vessel terminology, after which they have to pass a test. A big section of the course is what to do in the event of a fire. We take them through fire drills, and man-overboard drills. We teach them how to rig gear, and how to stow it. We teach them knots and basic engine mechanics, CPR, first aid. It's pretty intense, especially for the newbies. But they have to pass a test at the end. And now we include a whole big chunk on homeland security.

What do you teach during the homeland security section?

A lot, A-to-Z! We teach them to be observant. The Department of Homeland Security put together a list of things to be on the lookout for. And there's a separate list of physical characteristics to take note of in the event of an incident that help the authorities identify [a suspect]—scars, shape of nose, shape of ears. A cop on the force for 20 years probably couldn't remember all of these little details, but I teach my students to.

Have there been any standout students in your class recently?

The classes I've had recently have been some of the best I've ever had. They're really sharp. This one student, Celeste, was the quickest I've seen get seniority.

You're nearing retirement age. What are you going to do after this?

I'm gonna' play some rock-and-roll. [Laughs.] I mean it. I don't have much time for that these days. As soon as I retire, that's all I plan to do.

SAILBOATS AT WORK

BY CAPTAIN RAY

It's easy to recognize that some vessels plying the waters of San Francisco Bay are work boats. Tugs and barges transport bulk cargos—fuel, gravel, fill, and dredging spoils—cheaply. Tankers arrive almost daily with crude oil for our refineries. Tour boats carry visitors on narrated historical and scenic tours. Ferries shuttle commuters in and out of San Francisco, and carry fans to see world-champion Giants games at AT&T Park. Crabbing and fishing boats provide our food. Container ships and freighters bring us an endless supply of manufactured goods from all over the world. Our exports—commodities as diverse as scrap steel and the agricultural products of the Central Valley—reach the rest of the world on these same ships. That these are working vessels is obvious; others, not so much.

It may seem like sailboats are always out on the Bay, using its wonderfully consistent wind. I'll bet you've had thoughts like, "That sure looks like fun, but I don't know how to sail or even know anyone who has a sailboat!" or, "Those lucky folks, out playing while I'm off to work!" Well, it may not look like it, but some of those sailboats are hard at work.

Sailing is both remarkably simple and surprisingly complex. And while it is possible to learn sailing without any professional guidance or instruction, it is often an ineffective, expensive and potentially dangerous way to go.

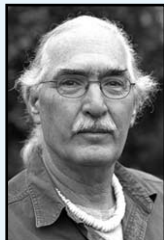
People who sail their own boats are frequently looking for crew and are willing to teach you what they know in exchange for your labor. The price is right—free—but you often get what you pay for. Most yacht clubs host races and there are always boats looking for crew on race day. All you need to do is show up and ask around. You won't find a spot on the best boats—one of the reasons they are the best boats is because they have regular crew—but it will get you out on the water with someone who has some experience. However, the best place for a novice to learn may not be in the midst of spirited competition, and the "instruction" you may get in these settings is likely to be limited.

There are better methods. For the adolescent and pre-teen set, many yacht clubs offer juniors programs. I often see groups of dinghies in the Oakland Estuary, off the St. Francis Yacht Club, and just outside the entrance to the Richmond Harbor, sailing in controlled chaos with very young people at the helm. In the midst of the disorder, instructors (often certified by the United States Sailing Association) offer basic sailing skills. The courses usually finish with a series of supervised races. This can be a great summer adventure for youngsters.

For us adults, there are commercial sailing schools. In the interest of full disclosure, I work as an instructor for one of them here on the Bay. Additionally, in my capacity as an Instructor Trainer for the United States Sailing Association, I visit many sailing schools around the country. What I see is a fairly uniform pattern: Adult training begins on larger boats, typically about 25 feet long. As student skills increase, so does boat size—up to about 50 feet in length. These boats, with accommodations for living aboard, are used to teach not only the skills necessary to handle larger boats, but also to prepare graduates for chartering abroad in exotic locales such as Greece, Tonga and the Caribbean Islands.

Even though the days of Captain Jack Aubrey and tall ships are behind us, some of the sailboats you see out there on the Bay really are hard at work, just like the tugs and tankers!

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.



A TRULY AMERICAN CUP



Photo Courtesy of Club Nautique

The Coast Guard has clinched the trophy for two consecutive years. They are coming back this year to try and hold on to their winning status.

In appreciation of the U.S. Armed Forces, Club Nautique Sailing School and Yacht Charter Company is hosting a sailing regatta in which all branches of the military will be competing on individual boats to claim bragging rights and take home the perpetual trophy. Club Nautique has invited the Navy, Army, Air Force, Marines, and Coast Guard to participate in the American Armed Forces Cup. Each branch of the military will be sending three participants to compete head-to-head against the other branches for the third annual American Armed Forces Cup perpetual trophy to be held on Sunday, May 15 between 2 p.m. and 5 p.m. Club Nautique will provide five evenly matched twenty-six foot sailboats and professional sailing instructors will be assigned

to each team to instruct on basic sailing fundamentals and race tactics as needed during the race. Each military team will do the actual sailing. The overall winner will be presented with the American Armed Forces Cup perpetual trophy, which is to be defended next year and each year thereafter. For the last two years the Coast Guard has gone undefeated. This year, the word is out that the Navy is gunning to take command of the trophy and the Marines are plotting to take them all by storm. The regatta can be easily viewed from the shoreline on Ballena Isle. The viewing area will be clearly marked from the Club Nautique location in Alameda and it should be a great day on the water. For more information visit www.clubnautique.net or call Club Nautique at (510) 865-4700.

Entries Surge for America's Cup

BAY CROSSINGS STAFF REPORT

The new era of America's Cup racing has attracted 15 teams from 12 countries, who will begin their quest for the Cup with 2011 America's Cup World Series stops in Cascais, Portugal; Plymouth, England; and San Diego.

"Fifteen teams promises an exciting America's Cup World Series, Louis Vuitton Cup Challenger Series and ultimately 34th America's Cup Final," said Iain Murray, Regatta Director and CEO of America's Cup Race Management. "The new wing-sailed, multi-hulled yachts will be fast and physically demanding, keeping the racing dynamic and interesting until the finish. We are looking forward to seeing these teams on the AC World Series circuit later this year. It is time to go racing."

The current list of vetted and accepted competitors is a geographically diverse field: ALEPH EQUIPE DE FRANCE (France), Artemis Racing (Sweden), China Team (China), Emirates Team New Zealand (New Zealand), Energy Team (France), Mascalzone Latino (Italy), ORACLE Racing (USA), Team Australia (Australia), and five undisclosed teams. Teams have the privilege of unveiling themselves based on their individual needs.

Inaugural America's Cup World Series to Start in Europe

America's Cup Event Authority (ACEA) revealed the inaugural AC World Series would begin in Europe in August 2011.

2011 AC World Series Schedule

- Event One:** Cascais, Portugal
August 6 -14
- Event Two:** Plymouth, England
September 10-18
- Event Three:** San Diego, California
Dates TBD, to be set between mid Oct. and early Dec.

"We have selected venues that reflect both the prestige of the America's Cup, as well as venues that can bring the action on the water to those on land," said Richard Worth, Chairman, ACEA. "Similar to San Francisco, all of the inaugural AC World Series venues enable spectators to watch the racing live, which will help expose this great sport to more people worldwide."

The AC World Series is a regular circuit of regattas that will bring America's Cup-level racing and experience to top international venues. Televised to expose millions more fans to the sport of high-performance sailing, the AC World Series will feature both fleet and match racing at each event. At the end of each AC World Series season, a champion will be crowned. These events provide the fans the only opportunity to see all of the America's Cup competitors racing together. The schedule for the second half of the inaugural AC World Series circuit will be revealed by October of this year.

