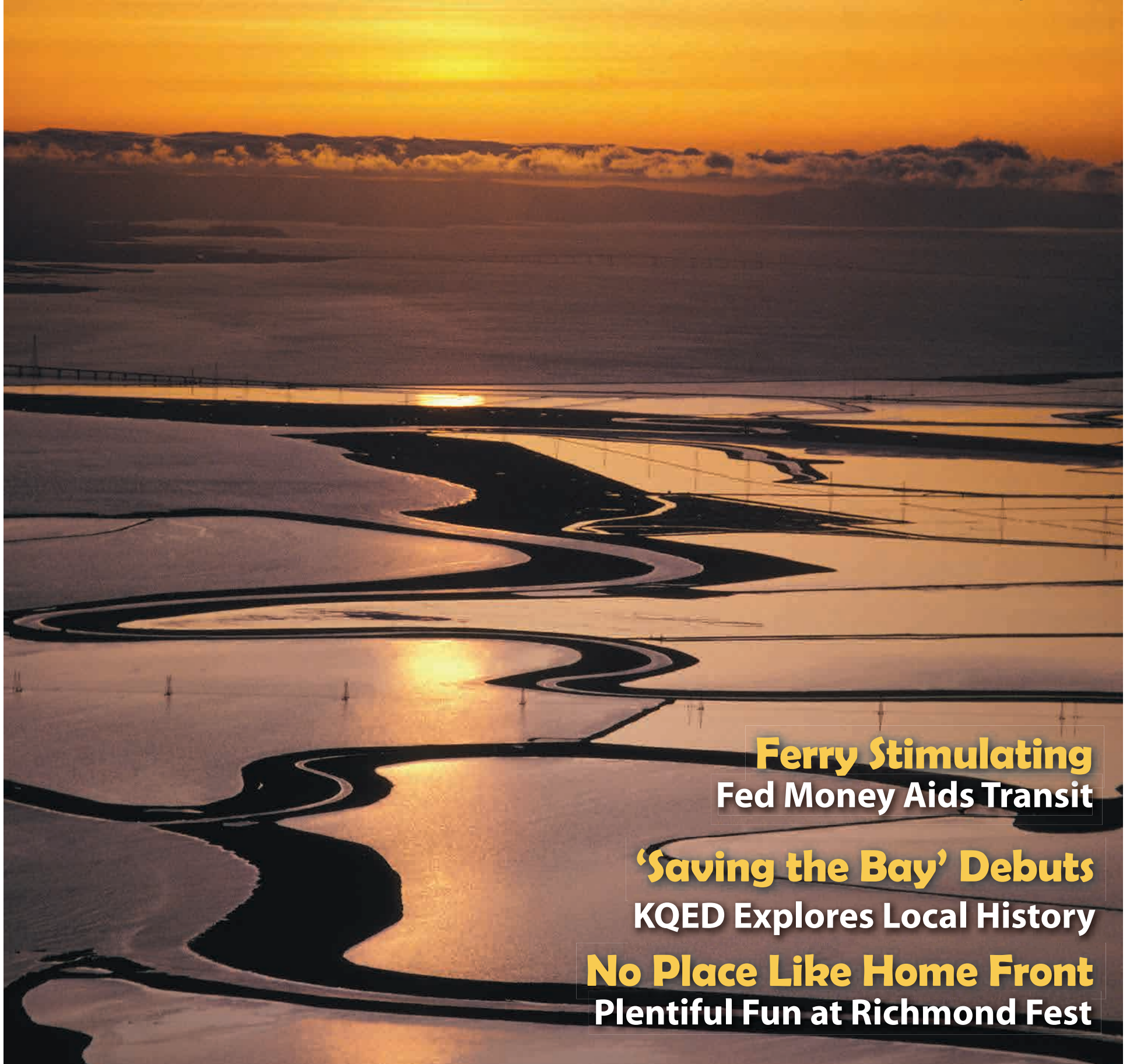




BAY CROSSINGS

"The Voice of the Waterfront"

October 2009 Vol.10, No.10



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'Saving the Bay' Debuts
KQED Explores Local History

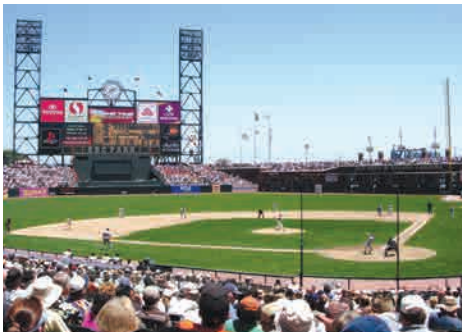
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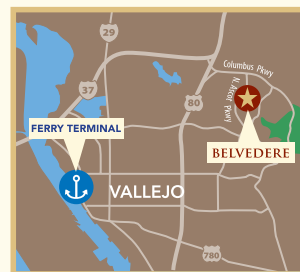
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The habitat of the San Francisco Bay was historically dominated by tidal salt marsh. Today, salt is still being harvested from giant evaporation ponds along the southeastern shores of the Bay. Find out more about these natural wonders in the acclaimed documentary series "Saving the Bay," premiering October 8 on KQED.

This photo of Bay Area salt marshes was taken by noted photographer Barrie Rokeach. Rokeach has more than 30 years of professional experience and specializes in aerial photography. You can see more of his work at

www.RokeachPhoto.com.

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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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Photo by Tom Paiva

The 922-guest *Crystal Symphony* will return to the Port of San Francisco in 2011 offering luxury cruises to Alaska and New York via the Panama Canal.

CRYSTAL CRUISES RETURNS TO SAN FRANCISCO

Crystal Cruises has announced its return to the Port of San Francisco in 2011, featuring nine 12-day voyages to Alaska and a 19-day Panama Canal cruise to New York.

For more than a decade, Crystal Cruises was a mainstay in San Francisco, offering round-trip summer sailings to Alaska through 2005. The return of the 922-guest *Crystal Symphony* to the Pacific Coast is welcome news to thousands of luxury travelers in the Bay Area seeking a convenient summer holiday to Alaska, as well as global travelers.

“The Port is honored to welcome Crystal Cruises and their 9,200 guests back to the beautiful San Francisco Bay,” said Monique Moyer, executive director of the Port of San Francisco. “The continuity of a homeport ship for the summer season on the San Francisco waterfront means a lot for the local economy, both in terms of tourism and also jobs for longshoremen and ship support workers.”

“We’re delighted *Crystal Symphony* will be returning to San Francisco, a destination where we have such deep traditions,” said Gregg Michel, president of Crystal Cruises. “By

2011, we will not have had a summer series of Alaska cruises for six years. These itineraries add a fresh mix to our cruise repertoire and appeal to regional residents and Crystal cruisers worldwide. The convenience, beauty, and richness of the itineraries make this a perfect holiday for discerning individual travelers, couples and family reunions.”

The Port of San Francisco has begun development of Pier 27 as the city’s primary cruise terminal, taking over the role currently filled by Pier 35, a two-berth facility located near Fisherman’s Wharf. The new Pier 27 Cruise

Terminal will meet the latest industry standards and be built and operated employing the highest environmental and sustainable practices available. A shore-side power hookup is expected to come online in 2010, which will allow equipped cruise ships to reduce air emissions to nearly zero. The Port will convert the existing maritime shed into a 120,000-square-foot terminal and incorporate an adjacent open-space plaza. The renovated Pier 27 will meet the evolved security and passenger-handling demands of the cruise industry, while also being configured to allow recreation and special-event uses.

Matson Navigation Honored With Quality Award

BY PATRICK BURNSON

Oakland-based Matson Navigation has been honored for the seventh consecutive year with *Logistics Management* magazine's annual Quest for Quality award in the Ocean Carrier category. The annual survey is regarded in the transportation and logistics industry as the most important measure of customer satisfaction and performance excellence. Transportation service providers are rated by customers on five key criteria: on-time performance, value, customer service, information technology and equipment operations. Matson was presented with the award September 23 at the Quest for Quality awards dinner in Chicago, which coincides with the Council of Supply Chain Management Professionals (CSCMP) Annual Conference.

Matson was ranked the number one carrier for on-time performance in the survey. The distinction has been further emphasized by Drewry Shipping Consultants, which has consistently rated Matson as one of the world's most reliable carriers. In a recent report, Drewry for the first time showed the long-term on-time performance of the top carriers; over the last 10 quarters, Matson ranked number one with an on-time percentage of 91 percent. According to the publication, a near record number

of over 6,400 readers participated in the 2009 survey. The high participation rate has made the Quest for Quality annual survey the premier benchmark study for logistics and transportation quality service over the past 26 years.

Steamship Night to Bring Shipping Industry Together

Fleet Week, the Bay Area's salute to military and commercial mariners, takes place October 9-11 along the waterfront. *Bay Crossings* readers may call Stephen Teatro at (360) 696-0112 for more details on the festivities. Readers are also encouraged to check out Steamship Night, a related event on October 1. This annual party features a no-host bar, fine dining and musical entertainment at the San Francisco Marriott; the main activity is catching up with shipping industry friends and colleagues. According to the Pacific Transportation Association's president, Barbra O'Neill, it's not just about networking. She says it's a way to show faith to the community when everyone is faced with the same economic challenges. And while the PTA does stage educational seminars during the year, this is not one of them. That means no powerpoints or speeches—just fellowship. Contact Jane Wisdom at (415) 420-6598 for more information.

Cal Maritime Earns High Rankings from National Publications

The California Maritime Academy received some very positive news from independent sources in the form of strong rankings from *U.S. News & World Report* and *Forbes* magazine's annual surveys of the nation's best undergraduate colleges and universities. The 2010 *U.S. News* survey, based on responses from academic faculty and deans with knowledge of specific institutions, again ranked Cal Maritime fifth among 17 ranked Baccalaureate schools in the western U.S.—second only to the U.S. Air Force Academy among public schools in that category. Cal Maritime was also chosen as one of the nation's top 100 public colleges and universities (#61) for *Forbes'* 2009 rankings of America's Best Colleges—the only state maritime academy to make the list.

Cal Maritime President William B. Eisenhardt said the annual surveys are useful in tracking market perception over time. "Our focus on maritime trade and transportation, engineering, maritime policy, maritime security and the environment, and international business and logistics makes us unique in many ways. There are just seven maritime universities in the U.S. and we are the only one in the west, serving students from California and the western region, including the Pacific Rim. Our programs are challenging and we offer real strengths in leadership development and hands-on learning as part of our educational experience."

Interactive Trip Planner Gets Users to Bay Area Park Sites Via Public Transportation

Now you can get out to your favorite trails and find new ones, all on public transit. The brand-new website, *Transit and Trails* (www.openspacecouncil.org), was developed by the Bay Area Open Space Council (BAOSC), a collaborative of over 55 member organizations actively involved in permanently protecting and stewarding important parks, trails and agricultural lands in the nine-county San Francisco Bay Area.

According to Bettina Ring, Executive Director of the BAOSC, "*Transit and Trails* is the first-ever trip planner focused on parks and trails, and is interactive. It coordinates real-time scheduling for all local public transit—even ferries—with all of the Bay Area's campgrounds, key trailheads, and featured trips. It brings all the needed information to your fingertips so you can easily plan your outing."

The new interactive website identifies hundreds of trailheads and campgrounds on a Google map and links directly to the Metropolitan Transportation Commission's 511 Transit Trip Planner. Once users enter their start location and choose a destination, they can get a detailed trip itinerary with a map, transit times, fares and walking directions to and from the transit stops. You can also read about 20 featured trips that people have already hiked via transit.

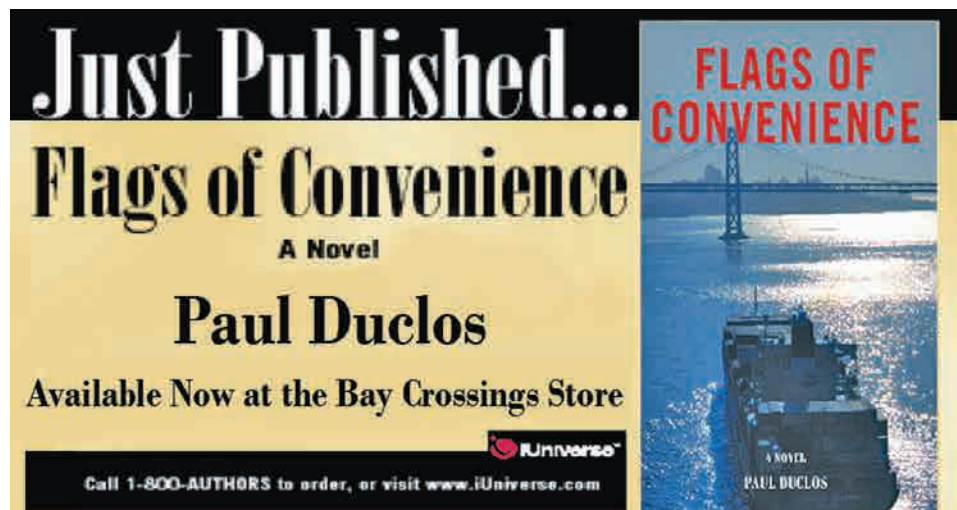


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This two-hour skippered charter is designed to provide folks who are considering getting into sailing a real glimpse of the sport, our club and our people. Cost \$40.
- Every Sunday** **9AM – Dusk - Charter Share, Club Nautique, Alameda/Sausalito, 510-865-4700, www.clubnautique.net**
Climb on board a beautiful new cruising yacht and go for a sail with some new sailing buddies. Share the cost and the duties. Intended for those know how to sail and are looking for an economical way to get out on the water and meet some new folks. Advance reservations required. Members: \$80/Non-Members: \$125
- Every Wednesday** **6PM – 10PM - Wednesday Night Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is \$40.
- October 3** **5:30PM – 8:30PM - Full Moon Tour, 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. The atmosphere is peaceful and calming, yet spectacular. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. If you're looking to get dinner or drinks afterwards, there are many great choices within walking distance.
- October 10** **9AM – 3PM - Drakes Estero, Drakes Bay Oyster Farm, Blue Waters Kayaking, 415-669-2600, www.bwkayak.com**
Drake's Estero is one of the most stunning places to paddle on the California coast, offering incredible opportunities for wildlife viewing. We'll glide through the eelgrass and kelp beds of this scenic estuary, home to harbor seals, bat rays, leopard sharks and many birds species such as osprey, geese, white pelicans, loons, grebes, shorebirds. Cost: \$98/person.
- October 10** **11AM – 5PM - Fleetweek Seaward Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Check out the Blue Angels and other Fleetweek excitement from the beautiful 82' Schooner Seaward. Cost is \$145.
- October 11** **2PM – 5PM - Blue Angels Air Show Paddle, UCSF Outdoor Programs, 415-476-2078, outdoors.ucsf.edu**
View the incredible flights and choreographed formations of the Blue Angels from kayak. We'll paddle from Mission Creek for prime views. Trip includes all necessary kayaking gear. Cost is \$65.
- October 12** **8:45AM – 4PM - Beginning Sea Kayaking, Oakland Estuary, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Enjoy Columbus Day on the Oakland Estuary learning how to paddle a sea kayak with our expert instructors! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. Be prepared to get wet! Includes boat, wet suit and paddling gear, and free coupon for a future rental. \$89
- October 18** **10AM – 2PM - Kayak Basics, Oakland Estuary, California Canoe & Kayak, Jack London Square, 800-366-9804, www.calkayak.com**
Are you ready to try kayaking? Maximize your fun on the water! This 4 hour class allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks, and Sit-on-Tops. Learn the basic strokes and the difference between boat types. This class emphasizes basic water safety, but saves capsized recovery practice for a later session. \$59, includes coupon for future rental, good for a 2 hour rental!
- October 18** **10AM – 2PM - Bay Cruising Workshop, Club Nautique, Sausalito, 415-332-8001, www.clubnautique.net**
Let us show you our favorite spots and some that few people know about. We love sailing and powerboating and we can't wait to pass that enthusiasm on to you. You can't help but get hooked when there are so many fun things to do! Reservations required. Members: FREE/Non-Members: \$75
- October 24** **9AM – 12pm - Golden Gate Bridge Paddle, UCSF Outdoor Programs, 415-476-2078, outdoors.ucsf.edu**
See the iconic Golden Gate Bridge from a whole new angle. Join our guides on this kayak tour from Sausalito's waterfront. Trip includes all necessary kayaking gear. Cost is \$65.
- October 24** **10AM – 3PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
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 bay and coastal areas in California; this kayaker's paradise is a short distance from San Francisco and the Bay Area.
- October 30** **5PM – 9PM - Beer Can Racing, Club Nautique, Alameda, 510-865-4700, www.clubnautique.net**
Join us every other Friday evening for fun, competitive sailing onboard a Colgate 26 as we take part in the Ballena Bay YC beer can races. Afterwards slide up to the yacht club bar to re-live each exciting minute and critique yourselves (and the other racers!) in a tack-by-tack race analysis from our onboard Club Nautique Tactician-du-jour. Reservations required. Members: \$35/Non-Members: \$47

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Unique Bay Bridge Project Photos on Display

Regular ferry commuters saw a number of new faces when the Bay Bridge was shut down for overdue retrofitting. It caused a good deal of disruption for many of us, but there's no denying that this huge engineering undertaking was not without its beautiful moments.