The 2011-2012 AC World Series will be sailed in the AC45, the forerunner to the next generation of America's Cup boats. The boat was launched to great acclaim in New Zealand this past January. Focused on creating more on-the-water excitement for both the teams and the fans, the AC45 wing-sailed catamaran was designed for both speed and close racing. While capable of closing speeds of up to 30 knots, the AC45 remains nimble enough to handle the tight, tactical race courses planned by America's Cup Race Management.

The 2012-2013 season will be sailed in the larger and faster America's Cup boats, the AC72, and its champion will be crowned just prior to the start of the Louis Vuitton Cup (America's Cup Challenger Series) in July 2013. This AC World Series will also enable all teams seeking to compete in the America's Cup Finals in September 2013 to be race-ready for the AC72.

The 2012-2013 season will begin in San Francisco in August 2012.



Photo by Ivor Wilkins/www.americascup.com

Sweden's Artemis Racing Team performing testing in Auckland, New Zealand in the new AC45s that are the forerunner to the next generation of America's Cup boats.

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Local Firm Helps Boaters Dump a Bad Habit

BY BILL PICTURE

Many of the Bay Area's 40 marinas allow slip-renters to live aboard vessels in their harbors. San Francisco Bay Conservation and Development Commission (BCDC) regulations allow marinas to rent only 10 percent of their slips to live-aboards, but many illegal live-aboards occur with the help of lenient harbor masters.

Marina owners provide onshore, plumbed restrooms for their customers—recreational boaters and live-aboards alike. Still, many boat owners opt for the convenience of their onboard latrines. Local, state and federal laws forbid the

emptying of holding tanks into the Bay, but some concerned Bay Area boaters say it's happening anyway.

"It's just gross," said Dan Augustine, who calls the Bay's chilly, blue waters home for much of the year.

Some chalk it up to convenience; others, laziness. Almost all of the marinas provide fixed-location pump stations. To use them, however, boat owners must unmoor their vessels and re-dock alongside the pump stations. Less experienced pump-users may also find the pumping equipment difficult or even messy to use.

"It's a lot easier to just empty into the water when no one's looking," said Augustine, a former school teacher.

In 2006, Augustine's students asked him what happens to the contents of on-vessel holding tanks. Augustine told them that some boat owners pump out their tanks, but others illegally discharge the waste into the water. Horrified, many of his students swore they'd never so much as dip a toe into the ocean. It was then that Augustine recognized an opportunity to help preserve the Bay for future generations and earn a living by offering dockside pump-outs to fellow boat owners.

Augustine founded BayGreen, a company that uses pump-equipped vessels to travel from marina to marina pumping out boats from their assigned slips. The service costs between \$6 and \$35, depending on the number of boats being serviced in each marina. The more boats that BayGreen services at each stop, the lower the per-boat charge.

The challenge of enforcement

If emptying holding tanks into the Bay is illegal, then how are boat owners getting away with it? The reality is that the law is very difficult to enforce.

There are nearly 11,000 slips in the



Photo Courtesy of BayGreen

BayGreen uses pump-equipped vessels to travel from marina to marina pumping out boats from their assigned slips. The service costs between \$6 and \$35, depending on the number of boats being serviced in each marina.

Bay Area, most of which are currently occupied. In fact, some of the more popular marinas have waiting lists for slips. Even though theoretically only 10 percent are live-aboards—and other boats rarely, if ever, get used—monitoring that many boats would require a small army, which cash-strapped government agencies can't afford.

Thus, the burden of enforcement falls in the laps of marina owners. Slip rental contracts specifically state that valves used to empty holding tanks into the water be locked, and that holding tanks be pumped and not dumped. But enforcement isn't easy or necessarily in marina owners' best interest, financially speaking.

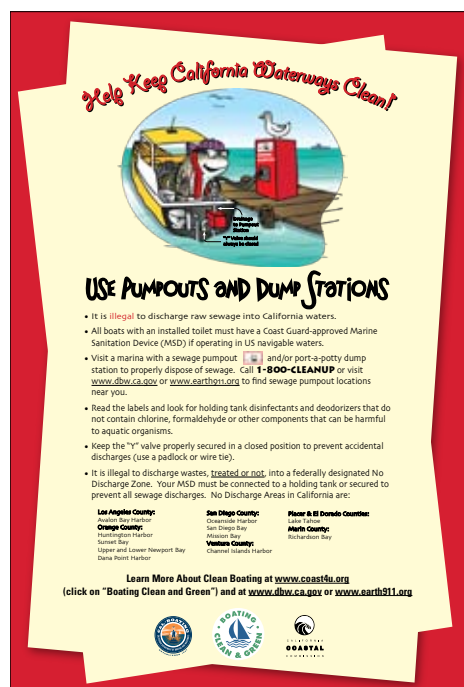
"Inspections take time, and harbor masters are already short-staffed," Augustine said. "Plus, slips are opening up left and right because people can't afford to keep their boats. Pricing has become very competitive, and active enforcement could make a boat owner pack up and move."

Still, Augustine has managed to enlist the help of a number of harbor masters who share his concern for the Bay's wellbeing. Although reluctant to add BayGreen's pump-out charge to the monthly berthing fee, they're helping to spread the word about BayGreen.

Some marina owners have even begun asking to see a monthly pump-out log from each renter, to nudge boat owners into either using the marina's pumping station or a pump-out service. Most marina contracts require that boat owners keep such a log, but harbor masters have rarely, if ever, actually looked at it.

Damage multiplied

The discharge of untreated human waste into the Bay is a bad idea and, among other things, can create "dead zones." While tides do a good job of diluting pollutants in most parts of the Bay and carrying those pollutants out to open waters, those areas that don't



The problem of illegal dumping of untreated waste is serious enough to warrant a recent re-launch of the "Boating Clean & Green" campaign. One of the posters urges boaters to use pump-outs and dump stations.



get a good enough tidal flushing will see oxygen-depleting algal blooms that render the waters unlivable for marine organisms.

“There are marinas where the algae is already so thick that I have to shut down my engines. Otherwise the algae blocks the engine’s cooling passages,” Augustine said.

The potential problem is serious enough to warrant a recent re-launch of the California Department of Boating and Waterways and the California Coastal Commission’s “Boating Clean & Green” campaign.

The campaign, which originated in 1997, now has a mascot, Reilly the Rainbow Trout, as well as a new series of posters, which are being distributed free of charge to marinas, yacht and sailing clubs, marine supply stores, fishing associations and boat launch ramps throughout the state. One of the

posters urges boaters to use pump-outs and dump stations.

As if the environmental impact caused by discharging waste into the Bay weren’t enough, a potential public relations problem is also looming for the Bay Area. The 34th America’s Cup, which is coming to the Bay in 2013, is expected to attract thousands of fans from around the world, and will put the Bay Area under a high-powered media microscope.

“All eyes will be on the Bay,” said Augustine. “And what do you think is going to happen if and when reporters notice that the Bay is dirty? We brag about how green we are, and our Bay has you-know-what floating around in it.”

Augustine conceded that discharge from holding tanks is only one of many factors contributing to the pollution of the Bay. Still, he believes it’s a good place to start.

“It’s a fixable problem,” he said. “And it’s a problem that I want to see fixed. Sure, I want to grow my business. But the San Francisco Bay is also my home. Not Berkeley, not San Francisco—the water itself is my home. And I want to see it protected.”

And as word spreads, things may be moving in a greener direction. “The outlook isn’t all bad,” Augustine reported shortly before we went to press. “Berkeley Marina just signed up



with BayGreen and is now providing a free pump-out service call to each of its tenants every month, and Emery Cove has an active pump-out log reporting program. It’s a great step in the right direction.” Augustine also reported an encouraging weekend at the Strictly Sail Boat Show in April, where he found many boaters and harbormasters receptive to his firm’s services.

For more information on BayGreen, visit www.baygreen.net.



Photo Courtesy of BayGreen

Dan Augustine, founder of BayGreen performing a pumpout for one of his many Bay Area clients.