For those who wish to relive some of those moments from a distance and in a wholly un-stressful environment, there's "The Art of Steel: The New East Span Photos" by Tom Paiva, now on exhibit on the second floor of the MetroCenter at 101 Eighth Street, Oakland (located at the Lake Merritt BART Station).



Photo by Tom Paiva

Paiva said that, over the past year, he has been exploring the construction of the new East Span of the San Francisco-Oakland Bay Bridge while also looking at two facilities in the vicinity of Shanghai, China. In addition to the Bay Bridge photos, the show also features 39 of Paiva's stunning shots of the projects in China. Some were taken outdoors at night or in twilight conditions, while others were taken in cavernous indoor, hangar-like facilities that create conditions similar to night and twilight.

"I am drawn to the power and monumentalism of major industrial projects," he said. "But unlike most art photographers who focus on the industrial landscape, I enjoy working at night and twilight, and in color." The commercial sites are often still functioning, but the glare and energy of the day have subsided. What is raw and ugly in the noontime sun is transformed by night into an evocative landscape Paiva wants to explore and linger in.

"I adore the large format, four-by-five negative, which captures an unbelievable

amount of detail and tonality," he said. "On the other hand, it is incredibly hard to do, especially at night. Because my exposures can be as long as 15 minutes, I rarely get more than three or four images completed in a night's work. I actually like the technical challenges of working with film at night. You cannot be sure what the film will pick up in these environments of complex mixed light sources, diverse intensities and deep shadows," he said, adding that the available light sources of sodium vapor, mercury vapor, metal halide, tungsten and fluorescent intensify the yellows, blues, greens, and overall depth.

"I do not use computer manipulation in my work," he declared.

Opera Simulcast Wows AT&T Park Crowd

With the San Francisco Opera season barely underway, *Bay Crossings* readers were out in force at last month's simulcast of Verdi's *Il Trovatore* live from the stage of the War Memorial Opera House to AT&T Park. Conducted by San Francisco Opera's new music director Nicola Luisotti, *Il Trovatore* starred Sondra Radvanovsky, Stephanie Blythe, Marco Berti and Dmitri Hvorostovsky.

With seating offered on the field as well as in the stands and traditional game concessions available, fans—who paired world-class opera with garlic fries and beer—enjoyed a picnic in the outfield while taking in this riveting opera classic. Although attendance figures are not yet available for this year's event, nearly 27,000 music lovers attended last June's "Opera in the Ballpark" experience; a hearty crowd turned out once again in September to experience glorious music and great fun in one of San Francisco's most beautiful locations.

For more information on Tom Paiva's photo exhibit, contact the gallery at (510) 817-5700. The exhibit is open 9 a.m. to 5 p.m. weekdays through January 8, 2010.

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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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Acclaimed Documentary Series “Saving the Bay” to Premiere on KQED

From the Gold Rush to the Golden Gate Bridge, and through World’s Fairs and World Wars, San Francisco Bay has been central to the identity of one of the world’s leading economic, academic, recreational and cultural regions. KQED will take an in-depth look at the storied history of San Francisco Bay with “Saving the Bay,” four one-hour episodes tracing the Bay from its geologic origins following the last Ice Age, through years of catastrophic exploitation, to the restoration efforts of today. Narrated by Robert Redford, “Saving the Bay” premieres Thursdays, October 8 and 15, from 8 to 10 p.m. on KQED 9HD.

“Saving the Bay” is the first television program to tell the story of the San Francisco Bay and the people who have shaped and reshaped it, from native inhabitants to those who now seek to restore balance to a fabled estuary in the midst of one of the nation’s largest and most vibrant urban centers. The series introduces the people behind the Bay—the dreamers and schemers, polluters and preservationists, sailors and soldiers, tugboat captains and captains of industry. These people all had a hand in making San Francisco Bay what it is today: at once a workplace, playground, commute route and valued vista.

Widely acclaimed as one of the world’s most beautiful natural harbors, San Francisco Bay is the largest estuary on the Pacific Coast of both North and South America. It is also the most invaded aquatic ecosystem in North America. “Saving the Bay” details how the Bay was almost lost to landfill schemes ranging from the daring to the deranged, and celebrates the more recent restoration and expansion of this once-threatened treasure.

Without the activism of the grassroots Save the Bay organization and the efforts of the budding environmentalist movement, the damage to the Bay

and the Bay Area would have been enormous. Without San Francisco Bay, the climate would change, beloved views would be drastically altered, the economy would be different, and the ecosystem would be irreparably damaged. “Saving the Bay” offers an inspirational history of how the efforts of a few forward-thinking individuals helped to save the centerpiece of an area home to millions.

The four one-hour episodes of “Saving the Bay” are:

- **Marvel of Nature** (Prehistory - 1848)
In the first episode, photo-realistic animation illustrates the formation of the Bay following the last Ice Age. This hour introduces the first inhabitants along the Bay’s shores, including Native Peoples along with flora and fauna, and continues through European exploration and settlement, including Spanish, Russian and ultimately, American influences that dramatically altered the region.
- **Harbor of Harbors** (1849 - 1906)
The second hour follows San Francisco’s “rapid monstrous maturity” into a major metropolis following the California Gold Rush. Establishing the infrastructure to support the instant city meant radical change for San Francisco Bay. By the century’s end, San Francisco Bay was the center of a broad economic empire on the Pacific.
- **Miracle Workers** (1906 - 1959)
The third hour of the series begins with the Great Earthquake and Fire of 1906, which accelerated the dispersion of people and industry to the East Bay region. Advances in engineering gave rise to the first of California’s massive water redistribution projects, paralleling the era of great bridge building. World



Photo courtesy of KQED and Ron Blatman

War II saw the Bay transformed into the greatest shipbuilding center the world had ever known.

- **Bay in the Balance** (1960 - Present)
In the final episode, the very survival of the Bay is threatened by the postwar boom. Viewers are introduced to the leaders of the Save the Bay campaign of the 1960s and the birth of the national mass environmental movement. As the Bay Area looks to the future, the issue becomes how best to balance the competing demands of a major urban center set amidst an environmentally significant landscape.

KQED Education Network will also prepare extensive learning materials for classroom use of “Saving the Bay.” The education efforts focus on creating resources for San Francisco Bay Area informal and community-based education organizations who wish to use the series as part of their work with teachers and students from schools and youth organizations, and in public programs. Twenty segments from “Saving the Bay” will be selected that are of particular relevance to KQED education partners and correlate with state content standards. These film clips, along with viewing guides

and other supporting materials, will be available for free online. Workshops and trainings will be held for education partners and other informal education organizations in order to support the use of these new resources in their programs and in their work with local school groups. Additionally, a “Saving the Bay” map will be produced with the locations and contact information of Bay Area organizations that provide educational and outreach opportunities regarding the San Francisco Bay.

“Saving the Bay” is a co-production of Ron Blatman and KQED/KTEH Public Television. Production funding was provided by the Metropolitan Transportation Commission and the Bay Area Toll Authority, the California State Coastal Conservancy, the Richard and Rhoda Goldman Foundation, the Ambassador Bill and Jean Lane Fund, the David and Lucile Packard Foundation, the Sonoma County Water Agency, the Wallace Alexander Gerbode Foundation, the Columbia Foundation, the Melvin B. and Joan F. Lane Fund, the Dirk and Charlene Kabcenell Foundation, the Association of Bay Area Governments – Bay Trail Project, the San Francisco Bay Conservation and Development Commission, and ESA – Environmental Science Associates.

Stimulus Money to Aid Refit of

BY WES STARRATT, PE

The Golden Gate Bridge, Highway and Transportation District is currently on track to complete a \$40 million refit of its seven-ferry fleet, and has also embarked on a program to upgrade its ferry terminals, starting with the facility in Sausalito. Stimulus money from the American Recovery and Reinvestment Act of 2009—as well as additional funding on the federal, state, and local levels—has made these ambitious projects possible.

Today, Golden Gate Ferries is one of the largest public ferry services on the West Coast, providing fast and efficient transport for almost 2 million passengers annually between the San Francisco Ferry Building and two terminals in Marin County—one in Sausalito and the other at Larkspur Landing. But it wasn't always that way.

The Rebirth of Ferries on the Bay

In the late 1960s, when bridge congestion was growing, the only public transportation available between San Francisco and Marin County was an aging fleet of Greyhound buses. Longtime residents may also remember the enormous quarry on the winding road along Corte Madera Creek just east of Highway 101. On one side was the quarry and a huge truck-loading structure carrying a scruffy sign that read "Hutchison Co./Crushed Rock"; on the other side of the road, along the bank of Corte Madera Creek, was a dock for loading barges with crushed rock.

Quarry operations ceased in the 1950s, and, since then, dramatic changes have taken place at Larkspur Landing. There is now a vast shopping and residential development where the quarry once was. On the water side, there is a sparkling terminal where high-speed ferries provide service to San Francisco's Ferry Building.