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Boaters Can Help Keep Sewage out of the Bay

BY DEB SELF

First, a sewage spill update: since I wrote last month about our annual Bay Area winter sewage spills, the number of gallons of sewage spilled has doubled! After a very rainy March, we can now say that nearly a quarter billion gallons of raw or undertreated sewage have entered San Francisco Bay and its tributaries this winter.

With 40 treatment plants and 17,000 miles of publicly-owned sewer pipe in the Bay Area, we have a lot of sewage collection pipes, and most are in very poor condition. But, as I have reported here recently, San Francisco Baykeeper is making some headway, as exhibited by a new round of sewage spill reports from cities under

consent decrees with Baykeeper. On the Peninsula, where we began targeting troubled collection systems in 2006, cities have begun upgrading their infrastructure and have reduced their number of sewage spills by 60 percent in just the last two years. Now that we have settlements with 10 new cities this year, most of the worst-performing systems in the region are under consent decrees with Baykeeper and are finally making long-overdue repairs.

While the municipal sewage problem is certainly one of the Bay's biggest challenges, there's another less heralded sewage problem: marinas. Many boaters think their contributions are too small to make a difference, but consider that there are about 100,000 recreational boats on the Bay and that between 10 and 20 percent are used as a primary residence. Further, the impact of boat sewage is

localized in the shallow waters of coves and in marinas that receive little tidal flushing, where the water can become quite degraded.



Rather than use pump-outs, some boaters either bypass their holding tanks or empty the tanks directly into the Bay.

I also want to correct the common misconception that salt water somehow sanitizes raw sewage. To the contrary, sewage pollution carries disease-causing pathogens, infectious bacteria and viruses into the estuary's water, causing exposed swimmers to suffer from sore throats, sinus infections, diarrhea and skin infections. Marine mammals, birds and other creatures in our Bay can also suffer health effects. Additionally, sewage pollution contributes to algal blooms and reduces the amount of oxygen available in the water for fish and aquatic plants.

Most boaters know that it is against federal law to have an installed toilet on a boat unless it has a Coast Guard-certified and operable Marine Sanitation Device (MSD). The most common type of MSD is a holding tank that contains the sewage until it can be pumped out and routed to a municipal sewage treatment plant. Holding tanks are required by most marinas for people who live onboard their boats, and the Coast Guard requires that any Y valve that would allow bypass of the holding tank be closed and locked. However, there appears to be little enforcement of this requirement, and it seems that rather than use pump-outs, some boaters either bypass their holding tanks or empty the tanks directly into the Bay.

The other two types of MSDs are "flow-through" treatment systems that use an electrical current to reduce the bacterial count and macerate the waste to remove floating solids. Unfortunately,

even if the unit is functioning properly, the discharged foamy film still degrades water quality—and creates an unpleasant environment in the marina. Additionally, the electrodes in the unit often become corroded and require replacement, an expensive fix many owners don't pursue. Some units also require potentially toxic chemicals and biological agents that can contribute to water pollution.

While Type I and II MSDs have their problems if not maintained, the bigger problem may be with direct (and illegal) discharge of untreated sewage. A recent review of boating message boards revealed one boater's philosophy: "Bucket and chuck it . . . Just wait until night." I expect most Bay Area boaters have a different environmental ethos and a love for the Bay, but all local boaters have to take responsibility for the collective impact that illicit sewage dumping can have on their marinas and the Bay.

Baykeeper encourages all boaters with marine toilets to use pump-outs. If a pump-out station at the local marina is broken, report it. Either use a stationary pump-out system regularly or contract with a mobile pump-out service such as BayGreen (see page 14). Baykeeper also encourages Bay Area marinas to conduct regular inspections of MSDs and keep logs of pump-outs. A little oversight could make a big difference in our Bay's health.

Help Baykeeper green the maritime industry in San Francisco Bay. Follow our work at www.baykeeper.org and report pollution by calling 1-800-KEEP-BAY.



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Deb Self is Executive Director of San Francisco

Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable. Deb has 25 years of experience in

environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.





Leopard Sharks: Spotted in the Bay

BY KATI SCHMIDT

Although it's part of my day job, even in social situations I enjoy asking the icebreaker, "What sharks do you think live in San Francisco Bay?" The question receives a mix of reactions, most commonly of the blank stare variety. Never fear, I'm here to help — there are five species of sharks commonly found in San Francisco Bay: sevengill, soupfin, spiny dogfish, brown smoothhound and the most common, the leopard shark, *Triakis semifasciata*.

Leopard sharks have an elongated, gray to brown body with distinct dark saddle bars on its back and sides—no two leopard sharks have the same pattern. The average length of a leopard shark is four to five feet long. "Even though leopard sharks are common in San Francisco Bay, their beautiful patterns are very unusual for sharks," said Christina J. Slager, director of husbandry at Aquarium of the Bay.

Leopard sharks prefer shallow waters, making San Francisco Bay and other bays and estuaries ideal living grounds. They usually stay near the bottom and are rarely found in water more than 65 feet deep. Their bottom-dwelling preference provides plentiful access to favorite foods including crabs, shrimp, worms, fish and fish eggs.

The sharks are ovoviviparous, meaning they give birth to live young instead of laying eggs. Birthing of between four and 30 pups typically occurs in the early summer, after a one-year gestation period. The eel grass beds and shallower areas of San Francisco Bay provide a nursery ground for the animals

and helps safeguard the pups against predators. The pups are only about eight inches long at birth, and it may take over a decade to reach maturity.

Combining the effects of a slow growth period and their greatest predators—humans—have caused leopard sharks and shark species worldwide to become threatened. The most significant threat to sharks is overfishing; in particular, the practice of shark finning is responsible for the death of more 70 million sharks each year.

Providing opportunities for visitors to help protect sharks, Aquarium of the Bay recently unveiled the *No Fins, No Future: Support AB 376* exhibition to help spur support for the passage of Assembly Bill AB 376, which would ban the possession, sale, trade and distribution of shark fins in California. The exhibit highlights the importance of this legislation through a multimedia station, including WildAid's public service announcement by Yao Ming. It also includes an action station, where visitors can sign personalized postcards in support of AB 376, which the Aquarium of the Bay will mail to the bill's authors.

AB 376, co-authored by California Assembly members Paul Fong (D-Cupertino) and Jared Huffman (D-San Rafael), successfully passed the Water, Parks, and Wildlife Committee with a 13-0 vote on March 22, and passed the Assembly Committee on Appropriations on April 6.

Assemblyman Fong said, "Aquarium of the Bay is leading example of efforts



Photo Courtesy of Aquarium of the Bay

No two leopard sharks have the same pattern of markings.

to support the apex predators of our ocean that keep the balance of marine life. Its action station exhibit is a stellar example of a medium available to the public where they can voice the support for healthy sharks, healthy oceans, and healthy marine ecosystems."

The best place to view leopard sharks is, of course, at Aquarium of the Bay. The shark can be found in both of the aquarium's exhibit tunnels. For the ultimate in aquarium bragging rights, the *Touch the Bay* exhibit includes juvenile leopard sharks, as well as some "cousin" species, such as bat rays and skates.

Kati Schmidt is the Public Relations Manager for Aquarium of the Bay and The Bay Institute, nonprofit organizations



dedicated to protecting, restoring and inspiring conservation of San Francisco Bay and its watershed. A Bay Area native and aspiring Great American novelist, Kati enjoys the professional and personal muses found from strolling and cycling along, and occasionally even swimming in San Francisco Bay and beyond.

Sharing time with whales is a privilege.