This remarkable transformation



Photo courtesy of Golden Gate Bridge, Highway and Transportation District

Ferry service at Larkspur Landing began in December 1976 with the first of a new generation of passenger ferries that now provide service to San Francisco.

required vision and considerable effort on the part of many individuals, and stands as a testament to the power of long-range transportation planning. One of the people most responsible for the turnaround was San Francisco's Stephan Leonoudakis, president of the Golden Gate Bridge District's board in the 1960s. Leonoudakis, now known as "father of the Golden Gate ferries," became increasingly concerned with the growing traffic on the bridge, and began considering water transit as a potential alternative. By 1969, his efforts resulted in the passage of a State Assembly bill transforming the Golden Gate Bridge District into the "Golden Gate Bridge, Highway and Transportation District" and directing the transformed agency to develop a transportation plan, including water transportation, for the Highway 101 corridor in Marin County.

Funding was an essential element for the program, and the Golden Gate

Bridge District made more than one call with hands outstretched to federal and state agencies for capital and operating funds for the proposed ferry system. Leonoudakis explained, "We started in 1969. Getting the funds for buses, ferries, and terminals required about \$450 million plus operating funds of about \$250 million." The first element put in place was the Sausalito Ferry in 1970, using an older boat purchased from San Diego.

But, mounting traffic on Highway 101 pointed to the need for a second terminal in central Marin County. So, the Bridge District targeted the Corte Madera Creek area, with the preferred site just inside of San Quentin Prison. The California Department of Corrections objected, however, and the District had to settle for its second choice—a plot of land along Corte Madera Creek that had been used to load barges with crushed rock. The site purchased by the bridge

district became known as Larkspur Landing.

Larkspur Landing: Yesterday and Today

The Larkspur Landing Ferry Terminal project was not without controversy. First there was the environmental impact of the project. Phyllis Faber of Mill Valley, who wrote the environmental impact report for the project, explained that a major concern was the 50-foot-wide, two-mile-long channel that had to be dredged from the terminal site through mud contaminated by industrial operations, past the San Quentin Prison, and out into the deep water of the Bay. So, it became necessary for the district to spend an additional \$2 million to purchase a nearby site, called Muzzi Marsh, to dispose of the dredged materials and create a new marsh. The result was, at that point, the Bay Area's largest wetlands restoration project.

Next came the selection of firms

Golden Gate Transit's Ferries

to design and build the ferry terminal, which was to include not only a passenger terminal but also berths for ferries not in service, a boat maintenance facility, and a parking area that, even today, continues to grow. Contracts for architecture and engineering were awarded to Braccia DeBrer Heglund and Kaiser Engineers, respectively.

Controversy swirled around the design of the eye-catching terminal. It won numerous architectural awards, and the pigeons seemed to enjoy it. But, ferry passengers were less enthusiastic as they were left unprotected from the rain and the pigeons. According to retired bridge engineer Dan Mohn, the Bridge District was left with no alternative but to call upon Kaiser Engineers to design and build a shelter for passengers inside of the original terminal.

Ferry service at Larkspur Landing began in December 1976, with the first of a new generation of passenger ferries that now provide service to San Francisco. The initial 750-passenger, all-aluminum, single-hull ferries were called "Spauldings," after the Naval architect who designed them. The ships were built by a yard in San Diego that not only used aluminum produced by Kaiser Aluminum, but also employed innovative aluminum welding techniques developed by the firm's research laboratory in

Pleasanton. In fact, these ships were likely among the first commercial boats to have been made of welded aluminum. (In the interest of full disclosure: At the time, the author was a member of Kaiser's public relations staff, and I am proud to have played a role in the inaugural ferry run that included many dignitaries from San Francisco and Marin counties.)

As ridership grew, the Spauldings were repowered, and high-speed catamarans were added to the fleet: first the M.V. *Del Norte* in 1998 and then the M.V. *Mendocino* in 2001. These ships cut the commute time from 45 minutes to only 35 minutes and proved to be very popular. Both catamarans were built in Washington shipyards that have developed an expertise in aluminum shipbuilding techniques.

A Complete Rebuilding of the Fleet in the Next Five Years

Golden Gate's ferry fleet now consists of the three original Spauldings, the

two high-speed catamarans and two additional high-speed catamarans that were purchased last year from Washington State Ferries for a total of only \$4 million. Although relatively new, these vessels still require refurbishing to meet the district's need for 400-passenger ferries and repowering to meet the state's emission standards. One of the two, the

ferries, be repowered to meet EPA's Tier II emission standards. When that work is completed, Golden Gate Ferries will boast one of the country's greenest ferry fleets, especially with the Bridge District's additional mandates that its ferries actually surpass the emissions standard and, additionally, that its engines include biodiesel capability.

Built in Washington State

All of Golden Gate's aluminum catamarans have been built at shipyards in Washington and brought to the Bay Area. "It takes \$50,000 to get a boat down here from Seattle under its own power," said Swindler. "We don't do it ourselves, but instead contract it out." Because of that cost, maintenance and shipyard work on the boats has generally been performed in the Bay Area, and almost exclusively by Bay Ship & Yacht in Alameda, the only local yard that specializes in maintaining both aluminum and steel harbor craft.

One would think that, with the rich shipbuilding history of the bay, especially during World War II, there would be plenty of shipyards to choose from. But, most of the old yards have closed, and the Navy has pulled out of the Bay Area. Until recently, BAE Systems San Francisco Ship Repair (formerly the historic San Francisco Drydock) did some work on aluminum boats, but now the yard is focused on cruise ships and tankers.

Fortunately for the growing fleet of ferries and tour boats on the bay, a new shipyard, Bay Ship & Yacht, was established in the Bay Area in 1977. Initially, it focused on maintaining wooden fishing boats, but it has expanded its yard in Alameda to accommodate both aluminum and steel commercial vessels, tour boats, and the growing ferry fleet. The firm's general manager, Bill Elliott, commented, "We have developed all of the capabilities required for work on aluminum ferries, and have dry-docked and worked on all of the Golden Gate Ferries, except those that were recently purchased from Washington State."

"We will actually complete the rebuilding of the entire ferry system in the next five years,"
— Jim Swindler, Golden Gate Ferry

M.V. *Chinook*, remains in Washington where the refurbishing and repowering is expected to be done, while the other, the M.V. *Snohomish*, has been brought to the Bay Area and renamed the M.V. *Napa*. It will be put into service temporarily while work on the *Del Norte* is completed, and then be refurbished and repowered itself.

"We will actually complete the rebuilding of the entire ferry system in the next five years," said Jim Swindler, who manages Golden Gate's ferry fleet. It started in 2007 with the refurbishing of the *Marin*, one of the older single-hull Spauldings that is now operating on the Sausalito-to-San Francisco run. That work is being followed by refurbishing and repowering the four catamarans, and is expected to conclude in 2011 with the repowering of the *San Francisco*, another Spaulding single-hull boat, for use in service to the AT&T Park and other special occasions. That leaves the third of the older Spauldings with an uncertain future.

The \$40 million refurbishing and repowering program for the Golden Gate ferry fleet was triggered not only by the demands of a growing ridership, but also by diesel emission standards established by California's Air Resources Board earlier this year. These new regulations require that engines of commercial harborcraft, including



Photo by Joel Williams

High-speed catamarans were added to the Golden Gate fleet with the M.V. *Del Norte* in 1998 and the M.V. *Mendocino* (pictured above) in 2001.

Bay Area Solar Energy

BY BILL PICTURE

At a solar energy forum organized by Sustainable Fairfax in 2001, six homeowners hatched a plan to band together and use their collective buying power to realize their shared dream of going solar. The prohibitive cost of purchasing and installing a residential solar energy system was one of the main topics of discussion at that meeting. Nevertheless, the hundreds in attendance agreed that solar energy was one viable solution to the energy crisis that, just months earlier, had left thousands of PG&E customers throughout the state quite literally in the dark.

The members of Cooperative Community Energy (CCEnergy), as the group of homeowners would later call themselves, theorized that a Costco-style strategy was the answer to the issue of affordability. That is, while the price tag for a single system was more than most could afford on their own, purchasing several systems at one time would bring the per-system cost down.

“It’s the same model as a food co-op,” explains Daniel Pellegrini, CCEnergy President & CEO. “The difference is that, instead of buying organic rolled oats, we’re buying solar energy systems. We cut out the middleman, go directly to the manufacturer and use the buying power of a community to buy in bulk.”

On average, CCEnergy’s members are paying about 7 percent less than they would if they purchased a system on their own. That single-digit figure is hardly staggering at first glance. But, when you consider that a moderate-size system runs about \$24,000 before rebates, the money saved—roughly \$1,700—is enough to send a co-op member on a Hawaiian vacation.

To co-op or not to co-op

Naturally, helping members choose



Photo courtesy of CC Energy

By purchasing several solar energy systems at once, Community Cooperative Energy is able to save its members up to 7% off the retail cost.

the system that is right for them is the first step. Before the shopping begins, however, CCEnergy, which is designated a not-for-profit entity by the State of California, helps members find ways to be more energy efficient. This step is aimed

potential members have even been talked out of purchasing a solar energy system. “That’s the difference between us and a for-profit company,” Pellegrini explains. “The for-profit company is going to want to sell you the biggest system you can

you replaced your incandescent bulbs with fluorescents or LEDs? Is your home insulated properly? If you lower your usage, then you won’t need as big of a system.’ We believe it’s best to utilize an appropriate mix of available technologies to solve energy issues.”

The advantages of co-op membership extend far beyond the cash register, however. Once the system is purchased, members are then able to choose from a network of licensed installers pre-qualified by CCEnergy based on experience and workmanship. CCEnergy even follows up on references provided by the contractors and inspects the job when it’s done.

“We’re kind of like an Angie’s List for solar contractors,” Pellegrini adds. “We’re there on behalf of our members, to make sure they get the best deal possible and that they’re treated right.”

CCEnergy is also currently looking into offering system monitoring. For a fee, CCEnergy would monitor a participating member’s system to make sure that it is operating at its full potential, as a number



Photo courtesy of CC Energy

A Bay Area food bank puts its flat roof to good use and purchased a solar energy system through Community Cooperative Energy.

at reducing the amount of capacity that customers need for their solar energy system in the first place. In some cases,

afford. We say, ‘How about upgrading to energy-efficient appliances first? Have you put in double-pane windows? Have

Co-op Leads the Way

of things can reduce output—a buildup of dust, debris or even bird droppings on solar panels, for example.

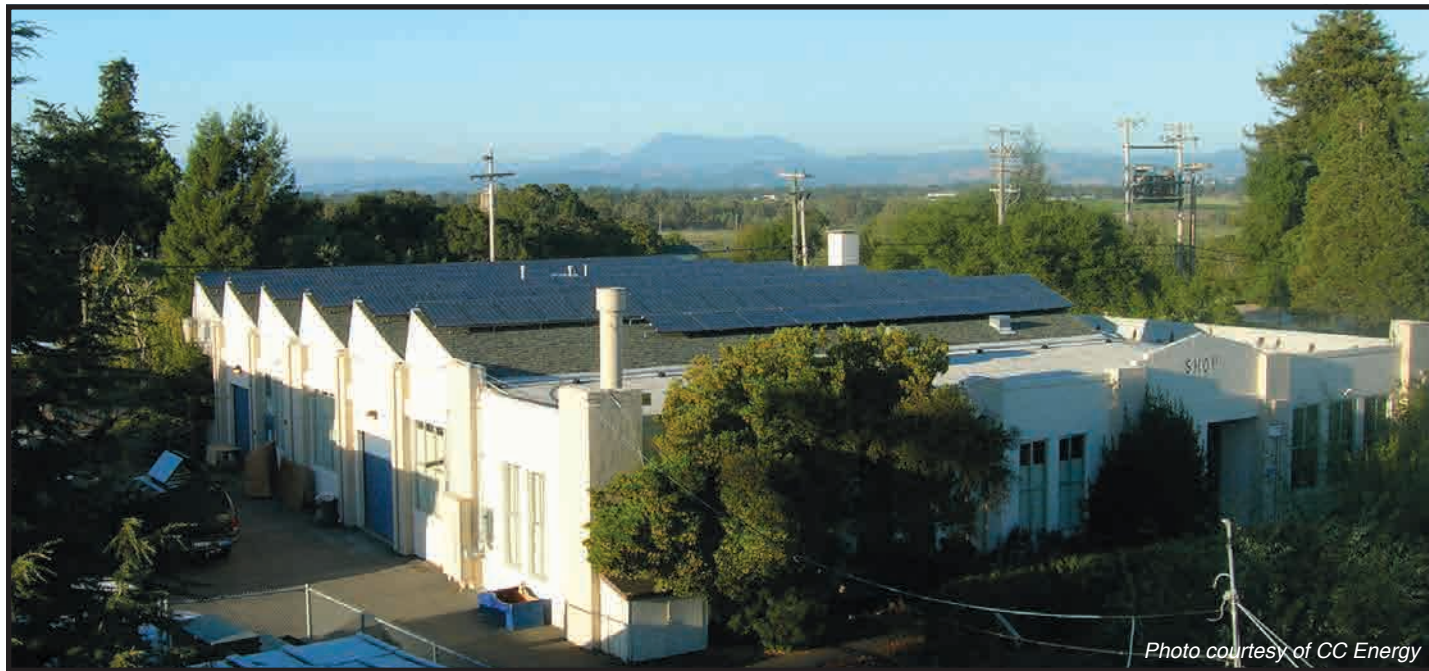
“Right now, the equipment used to do the monitoring is pretty expensive,” Pellegrini explains. “But there are some products coming out that are more cost effective, so we’re asking around to see if this is something that our members would really want and be interested in.”

CCEnergy currently boasts 500 members across California, from as far south as Santa Monica to as far north as Arcata. The majority of its members are in the Bay Area, however. It is the only solar energy co-op in the state. “So we’re either doing something really right, or we’re doing something really wrong,” Pellegrini jokes.

Upping the ante

While CCEnergy’s focus continues to be on residential solar energy systems, the co-op is seeing more businesses and municipalities come onboard, as well as more large-scale residential projects.

“We’re getting into the megawatt-size projects now,” Pellegrini says. “Even then, though, the same philosophy applies. For instance, with a business, the first thing we ask is, ‘Have you upgraded your HVAC unit?’”



Cooperative Community Energy’s focus continues to be residential. However, several businesses, non-profits and municipal entities, such as Analy High School in Sebastopol (pictured), have become members.

CCEnergy’s mix now includes parking garages, food banks, municipal buildings, schools, and, most recently, farms. “We’re seeing more agricultural projects—fruit and vegetable growers, dairies and food processors,” Pellegrini says. “It’s probably our biggest growth area. With stimulus money, there’s more activity at the municipal level as well. Schools have some money now too.”

Giving solar a voice

CCEnergy is making its presence felt in Sacramento and Washington, where the organization is lobbying its advocates to enact legislation that promotes the use of alternative energy and do away with regulations that prohibit the industry’s growth.

Most recently, CCEnergy has been pushing for the passing of an assembly bill (AB560) that would increase the cap on the amount of solar energy that can be fed into the state’s utility grid. Several years ago, the utility companies successfully lobbied for a cap, insisting that too much photovoltaic-produced energy would damage the grid. The cap was originally set at .5 percent of the total load for a particular territory. It didn’t take long to hit that limit, so the cap was raised to 1 percent and, most recently, 2.5 percent. Given the current rate at which solar energy systems are being installed, that latest limit could be reached within a few months.

Assemblywoman Nancy Skinner, who represents portions of Alameda and Contra Costa Counties, has proposed increasing the cap to 10 percent, but the utility companies are insisting that

10 percent is too high. After much back and forth, the number was reduced to 3 percent, but the California Legislature adjourned on September 14 without taking action, leaving AB560 on hold until the next legislative session. If that cap is not increased, once it is reached, no more grid-tied solar energy systems would be allowed to be installed.

CCEnergy is also pushing to extend a stimulus package provision that increases the amount of depreciation that can be claimed by those who purchase solar energy systems. The program is set to end on December 31, 2009.

“Both of these things are really important,” Pellegrini explains. “Not many people are paying attention, though. We’re still pushing, but alternative energy is really underrepresented in Washington influence-wise compared to the big energy companies. But we’ll keep making our case. It ain’t over till it’s over.”



Photo courtesy of CC Energy

Community Cooperative Energy is looking into providing an ongoing monitoring service, to ensure that its members solar energy systems are working to their full potential.

For more information about Cooperative Community Energy, visit www.cooperativecommunityenergy.com

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The Home Front Festival by the Bay is a partnership of the City of Richmond, Richmond Chamber of Commerce and Rosie the Riveter WWII Home Front National Historical Park. PHOTOS FROM TOP: 1) Marines aboard a transport in Pacific, circa 1943; National Archives 2) Dance at Camp Swift, Texas, circa 1943; National Archives 3) USO Event, Richmond CA, 1943; Courtesy of Lucille Ziesenhenn 4) Dancers at Shipyard #1, 1943, Richmond, CA; Richmond Museum of History.