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WATERFRONT ACTIVITIES

- Every Saturday** **9:30AM – 11:30AM, 12:30PM - 2:30PM & 2:30PM - 4:30PM - Introduction to Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- Every Wednesday** **6PM – 8PM - Wednesday Night Sail - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! On May 4th this sail is on the Seaward, an 82' schooner, followed by a free BBQ and May 11th will be a "Women's Only" boat! Cost is \$40.
- May 6** **6PM – 8:30PM – Sunset Sail - Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Watch the sunset from the deck of our 82' schooner, SEAWARD. This is a relaxing way to end the week! Complimentary wine and cheese, soft drinks and snacks included. Don't forget your sweater. Cost is \$45 per Passenger.
- May 7** **3PM – 6PM – Annual Benefit for Youth Sailing - Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Come enjoy a great party and help support our hands-on sailing programs for underserved youth. Festivities include live music by the Bob Hill Band, an oyster roast, other great food & drinks, dockside tours of the schooner Seaward, live & silent auctions, kids' activities, and more! Call of the Sea is a non-profit organization that uses hands-on learning and the challenges of sailing a tall ship to transform the lives of Bay Area youth. For tickets and information call (415) 331-3214 or visit www.CalloftheSea.org.
- May 8** **9AM – 6PM - Chowder Charter - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Join other fun sailors for an exciting day of sailing on the bay, then head back to the clubhouse for some nice warm chowder and relaxing with your crew mates and other club members. Reservations required. Cost is \$135 or \$80 for members.
- May 8** **9:30AM – 12:30PM – Sunday Morning Sail (Mother's Day) - Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Help the crew raise 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 is a great sail for families. Guests are welcome to bring their own snacks or picnic lunches. Adult \$45 / Youth (ages 6 – 12) \$25 / Child (Under 6) Free.
- May 8** **2PM – 4:30PM - Stand up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. (\$60 per person 2.5 hrs class)
- May 14** **6:30PM – 9PM - 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.
- May 15** **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 watercraft and eat lunch.

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

- May 15** **2PM – 5PM - American Armed Forces Regatta - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
As a way to show appreciation and gratitude to the members of the U.S. Military, Club Nautique is hosting the American Armed Forces Regatta. All five branches will compete to win bragging rights and the American Armed Forces Cup! Come out and support your favorite team! Shoreline viewing or charter a boat and get out on the water to support our troops!
- May 21** **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!
- May 22** **9AM – 6PM - Chowder Charter - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Join other fun sailors for an exciting day of sailing on the bay, then head back to the clubhouse for some nice warm chowder and relaxing with your crew mates and other club members. Reservations required. Cost is \$135 or \$80 for members.
- May 27** **6PM – 8:30PM – Sunset Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Watch the sunset from the deck of our 82' schooner, SEAWARD. This is a relaxing way to end the week! Complimentary wine and cheese, soft drinks and snacks included. Don't forget your sweater. Cost is \$45 per Passenger.
- May 29** **9AM – 6PM - Women's Sail/Hike to Angel Island - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come sail with us on J/24's to Angel Island. Plan on eating lunch on island, hiking and exploring. All levels welcome. Cost is \$125 or \$95 for members.
- May 29** **9:30AM – 12:30PM – Sunday Morning Sail - Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Help the crew raise 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 is a great sail for families. Guests are welcome to bring their own snacks or picnic lunches. Adult \$45 / Youth (ages 6 – 12) \$25 / Child (Under 6) Free.

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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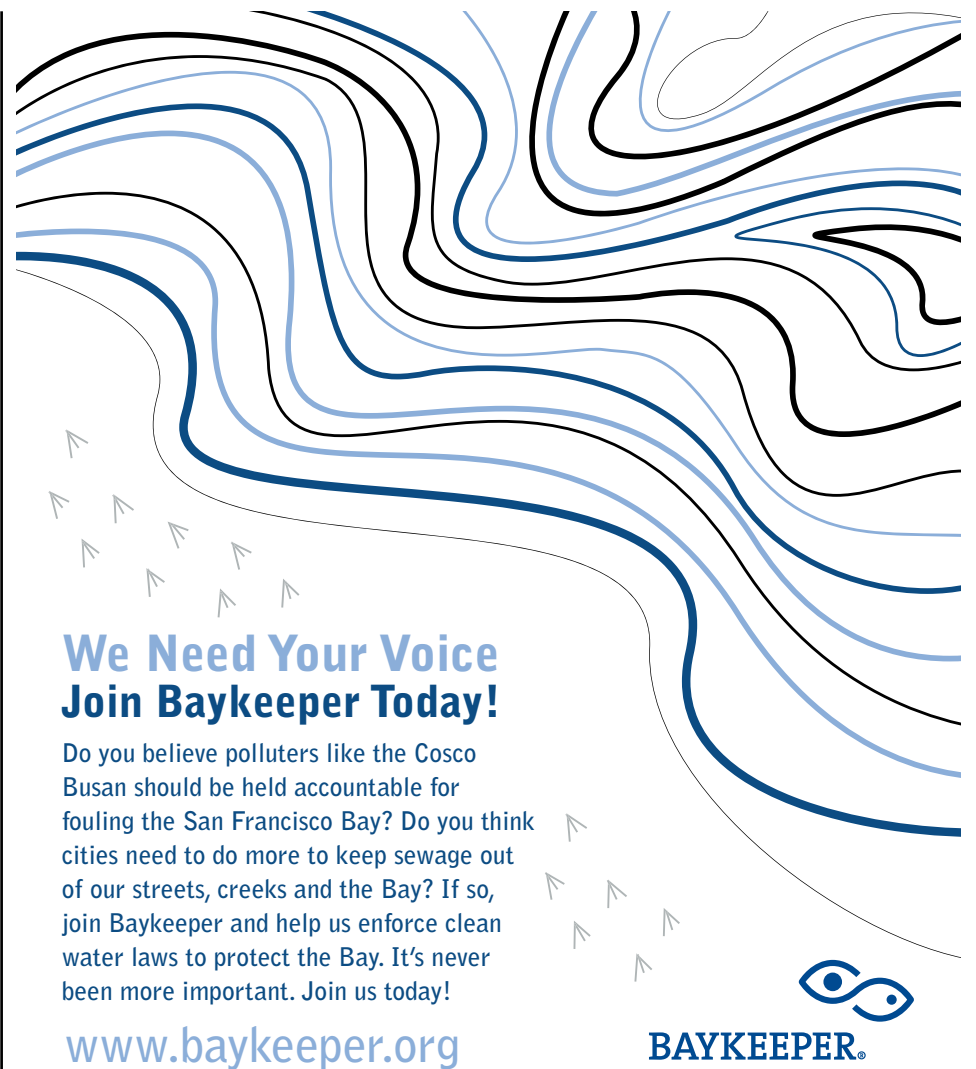


Call of the Sea **Come Celebrate Summer Sailing!**
Annual Benefit for Youth Sailing

Check Out Our Great Summer Sailing Camps Online!

Saturday, May 7, 3-6 PM at the Bay Model in Sausalito
Enjoy fantastic live music, food & drinks, dockside tours of the schooner *Seaward*, live & silent auctions, kids' activities, and more! Proceeds fund hands-on sailing programs for underserved youth.

For tickets and information call (415) 331-3214 or visit: www.CalloftheSea.org.



**We Need Your Voice
Join Baykeeper Today!**

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

www.baykeeper.org

BAYKEEPER

Jack London Square to Host a Full Slate of Summer Events

Summer is a perfect time to visit Jack London Square to take in an outdoor film, enjoy free dance lessons, enjoy evenings of music by the water and much more.

This year, Jack London Square will introduce a new outdoor music series called SoundWaves. SoundWaves will present the best local musical talent in an unparalleled setting. Covering genres ranging from smooth jazz to big band classics and more, listeners will be able to enjoy these bands while overlooking the beautiful waterfront. Concerts will begin at 5:30 p.m. on Thursday, May 19, and continue weekly through June. It's a great way

to end the workday and enjoy the outdoors.

Dancing Under the Stars, taught by the dance instructors from Linden Street Dance Studio, will return by popular demand each Friday night at 8:30 p.m. beginning June 3 and running through August. Each week, the instructors will feature a lesson on a different style of dance along with a dance party to follow. Dance lessons will include salsa, samba, foxtrot, waltz and more. It's a terrific way to finish a week and enjoy the magic under the moonlight by the water.

The one-of-a-kind movie experience Waterfront Flicks will return this summer with a full slate of movies projected on giant screen by the waterfront every

other Thursday. This year, films will focus on food and will kick off with *Julie & Julia* on July 7. Films begin at sundown, and the program will continue through August and include *Ratatouille*, *Big Night* and others.

There will be many other unique and ongoing events this summer by the water at Jack London Square. These include monthly Full Moon kayaking and cruises available on the Presidential yacht *Potomac*.

On May 22, the Food-a-Palooza Family Food Festival will arrive. On June 4 and 5, East Bay Open Studio at Jack London Square will feature nearly 40 artists. You can meet the animal of your dreams at the East Bay SPCA

Adopt-a-thon on July 17. On August 6, you can join the East Bay Vintners Alliance to sip the best of the Urban Wine Experience.

And don't forget to mark your calendars now: The Eat Real festival will return on the weekend of September 23-25.

Aside from these great events, you can visit Jack London Square any night of the week to sample some of Oakland's most innovative restaurants. You can also swing by each Sunday morning to visit the Jack London Square Farmer's Market—one of the largest in the region.

For more information, you can check out JackLondonSquare.com. You can also find Jack London Square on Facebook and on Twitter at [@JackLondonSq](https://twitter.com/JackLondonSq).

Enjoy WATERFRONT DINING AT JACK LONDON SQUARE

Bocanova • Cocina Poblana • Hahn's Hibachi
Il Pescatore Ristorante • Kincaid's Bay House • Miss Pearl's Jam House
Scott's Seafood Restaurant • Yoshi's Oakland



Broadway & Embarcadero | Oakland
www.jacklondonsquare.com



Fashionistas Take Note

BY PAUL DUCLOS

Now through July 4, the de Young Museum in San Francisco is featuring *Balenciaga and Spain*, an exhibition curated by Hamish Bowles, European editor-at-large of *Vogue*. The exhibition features 120 haute couture garments, hats and headdresses designed by Cristóbal Balenciaga (1895–1972).

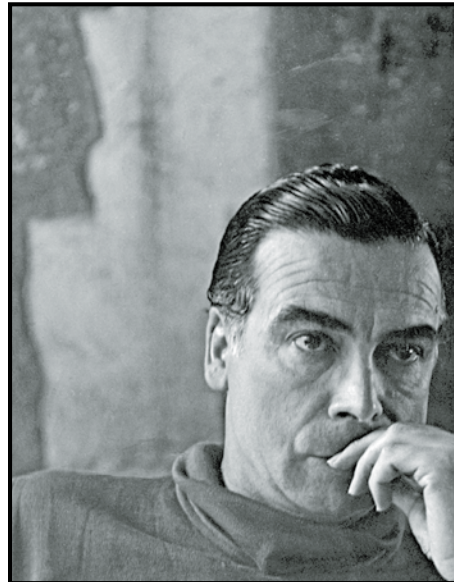
You can feel the pulse of Spain beat in every garment: A dress ruffle inspired by the flourish of a flamenco dancer's *bata de cola* skirt; paillette-studded embroidery that glitters on a bolero jacket conjuring a nineteenth-century *traje de luces* (suit of lights) worn by a matador; clean, simple and technically perfect lines that extrapolate the minimalist rhythms and volumes of the vestments of Spanish nuns and priests; a velvet-trimmed evening gown aesthetically indebted to the farthingale robe of a Velázquez Infanta.

The exhibition illustrates Balenciaga's expansive creative vision, which incorporated references to Spanish art, bullfighting, dance and regional costume, as well as the pageantry of the royal court and religious ceremonies. Cecil Beaton hailed him as "fashion's Picasso," and Balenciaga's impeccable tailoring, innovative fabric choices and technical mastery transformed the way the world's most stylish women dressed. www.deyoung.famsf.org

For a more masculine take on fashion, we suggest you stop by On the Fly—within walking distance of the Ferry Building. This 1 Embarcadero Center boutique is committed to outfitting the modern gentleman with solutions that acknowledge his discerning tastes and busy schedule. According to the mission statement of store founder, Ami Arad, the store wishes to edit the world of choices available to customers "in such a way that you can be confident that every purchase is a stylish one."

And Arad should know. Here's how he describes himself on the site: Renaissance man, raconteur, male chauvinist pig. There's also this charming description:

"On any given weekend [Arad] may be playing soccer or cheating at golf, tailgating at a Cal football game, reading the latest business best-seller, shopping for a loyal customer, or even officiating a friend's wedding (he has done six). Grinding his teeth in the gritty underworld that was Berkeley's premier men's store—George J. Good—instilled certain qualities in Ami as a young man: expensive tastes (especially as they pertained to tailored clothing), a nostalgia for the men's haberdashery, and a desire to exceed customers' expectations. The grasshopper learned quickly, evidenced by twice being named a regional finalist in Esquire's "Best Dressed Real Man in America" competition. The "cigar boom" of the mid-1990's drew Ami to what Forbes magazine would rate "one of the Top 10 tobaccoists in the world"—Sherlock's Haven in downtown San Francisco. More



Cristóbal Balenciaga's impeccable tailoring, innovative fabric choices and technical mastery transformed the way the world's most stylish women dressed.

bad habits were nurtured at the cigar shop, including a penchant for super-premium cigars, small-batch bourbons, and a medium-rare Porterhouse (sometimes all in the same evening). www.onthefly.com

Readers are also encouraged to ask Arad about his remarkable "club."

Housed in a 3,000 square foot space at 560 Sacramento Street in the heart of San Francisco's Financial District, Wingtip is something of a refuge for busy downtown professionals. There are a number of "loyalty" perks related to the place, too, which the sales staff will be only too glad to share with you. www.wingtip.onthefly.com

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www.tiburonwinefestival.org

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GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR*

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

* Direct ferry service is provided to most Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a 715 passenger Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding vessel. # 5:30pm trip is via Sausalito.

SAUSALITO

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

Contact Information 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

Sponsored by

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA



Blue & Gold Ferry

SCHEDULES
EFFECTIVE MAY 10

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

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

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

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.

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

Blue & Gold Ferry

**SCHEDULES
EFFECTIVE MAY 10**

BAY CRUISE

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

For the most current schedule, visit www.blueandgoldfleet.com
Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.

FARES: All prices include audio tour.

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

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

ANGEL ISLAND - S.F.

Weekdays - Daily Departures Pier 41

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

Weekends - Departures Pier 41

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

ANGEL ISLAND PRICES (Round-trip)

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

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

ALAMEDA/OAKLAND - WEEKENDS ONLY

| Depart Oakland | Depart Alameda | Arrive Angel Island | Depart Angel Island | Arrive Alameda | Arrive Oakland |
|----------------|----------------|---------------------|---------------------|----------------|----------------|
| 9:00am* | 9:10am* | 10:10am | 3:10pm | 3:45pm* | 3:55pm |

Vallejo - Weekends Only

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

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

TIBURON COMMUTE

TIBURON - S.F. Ferry Building

Weekdays

| Depart Tiburon | Arrive S.F. Ferry Bldg. | Depart S.F. Ferry Bldg. | Arrive Tiburon |
|----------------|-------------------------|-------------------------|----------------|
| 6:00 a.m. | 6:20 a.m. | --- | --- |
| 6:50 | 7:10 | 7:15 a.m. | 7:35 a.m. |
| 7:50 | 8:10 | 8:15 | 8:35 |
| 8:45 | 9:05 | --- | --- |
| --- | --- | 4:25 p.m. | 4:45 p.m. |
| 5:00 p.m. | 5:20 p.m. | 5:25 | 5:45 |
| 5:50 | 6:10 | 6:15 | 6:35 |
| 6:40 | 7:00 | 7:15 | 7:35 |
| 9:20 * | 10:05 * | 8:55 * | 9:15 * |