S C H E D U L E

CRANEWAY PAVILION	SATURDAY Oct. 3	
Exhibits and Walking Tours Conducted by National Park Service	All-Day	
Shuttles Depart to Shipyard No. 3 & SS Red Oak Victory		
National Park Service Home Front Talks, Tours & More—See details at: www.homefrontfestival.com		
Rosie Corner		
Victory & Community Gardens Exhibits		
Shoreline Tours on the SS Northland		
Food Available		
YMCA Fun Run Walk		9:00
Opening – Mayor McLaughlin Welcome Rosies and Ship Yard Workers		11:00
Ben Oni Orchestra		11:25
Contra Costa Chorale		12:15
Singing Blue Stars		12:50
Elite Jazz Band		1:40
National Park Service Presentations		2:30
Top Shelf R&B Classics Band		2:50
But-tah	3:40	
Chocolate Rice Smooth Jazz Band	4:05	
But-tah	4:55	
Alvon's All-stars Band	5:15	
Festival Closes	6:00	

FESTIVAL MAIN STREET LUCRETIA EDWARDS PARK STAGE	SATURDAY Oct. 3	
Classic Car Show	All-Day	
Police / Fire Exhibits		
Kids' Adventure Zone		
Visit USS Potomac		
Bicycle Gymkhana		
Food and Bistro		
Son de la Tierra		11:30
Mien Legends		12:15
Richmond Jazz Collective		12:40
Danza Azteca		1:25
Conjunto Romero Band		2:45
We Be Jammin's With Class Line Dancers		3:35
Caravan of All - stars Band		4:00
Hiz - Panic		4:50
Mystique Band		5:15
Festival Closes	6:00	

(Schedule subject to changes)



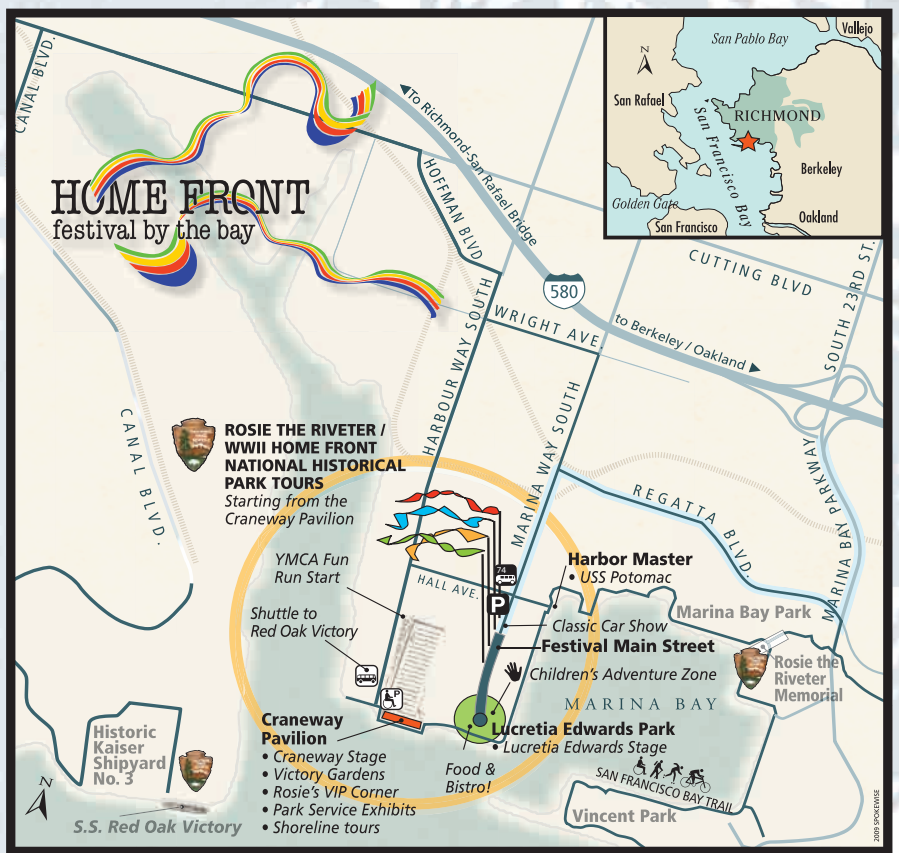
Saturday, Oct. 3, 2009

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www.homefrontfestival.com

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11am - 6pm

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WITH THE EXCEPTION OF EARTHQUAKES...

BY CAPTAIN RAY

With the exception of earthquakes, only the wind makes waves. From the smallest ripples on a tiny pond to the great heaving swell of the deep ocean, all waves are generated by the wind. Friction from wind moving across the completely still surface of the water causes small ripples to form. Once the surface is no longer smooth, it becomes much easier for wind energy to be transmitted to the water, causing waves to form. Once waves begin to form, three factors determine whether waves will reach their full potential, known as fully developed seas. Let's discuss each of them in turn.

The first of these wave-generating

factors is *wind speed*. The stronger the wind speed, the larger waves will become. If there were no other factors to limit wave development, a 20-knot breeze—very common here on San Francisco Bay—would create waves approximately nine feet high; a 30-knot wind—not *uncommon* here—would generate waves almost 20 feet high! But, since we *don't* have waves of this magnitude on San Francisco Bay, there must be other forces at play.

The second factor to consider is the *duration* of the wind. It takes time for the wind to blow up waves. In addition, the wind direction has to remain constant to blow up big waves. In the lower ranges of wind speeds (10 to 20 knots), it may require only several hours for waves to become fully developed seas, but at higher wind speeds, it can take three or four days for total development. Here on San Francisco Bay, the wind tends to



Photo by Anthony Sandberg/OCSC

Although the strong winds on San Francisco Bay can lead to some choppy water, it is nowhere near what you would find if these same winds occurred in open seas.

build during the afternoon, but dies off during the night. As the wind dies, so do the waves.

The third limiting factor in the development of waves is *fetch*. Fetch is the distance that the wind blows across open water. If there is not sufficient fetch, waves will not reach their full potential for a given wind speed. You can easily see the effect of increasing fetch on a small pond, or even in your backyard swimming pool. Look at the surface of the water where the wind first touches it and you will see that there are no waves. Now look farther out from the edge of the pool or the shoreline and notice how the height of the waves becomes greater as the distance from the shore increases. Any obstacle, such as an island or breakwater, forces the process of wave building to restart. Just watch what happens when your ferry passes downwind of Angel Island: In the wind shadow of the island, the waves are smaller or nonexistent. The amount of fetch necessary for waves to reach their full potential also varies with the speed of the wind: the stronger the wind, the greater fetch required. With a wind of 20 knots, about 150 miles of fetch would be needed for the waves to be fully developed. Regardless of the wind direction, San Francisco Bay does

not provide the wind with that much uninterrupted open area.

The Earth has few places that provide all the conditions necessary—strong wind, consistent direction and fetch—to allow for the creation of fully developed seas. One such place is the Great Southern Ocean, between Africa's Cape of Good Hope and Australia. Here, where strong winds blow constantly from the same direction, waves build to an average height of about 25 feet, with some reaching twice that height!

Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean, and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.



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Free Music Festival in Golden Gate Park to Celebrate 40th Anniversary of Woodstock

West Fest, a free concert celebrating the 40th anniversary of Woodstock, will take place on October 25 from 9 a.m. to 6 p.m. at Speedway Meadows in Golden Gate Park. The event will feature 42 acts on 3 stages, including Jefferson Starship, Leslie West of Mountain, Ray Manzarek from the Doors, Jerry Harrison of the Talking Heads and Country Joe McDonald.

Woodstock was not just an event, a happening, or a concert with 400,000 people. It was a pivotal moment of realization for an entire generation—it was an epiphany, a moment of realization for the entire country. The hip movement started in San Francisco a couple of years earlier in the Haight Ashbury, and the “Summer of Love” had spread across the nation. There were now millions of hip people—400,000 of them converged on Woodstock.

Woodstock was a statement to the world that humanity had evolved, coming

together through peace, love and spirituality. An event whose original intent was to make money became one of the largest free events in history. The hip movement had come of age and was recognized by the world, with the principles of love sweeping the country.

Hundreds of San Francisco stars and musical luminaries will perform at West Fest to commemorate the original principles of peace, love and spirituality. The Woodstock 40th will begin with a blessing by the American Indigenous People and several Beat Generation poets. There will be many speakers from the Peace Movement, the Free Speech Movement and the Anti-War Movement along with many of the acts who originally performed at Woodstock.

In honor of Jimi Hendrix, who headlined the festival in 1969, 3,000 guitar players will attempt to break the World’s Record for the Largest Guitar Ensemble playing “Purple Haze” at the same time! Players are encouraged to register at: www.steveroby.com/Jimi_Hendrix_Archives/Register.html.



Photo by Joel Williams


Ray Manzarek from the Doors is scheduled to perform at the West Fest free concert in Golden Gate Park on October 25th.