* Fridays only - Friday North Bay Getaway

ROCKETBOAT

Seasonal May through October

Depart from Pier 39

| 12:00 p.m. | 12:45 p.m. | 1:30 p.m. | 2:15 p.m. |
|------------|------------|-----------|-----------|
| 3:45 | 4:30 | 5:15 | --- |

FARES:

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

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

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays

| Depart S.F. Pier 41 | Arrive Sausalito | Depart Sausalito | Arrive S.F. Pier 41 |
|---------------------|------------------|------------------|---------------------|
| 10:40 a.m. | 11:10 a.m. | 11:15 a.m. | 11:45 a.m. |
| 12:35 p.m. | 1:05 p.m. | 1:15 p.m. | 1:45 p.m. |
| 2:05 | 2:35 | 2:45 | 3:10 |
| 3:20 | 3:50 | 4:00 | 4:55 |
| 5:05 | 5:35 | 5:45 | 6:15 |
| --- | 7:55 | 8:00 | 8:20 |
| 8:40 * | 9:35 * | 9:40 * | 10:20 * |

*Fridays only - Friday North Bay Getaway

Weekends and Holidays

| Depart S.F. Pier 41 | Arrive Sausalito | Depart Sausalito | Arrive S.F. Pier 41 |
|---------------------|------------------|------------------|---------------------|
| 10:50 a.m. | 11:20 a.m. | 11:30 a.m. | 12:00 p.m. |
| 12:15 p.m. | 12:45 p.m. | 12:55 p.m. | 1:25 |
| 2:15 | 2:45 | 3:00 | 3:30 |
| 3:40 | 4:10 | 4:20 | 5:10 |
| --- | --- | 5:00 | 5:30 |
| 5:20 | 5:50 | 6:00 | 6:55 |
| 7:05 | 7:40 | 7:45 | 8:40 |

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>

TIBURON - Pier 41/ SF Ferry Building

Weekdays

| Depart S.F. Ferry Bldg | Depart S.F. Pier 41 | Arrive Tiburon | Depart Tiburon | Arrive S.F. Ferry Bldg | Arrive S.F. Pier 41 |
|------------------------|---------------------|----------------|----------------|------------------------|---------------------|
| 11:45am | 10:50am | 11:10am | 11:15am | 11:35am | 12:00pm |
| --- | 12:10pm | 12:30pm | 12:35pm | --- | 12:55 |
| --- | 1:05 | 1:25 | 1:30 | --- | 2:05 |
| --- | 2:15 | 2:35 | 2:40 | --- | 3:20 |
| --- | 3:20 | 4:15 | 4:25 | --- | 4:55 |
| --- | 4:05 | 4:45 | --- | --- | --- |
| 7:15 | --- | 7:35 | 7:45 | --- | 8:20 |
| 8:55* | 8:40* | 9:15* | 9:20* | 10:05* | 10:20* |

* Fridays only - Friday North Bay Getaway

TIBURON Weekends and Holidays

| Depart S.F. Ferry Bldg | Depart Pier 41 | Arrive Tiburon | Depart Tiburon | Arrive S.F. Ferry Bldg | Arrive Pier 41 |
|------------------------|----------------|----------------|----------------|------------------------|----------------|
| 9:20 am | 9:45 am | 10:30 am | 10:40 am | 11:10 a | 11:35 a |
| 11:20 am | 11:45 | 12:40 pm | 12:45 pm | --- | 1:20 pm |
| --- | 2:10 pm | 2:45 | 2:55 | --- | 3:50 |
| --- | 3:40 | 4:30 | 4:40 | --- | --- |
| --- | 5:20 | 6:15 | 6:25 | --- | --- |
| --- | 7:05 | 8:00 | 8:05 | --- | 8:40 |

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.) | |

Baylink Ferry

VALLEJO

VALLEJO - SAN FRANCISCO

Weekdays

| Depart Vallejo to S.F. Ferry Building | Depart S.F. Ferry Bldg. to Vallejo | Depart Pier 41 Fisherman's Wharf to Vallejo |
|---------------------------------------|------------------------------------|---|
| 5:30 a.m. | 6:35 a.m. | --- |
| 6:30 | 7:35 | --- |
| 7:00 | 8:30 | --- |
| 7:45 | 8:55 | --- |
| 8:45 | 9:55 | --- |
| 10:00 > | 11:20 > | 11:45 a.m. > |
| 11:30 | 12:40 p.m. | --- |
| 2:00 p.m. ^ | 3:30 ^ | 3:10 p.m. ^ |
| 3:00 | 4:30 | --- |
| 4:05 | 5:15 | --- |
| 4:45 | 6:00 | --- |
| 6:00 ^ | 7:30 ^ | 7:15 ^ |

Summer Weekends & Holidays (effective 4/30/11)

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

FARES: One-way

| | |
|---|----------|
| Adult (13-64) | \$13.00 |
| Senior (65+)/Disabled/Medicare | \$6.50 |
| Child (6-12) | \$6.50 |
| Baylink DayPass | \$24.00 |
| Baylink Monthly Pass (Bus / Ferry) w/Muni | \$290.00 |
| | \$345.00 |

Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.

Travel time between Vallejo and San Francisco is approximately 60 minutes.
> Serves SFFB first, then Pier 41.
^ Serves Pier 41 first, then SFFB.

Red & White

BAY CRUISE Mar 31- May 24

Pier 43 1/2

Monday through Sunday

| 10:00 a.m. | 1:45 p.m. |
|------------|-----------|
| 10:45 | 2:30 |
| 11:15 | 3:00 |
| 12:00 p.m. | 3:45 |
| 12:30 * | 4:15 |
| 1:15 | 5:00 * |

FARES:

| | |
|---------------------|---------|
| Adult (18+) | \$22.00 |
| Youth (5-17) | \$16.00 |
| Child (under 5)Free | |
| Family Pass \$69.00 | |
| (2 Adult + 4 Youth) | |

* Weekends Only

Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.

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

No weekend service

FARES:

Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board the ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.

Fare:

| | |
|---|----------|
| One-way Adult | \$6.50 |
| One-way Juniors (5-12) | \$3.25 |
| Children (under 5) | Free |
| One-way Seniors (62 & over) | \$3.75 |
| Disabled | \$3.75 |
| Active Military | \$5.25 |
| One-way Commute (book of 10) | \$55.00 |
| One-way Commute (book of 20) | \$100.00 |
| Monthly Pass (book of 40) | \$185.00 |
| Free MUNI and AC Transit Transfers Provided | |

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays (May 1, 2011 thru October 16, 2011)

| Returning | 10:00 a.m. | 11:00 | 1:00 p.m. | 3:00 |
|-----------|------------|-------|-----------|------|
| | 10:20 a.m. | 11:20 | 1:20 p.m. | 3:30 |

Weekends (May 1, 2011 thru October 16, 2011)

| Returning | 10:00 a.m. - 5:00 p.m. | Hourly |
|-----------|------------------------|--------|
| | 10:20 a.m. - 5:20 p.m. | Hourly |

FARES:

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

For the most current schedule and other information, visit <http://www.angelislandferry.com/>

Schedule Subject to change w/o notice



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

www.baycrossings.com

May Detour Will Accelerate Construction of New Bay Bridge East Span

Bridge officials have unveiled a plan to accelerate the opening of the new East Span of the San Francisco-Oakland Bay Bridge by four to six months, allowing the bridge to open in both directions in the fall of 2013. Caltrans will hasten work on the “Oakland Touchdown” of the new span by constructing detours on the existing eastbound and westbound roadways just west of the toll plaza in Oakland, and shifting traffic slightly south and out of the way of new bridge construction.

“We want seismic safety sooner,” said Caltrans spokesman Bart Ney. “By realigning traffic now, we can accelerate construction and open the Bay Bridge to all motorists in 2013.”