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Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	09:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	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 \$7.85 \$7.85 TransLink \$4.90 \$4.20 Senior/Disabled/Medicare/Youth (6-18) \$3.90 \$3.90 Children 5 and under Free Free Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
12:40 p.m.	1:15	1:25	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	4:55	5:25				
-----	-----	5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

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

SAUSALITO

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

Contact Information 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.

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

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

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

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

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

FARES:	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass
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Child under 5*	FREE	FREE			
Senior (65+)*	\$3.75	\$7.50			
Disabled Persons*	\$3.75	\$7.50			
Active Military	\$5.00	\$10.00			

Seniors must show valid I.D., Regional Transit Connection Discount or Medicare Card. Disabled Persons must show a Regional Transit Connection Discount Card. Children under 5 ride free when accompanied by an adult. Active Military Personnel must show military I.D. Fares subject to change. All times are estimates.
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Protecting Marine Life from the Delta to the Golden Gate and Beyond

BY SEJAL CHOKSI, BAYKEEPER AND PROGRAM DIRECTOR

San Francisco Bay is part of the largest estuary on the West Coast, a merging of freshwater flows from the Sacramento-San Joaquin Delta and the salty waters of the Pacific Ocean. The Bay's mix of fresh and salt water creates a unique habitat for a broad array of fish, clams, oysters and marine mammals. The wildlife have become an important part of our local identity—from the familiar sight of Pier 39's sea lions to California's iconic Chinook Salmon fishery that provided for native people and anglers for decades.

San Francisco Baykeeper works to protect the Bay and the health of its fauna by stopping pollution and enforcing clean water laws. We are also working to implement a long-term plan to protect both Bay and coastal marine life under California's Marine Life Protection Act ("MLPA"). California passed the MLPA in 1999 to create a network of protected marine areas along California's 1,100-mile coastline. Marine protected areas are essentially underwater parks in which human activity is restricted so that threatened fish and other marine life have a chance to recover.

In the decade since the MLPA was passed, environmental pressures on Bay marine life have escalated, making it more

important than ever to implement the law. Emergencies like the *Cosco Busan* oil spill, and ongoing problems like sewage spills, storm water pollution, reduced freshwater flows and a changing climate are taking their toll.

Recent years have borne witness to a swift decline in numbers of fish and other marine life in the San Francisco Bay and Delta region. California's prized Chinook (or "King") Salmon has been a local food source for centuries and once contributed hundreds of millions of dollars to Northern California's economy. But this year, after salmon numbers reached their lowest point ever—one tenth of previous years—regulators were forced to close the fishing season for the second year in a row. Even the Bay's longtime success story and last commercial fishery, the Pacific Herring, is now in danger. Last month wildlife managers announced the closure of the Pacific Herring fishery in the Bay after monitoring results yielded dangerously low numbers of the fish.

The MLPA process breaks up California's coastline into five study regions in which local stakeholders work with scientists and policymakers to decide how best to implement marine protected areas in their regions. In 2010, the MLPA process is scheduled to reach the interior San Francisco Bay, and we will have the opportunity to create underwater wilderness areas that will help our stressed ecosystem recover and thrive once again. Baykeeper is laying the groundwork to establish strong protections for the Bay itself, but in the meantime, we are helping to create protections along California's coast just outside the Bay.

The Bay is intimately connected to the health and resilience of coastal waters off San Mateo, San Francisco, Marin and Sonoma Counties, which make up the MLPA's North Central Coast Region. While the state may draw a line between the Bay and the waters outside the Golden Gate, marine life does not. California's salmon travel from the ocean, through

the Golden Gate into the Bay and up the watershed to spawn, and Dungeness crab scurry on the ocean bottom into the Bay and back out. Seals and sea lions feed on the abundance of fish around the Farallon Islands and return to the Bay to haul out on sheltered docks and beaches.

Protecting species along the coastline outside the Golden Gate is an important part of restoring the health of the Bay's ecosystem, so Baykeeper joined allies like California Coastkeeper Alliance to advocate for strong protections within this region. In August 2009, environmental advocates secured an important victory for coastal and Bay waters: the North Central Coast Regional MLPA process created 22 underwater parks for special places including Half Moon Bay, the Farallon Islands and Point Reyes. These marine protected areas will allow key habitat to recover and encourage healthy ecosystems to thrive both within and outside of the Bay.

The MLPA is just one tool we're using to protect Bay and coastal waters and wildlife. San Francisco Baykeeper has been working for twenty years to restore the Bay to a thriving ecosystem that is resilient to present and future stresses. To find out more about Baykeeper's work, visit www.baykeeper.org.

Sejal Choksi,
San Francisco Baykeeper and
Program Director

Sejal first joined San Francisco Baykeeper as an attorney in September 2002, spearheading San Francisco Baykeeper's efforts to secure the nation's first regulations to control agricultural pollution. As the San Francisco Baykeeper, she now directs all aspects of Baykeeper's advocacy programs, pollution patrols, and legal docket.



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October is “SHARKtober” at Aquarium of the Bay

Providing a final and affirmative answer to the age-old question of whether there really are sharks in the San Francisco Bay, Aquarium of the Bay is proud to present SHARKtober, a month-long celebration of these enigmatic animals. SHARKtober will star San Francisco Bay sharks: the mighty sevengill, soupfin, leopard, brown smoothhound and spiny dogfish, as well as special guest stars that live just outside the Golden Gate, including swells and angel sharks.

Throughout the month of October from 10 a.m. to 6 p.m. daily, Aquarium of the Bay will have a shark-related scavenger hunt, live shark touching, shark hats, shark talks and shark films. Special shark feeding presentations will be on Thursdays and Sundays only at 1:30 p.m.

On Friday, October 16, a festive fundraiser benefiting Aquarium of the Bay’s landmark sevengill shark research and education projects called SHARKtoberFest will be held from 6:30 p.m. to 10 p.m. The evening will take place throughout the Aquarium and will include entertainment, sustainable seafood nibbles, a silent auction and a presentation of the first SharkSaver

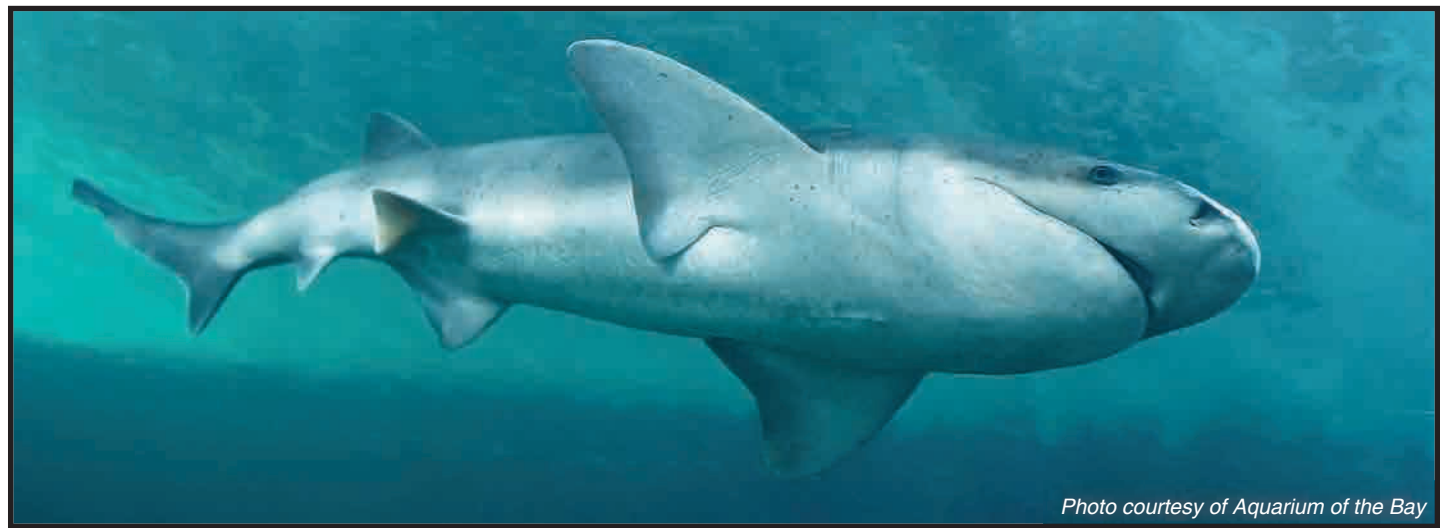


Photo courtesy of Aquarium of the Bay

Sevengill sharks, *Notorynchus cepedianus*, are named for the seven gills on each side of their pectoral fins. Most other sharks have only five gills. Locally, they reside in bays such as San Francisco, Monterey and Tomales, and are found in the South Atlantic, Pacific and Indian Oceans.

watching tours to the Farallones Islands, membership to the Bay Athletic Club, a *Coastal Ocean* magazine subscription and shark book package, a Bay Cruise on the *Lovely Martha*, a subscription to *Bay Nature*, and much more. Tickets are \$25 and can be purchased at www.aquariumofthebay.org.