The original bridge’s westbound lanes on the Oakland side are directly in the path of yet-to-be-completed eastbound lanes of the new span along a 1,000-foot-long stretch of road

known as the Oakland Touchdown. The previous opening plan involved shifting westbound traffic to the new span in 2013, and then taking an additional four to six months to demolish the conflicting structure and finish the new eastbound roadway.

The recently announced bypass plan entails implementing detours for the next two years; eastbound traffic will be shifted to its detour in late May 2011, while the westbound shift will occur in early 2012. The detours will allow construction crews to work between the existing and new bridges to complete the eastbound Oakland Touchdown over the next two and a half years.

According to Ney, there will be no full bridge closure associated with the eastbound alignment change in May. Caltrans is investigating whether a closure will be necessary for the westbound alignment change in 2012.

Meanwhile, work is continuing

apace at the other end of the new Bay Bridge East Span, along the marquee self-anchored suspension span (SAS) adjacent to Yerba Buena Island. The SAS tower’s four legs reached their full 480-foot height when the fourth tier of legs was installed in March. Then in mid-April, crews installed a cap of sorts, known as the grillage, which brought the tower height to 495 feet.

Already, the tower is an imposing and dramatic presence for drivers crossing the existing Bay Bridge. A couple more crowning pieces down the road will bring the tower to its ultimate height of 525 feet above the Bay.



Photo by Bill Hall, Caltrans
An underneath view of the grillage piece as it rises between the twin decks of the East Span

While crews have been erecting the tower here on the Bay, a fabrication facility in Shanghai has been putting the finishing touches on the final deck pieces for the SAS. Scheduled for shipment to the Bay Area this summer, the pieces will close the remaining gap between the SAS and the already completed Skyway portion of the new East Span, making for a continuous roadway from Yerba Buena Island to the touchdown in Oakland.

The East Span project is being overseen by the Toll Bridge Program Oversight Committee (TBPOC), made up of MTC’s Bay Area Toll Authority (BATA), Caltrans and the California Transportation Commission (CTC).



The Bay Bridge touchdown as it now exists, with the twin decks of the new East Span coming in from the right



A schematic showing how the detours will allow for the completion of the Bay Bridge East Span touchdown

Levee Maintenance Keeps the Delta Afloat

BY JAH MACKEY

This month's issue is dedicated to the working waterfront and those individuals who keep the currents of water-born commerce flowing. The very ferry upon which you may be riding is piloted and maintained by dedicated professionals who love the water. But what about some of the more unsung heroes—those forgotten men and women who are literally at the foundation of the waterfront?

I'm talking about the workers who maintain the levees and water barrier systems that actually allow docks, fuel stations, marinas and ferry stops to be built and accessed by the public. In the Delta, we have a large and complicated levee system that extends for nearly 1,200 miles.

One significant portion of that intricate system is the ring levee that surrounds West Sacramento. Most people are unaware that West Sacramento is in fact an island; there are so many bridges that run between West Sacramento and the mainland that it can be difficult to identify one boundary from the next.

The events surrounding Hurricane Katrina in 2005 sparked national debates from coast to coast about levee design, construction and maintenance. In February 2006, following sustained heavy rainfall and runoff, Governor Arnold Schwarzenegger declared a state of emergency for California's levee system, commissioning up to \$500 million of state funds to repair and evaluate state/federal project levees. This declaration was a necessary step in preventing possible catastrophic consequences of storm damage.

Following the emergency declaration, Schwarzenegger directed the California Department of Water Resources (DWR) to secure the necessary means to fast-track repairs of critical erosion sites. In addition, California's lengthy environmental permitting process was streamlined without compromising the protection of the

important aquatic and terrestrial species inhabiting the river's ecosystem. Repairs to state/federal project levees are being conducted under the Levee Repairs Program funded by Section 821 of the Disaster Preparedness and Flood Prevention Bond Act of 2006.

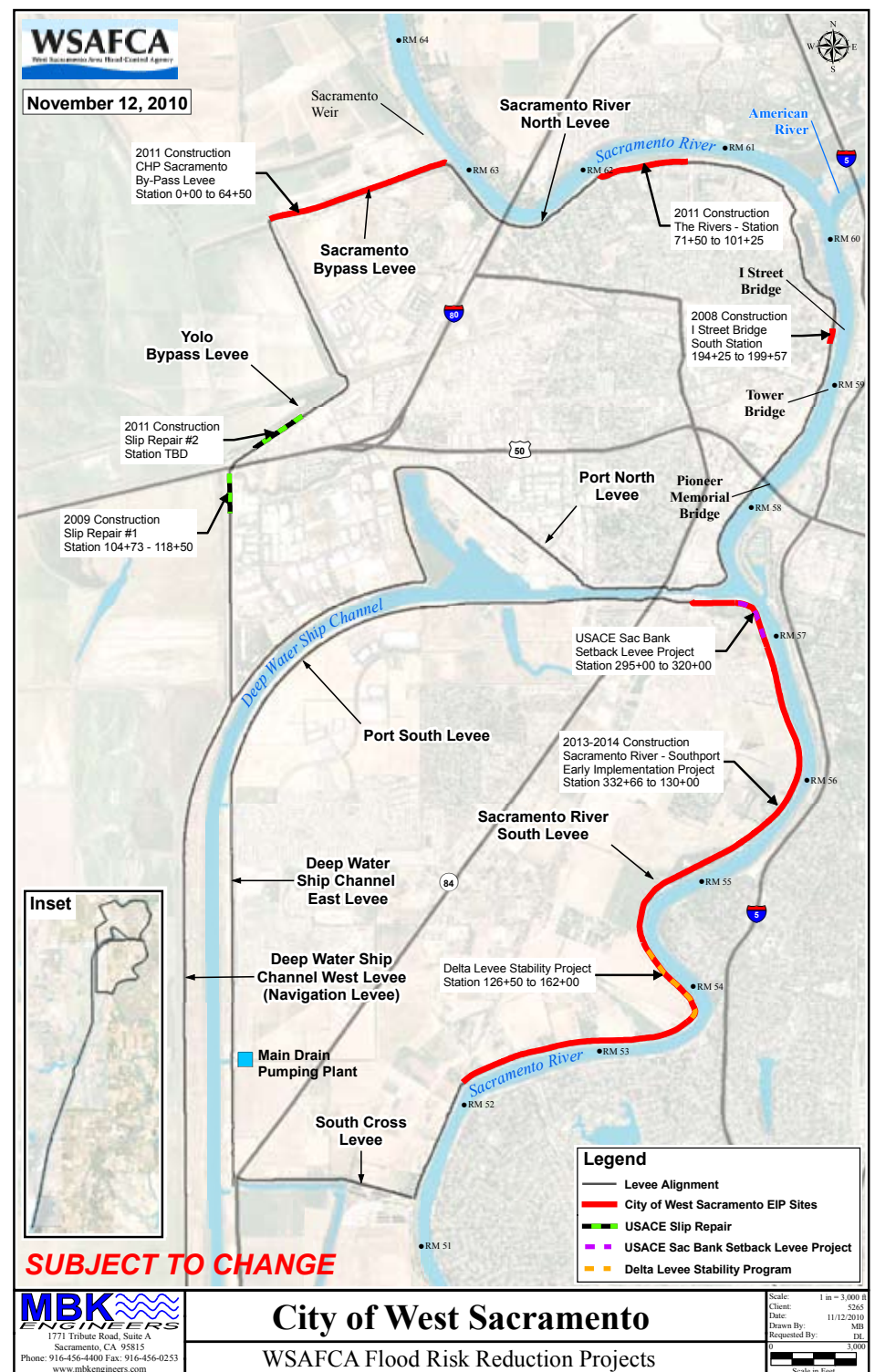
To date, nearly 300 levee repair sites have been identified, with more than 100 of the most critical sites having already been completed with emergency funds. Some of those repairs have been in West Sacramento. Additional repairs are either in progress or scheduled to be completed in the near future, and still more repair sites are in the process of being identified, planned and prioritized.

In addition to the funding sources discussed above, West Sacramento is funding its levee work through a novel combination of sales and property taxes and developer fees which will account for roughly \$50-75 million of the approximately \$460 million needed to complete all of the necessary repairs. It is estimated that the California will add an additional \$125 million to the project and federal government will make up the difference.

West Sacramento Program Goals

- Reduce the risk of a Katrina-like disaster to the community, protecting the safety of 47,000 residents and over \$3 billion in property value.
- Preserve the previous federal investment by addressing deficiencies that remain in the still-active congressionally-authorized West Sacramento Project.
- Protect facilities of regional and national significance, including the Union Pacific main railroad line, US-50, I-80, the regional USPS mail processing center, the regional DWR flood fight facility, the California Highway Patrol Academy, and the Port of West Sacramento.

DWR is the lead agency for the Sacramento-San Joaquin Erosion Repairs Program, while the United States Army Corps of Engineers is the lead agency for



the Sacramento River Bank Protection Project, the PL 84-99 Rehabilitation Program and the Calfed Levee Stability Program.

Overall Program Goals

- Leverage local and federal funding and maximize funding to repair the maximum number of sites with available Bond 1E funding.
- Repair critical sites before the ensuing high water event and prioritize remaining sites based on severity of damage and

consequences of failure.

- To the extent practical, ensure that repairs fit into long-term strategies, including the legal mandate of 200-year flood protection for urban areas.

For more information on the levee projects for West Sacramento, please visit: <http://cityofwestsacramento.org/city/flood/default.asp> and for information about California Levee repair priorities, please visit: <http://www.water.ca.gov/levees>.

AROUND THE BAY IN MAY

Not Your Mother's Garden Party

The Alameda Point Collaborative (APC) announces its first-ever Not Your Mother's Garden Party event, which will be held on Tuesday, May 17. The fundraiser will benefit APC and will take place at Ploughshares Nursery, a nonprofit business enterprise operated by APC. St. George Spirits of Alameda, maker of Hangar One vodka, will be at the event for the evening to create special cocktails using ingredients from Ploughshares Nursery. Attendees will be able to taste unique Alameda blends while helping a great cause. The event will also feature the best finger foods from local restaurants, live entertainment, and garden-led tours throughout the Ploughshares Nursery. APC provides supportive housing to formerly homeless families and individuals and strives to build a strong, safe and healthy community including quality and affordable housing, comprehensive services, a commercial plant nursery, and a community garden. The event will be held from 6 p.m. to 8:30 p.m. at 2701 Main Street. Tickets are available for \$75 online at www.brownpapertickets.com with proceeds benefitting the Alameda nonprofit.

National Safe Boating Week

National Safe Boating Week is May 21-27. In support of this national event, USCG Station Golden Gate and USCG Auxiliary Flotillas 12 and 14 of Marin are teaming up with local safety organizations West Marine, Modern Sailing, Marin Sea Scouts and Sailing Education Adventures for a "Day on the Bay" to educate the public about simple water safety practices and to promote responsible boating. USCG Auxiliary volunteers will be providing vessel safety checks, proper life jacket fit, and safe boating information.

Tours will be offered of the US Coast Guard Station Golden Gate's 47' surf vessel and the USCG Auxiliary facility vessel *Sunrise*. USCG Air Station San Francisco will have a static helicopter

display. There will be free dinghy and kayak rigging demonstrations, music, food, games and more. Flotilla 12 is offering an auxiliary-instructed ABS "About Boating Safety" class on Saturday and Sunday, text included for \$22. Those in water activities, including boaters, water skiers, paddlers, anglers and swimmers are encouraged to participate from 10 a.m. to 2 p.m., Saturday, May 21 at U.S. Coast Guard Station Golden Gate, 435 Murray Circle, at Fort Baker in Sausalito. Four free youth life jackets will be given away randomly to event visitors! For more information call (415) 897-2790 or visit flotilla14.d11nr.info.

May Madness Classic Car Parade Features Rare Trailorboats

The streets of Downtown San Rafael will come alive once again with the tradition of "cruising" and 50s and 60s nostalgia as one of the North Bay's largest car displays and parade comes to Fourth Street for the 24th consecutive year. May Madness, the



One of the special features of this year's May Madness will be a display of very rare and unique Trailorboats.

longest running Street Rod Show and Parade in Northern California, will be held on Saturday, May 7 from noon – 6 p.m. on Fourth Street between Lincoln and D. This is a fun, free family event. Hundreds of classic automobiles, custom hot rods, and vintage roadsters will be on display as thousands of spectators come from throughout the Bay Area to view

these classic street machines of yesteryear cruising the main drag of Fourth Street, and enjoy children's activities, food, beer tasting and listen to some very hot dance bands on the Main stage at 4th and A. One of the special features of this year's May Madness will be a display of very rare and unique Trailorboats. These teardrop style trailers with boats on the roof were manufactured in San Rafael in the early 60s by Trailorboat Engineering Company. May Madness will serve as a destination point for folks all over the country who own one.

SFMOMA 18th Annual Artists' Warehouse Sale

The San Francisco Museum of Modern Art (SFMOMA) Artists Gallery will hold its annual Artists Warehouse Sale from Wednesday, May 4 through Sunday, May 8 at San Francisco's Fort Mason Center. An annual tradition since 1993, the sale makes Bay Area contemporary art accessible and affordable. Popular with

both new and seasoned collectors, the five-day sales event supports Bay Area artists as well as SFMOMA's exhibitions and programs. Artworks are available in all media from a wide range of artists at prices from \$50 to \$5,000 and can be previewed on Facebook by searching under SFMOMA Artists Gallery. There will also be a Preview Reception on May 4 from 6 – 9 p.m. Admission is \$10 and there will be music and refreshments provided. Special sale hours are noon – 8 p.m. on Thursday and Friday, May 5 and 6, noon – 5:30 p.m. on Saturday, May 7 and noon – 4 p.m. on Sunday, May 8. For more information visit www.sfmoma.org/artistsgallery or call (415) 441-4777.

Attention Thrill Seekers, RocketBoat Returns

The RocketBoat, a dual-engine speedboat that travels at 44 knots and carries up to 135 passengers, resumed operations last month for the 2011 season. Climb aboard RocketBoat for the ultimate high speed adventure on San Francisco Bay and get blown away as you hold on for the most exhilarating ride of your life. Stunning views and a classic rock soundtrack add to the 30 minutes of fun. Never the same ride twice. The RocketBoat is operated by Blue & Gold Fleet and leaves daily out of PIER 39. Check with the Blue & Gold ticket booth on the day of your ride for an accurate schedule, as the cruises may not operate during inclement weather. For more information, visit www.rocketboatsf.com or call (415) 773-1188.

Grateful Yoga at the Fillmore

Wanderlust Festival, the one-of-a-kind yoga and music festival set in the nation's most inspiring venues, announced the 2nd annual Wanderlust at the Fillmore will be taking place May 21 in San Francisco. Upping the ante after the success of last year's inaugural event, the Wanderlust crew is pleased to bring legendary Grateful Dead drummer and cross-cultural pioneer Mickey Hart & Friends to the stage alongside world-renowned yoga teacher Shiva Rea at this year's event. San Francisco's Fillmore served as a breeding ground for the counterculture revolution of the 60s and 70s. The stage has been set, and only a venue like the legendary Fillmore is fit to host this one-of-a-kind celebration of yoga, music, community, and a whole lot more including belly dancing, hula hooping and other live performance art. Music-only tickets are \$25 and Yoga + music tickets, which include a 90-minute yoga class, are \$55 and are on sale now at fillmore.wanderlustfestival.com

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

Don't forget
Mother's Day is May 8

Give Mom the gift of time with a faster, easier commute



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511.org.

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

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

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



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

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

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

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

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