On Saturday, October 17, dive deeper into the world of sharks at the SHARKtober

- *Rethink the Shark*, Save Our Seas Foundation
- *City of the Shark*, David McGuire
- *Sharks: Stewards of the Reef*, Holiday Johnson
- *White Shark Café*, Sean Aronson
- *Requiem*, Living Ocean Productions

Following the screenings, renowned shark experts and scientists will share their insight during presentations and panel discussions moderated by filmmaker and marine biologist David McGuire.

- *Jim Toomey*, Author, *Sherman’s Lagoon*
- *Maria Brown*, Director, *Gulf of the Farallones National Marine Sanctuary*
- *Sal Jorgenson*, Ph.D., *Hopkins Marine Station*
- *Jonathon Kathrein* (shark attack survivor turned shark conservationist), Founder, *Future Leaders for Peace*

Tickets are available at www.aquariumofthebay.org for only \$17 and include Aquarium admission.

species including the mighty sevengill, leopard and spiny dogfish sharks swim overhead, along with nearly 200 species of other aquatic animals. The sleepover begins at 7:30 p.m. and will feature a guided tour of the Aquarium, lots of shark-related activities and trivia from the Aquarium naturalists, hands-on meeting and greeting with select animals, evening snacks and more. A hosted continental breakfast the next morning rounds out this unforgettable experience. The sleepover is for families with children ages 5 – 17 and is sure to sell out, so purchase your tickets today by calling (415) 623-5326. Tickets are \$60 per person and \$50 for Aquarium of the Bay members.



Photo courtesy of Aquarium of the Bay

Leopard Sharks; The most prevalent shark species found in the San Francisco Bay, no two leopard sharks have the same bars and stripes.

award, given to *Sherman’s Lagoon* creator Jim Toomey. Toomey will be on hand to receive the award, recognizing the important role that he has played in increasing the public’s awareness for issues facing sharks, including shark finning. Silent auction items will include whale-

FilmFest from 1 p.m. to 5 p.m. Learn more about these animals and their importance to a healthy San Francisco Bay—sharks are the stars of this mini-film festival that looks deep into the underwater world of the Bay and beyond. Films by local and international filmmakers include:

Later on in the evening of October 17, you can sleep just inches from more than 70 San Francisco Bay sharks! No need to pinch yourself—you really will be sleeping with the sharks at Aquarium of the Bay’s SHARKtober sleepover. Families will have the opportunity to sleep inches from sharks, while



Photo courtesy of Aquarium of the Bay

Named for their large wing-shaped pectoral fins, angel sharks have flattened bodies and grow to five feet in length. Their gray, brown and black coloring blends with the sandy and rocky Bay bottom in which they bury themselves to ambush their favorite prey of fish, crustaceans and mollusks. The Aquarium of the Bay is the only aquarium in the United States to consistently exhibit angel sharks, which are known by the scientific name *Squatina californica*.

AROUND THE BAY IN OCTOBER

Full-Tilt Fun at World's Largest Pinball Show

Alameda's Pacific Pinball Museum and Novato's Pinball Revival Company announce the Third Annual Pacific Pinball Exposition, to be held at the Marin County Civic Center Exhibition Hall in San Rafael on October 2-4. Hundreds of pinball machines and amusement devices from past to present will be made available to the public from private collectors and the museum's collection. There is an emphasis on vintage machines, incredible collections of rare games, and a large variety of modern pinball machines all ready to play without using coins. Featuring exhibits on the history of pinball, the science and physics of pinball, and the art of pinball, this family-friendly expo will highlight the historical and cultural significance of pinball in America. On the floor will be seldom-seen 1940s and 1950s Woodrills from the recently acquired Gordon A. Hasse collection. This year's focus is history, highlighting the technological and artistic advances of pinball through the 1800s to present day. The Expo takes place in the world famous Frank Lloyd Wright Marin Civic Center Exhibition Hall. Hours are Friday, October 2 from 10:00 a.m. to 10:00 p.m., Saturday from 10:00 a.m. to 12:00 a.m. and Sunday from 10:00 a.m. to 8:00 p.m. Daily admission is \$25 for adults and \$15 for children. Weekend admission is \$45 for Adults and \$25 for kids. For more information, visit www.pacificpinball.org.

Angel Island Fire Anniversary Hike

On Sunday, October 11, celebrate the resurgence of Angel Island after the spectacular 2008 wildfire on an all-day docent-led hike to places burned and saved. Learn about the historic sites, explore the fire's impact on vegetation and animals and hike to the summit of Mt. Livermore. Bring hiking shoes, water, lunch, camera, binoculars and hiking poles for the 7½-mile hike. Take the earliest ferry from Tiburon or San Francisco and meet at the gift shop on Angel Island at 10:30 a.m. There is a \$5 fee and the group size is limited. Call (415) 435-3522 for reservations. Firefighters and their families are free.

Could You Live on a Yacht?

On October 8, Valerie Field will conduct a three-hour workshop entitled "Living on the Water...On a Yacht." Field, who has lived aboard boats for 13 years, will give attendees an opportunity to explore this fun, adventuresome lifestyle either part- or full-

time. Attendees will have an opportunity to take a compatibility test to determine how suited they are to this lifestyle. The event, sponsored by the Tamalpais Union High School District Adult and Community Education, will be held at Tamalpais High School between 6 p.m. and 9 p.m. To register for the workshop, visit www.marinlearn.com. You may reach Valerie at livingonayacht.com or (415) 331-7095. The cost is \$35.



Photo courtesy of the US Navy

Fleet Week is Back

The annual celebration of the men and women of our armed forces will take place October 8 – 13. The modern version of Fleet Week commenced in 1981 and has become one of the best-attended annual events in northern California. A spectacular weekend of family events is planned featuring performances of the Navy Blue Angels, a parade of Navy ships and other exciting demonstrations. For more information about the events all along the San Francisco waterfront, visit www.fleetweek.us.

Vintage Poster Fair Explores Aviation

San Francisco hosts the 16th Annual International Vintage Poster Fair (IVPF) featuring a weekend exhibition and sale of the world's finest vintage posters from October 23 – 25 at Fort Mason Center. Vintage posters will be featured from over 20 international dealers. The IVPF is the world's oldest and largest poster show devoted exclusively to original vintage posters. Among the posters being shown will be Art Nouveau, Art Deco, Mid-century Modern, World War I, World War II and Cold War Era, food, wine and product advertising, film, travel and transportation, and sporting posters. The Fair is

an active event, with dealers constantly showing their numerous posters while offering their knowledge about the graphic and cultural history of the posters. This year's spotlighted exhibition is called "Aviation Posters: From Bi-plane to Jet Plane," a special exhibit featuring original vintage posters that highlight the history of aviation. Admission is \$15 and free for anyone under the age of 25. For more information, call (800) 856-8069 or visit www.posterfair.com.

Monster Bash on the USS Hornet

Is the USS Hornet Haunted? Bring the whole family and find out. The USS Hornet Museum will hold its annual Monster Bash from 7:30 p.m. to 12 a.m. on Saturday, October 31 onboard the historic ship located at 707 W. Hornet Ave., Pier 3 in Alameda. Visitors will get a good fright throughout the evening with haunted tours, costume contests and other treats. The Haunted Hospital will be packed with evil doctors doing weird experiments that might go wrong. Elvira's "Fright Stimulator" will give party-goers a good jolt. Kids can even get into the act by creating ghoulish crafts. Prizes will be awarded in four categories: Most Creative Costume, Best Couples Costume, Best Children's Costume and Audience Favorite. This year's featured band, the Cocktail Monkeys, will bring exciting music and fun to the USS Hornet as they lead guests through a fantasy evening covering the most popular songs from the 60s through current favorites. Happy hour, tours and children's activities start at 7:30 p.m. with the band performing from 8 p.m. to 12 a.m. To purchase tickets, call (510) 521-8448 ext. 282. Tickets are \$20 for adults (\$25 at the door) and \$10 for kids. Cash bars and food concessions are available. For more information, visit www.hornetevents.com.

Point Richmond Holds First Fall Fest

The historic neighborhood of Point Richmond will hold its first-ever Fall Fest on Saturday, October 10. Fall Fest will feature live music, an arts fair, beer garden, chili cook-off and fall-inspired activities for people of all ages and interests. Seven bands will take the stage, playing blues, rock & roll, rhythm & blues, reggae, Motown, funk, folk and even a hardcore punk band. Children's activities will include face painting, jugglers, a pumpkin patch and hay ride. It all takes place from 10 a.m. to 8 p.m. on Washington Avenue and Park Place in downtown Point Richmond, just off I-580. Admission is free. For more information, contact Andrew Butt at (510) 236-1404.

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

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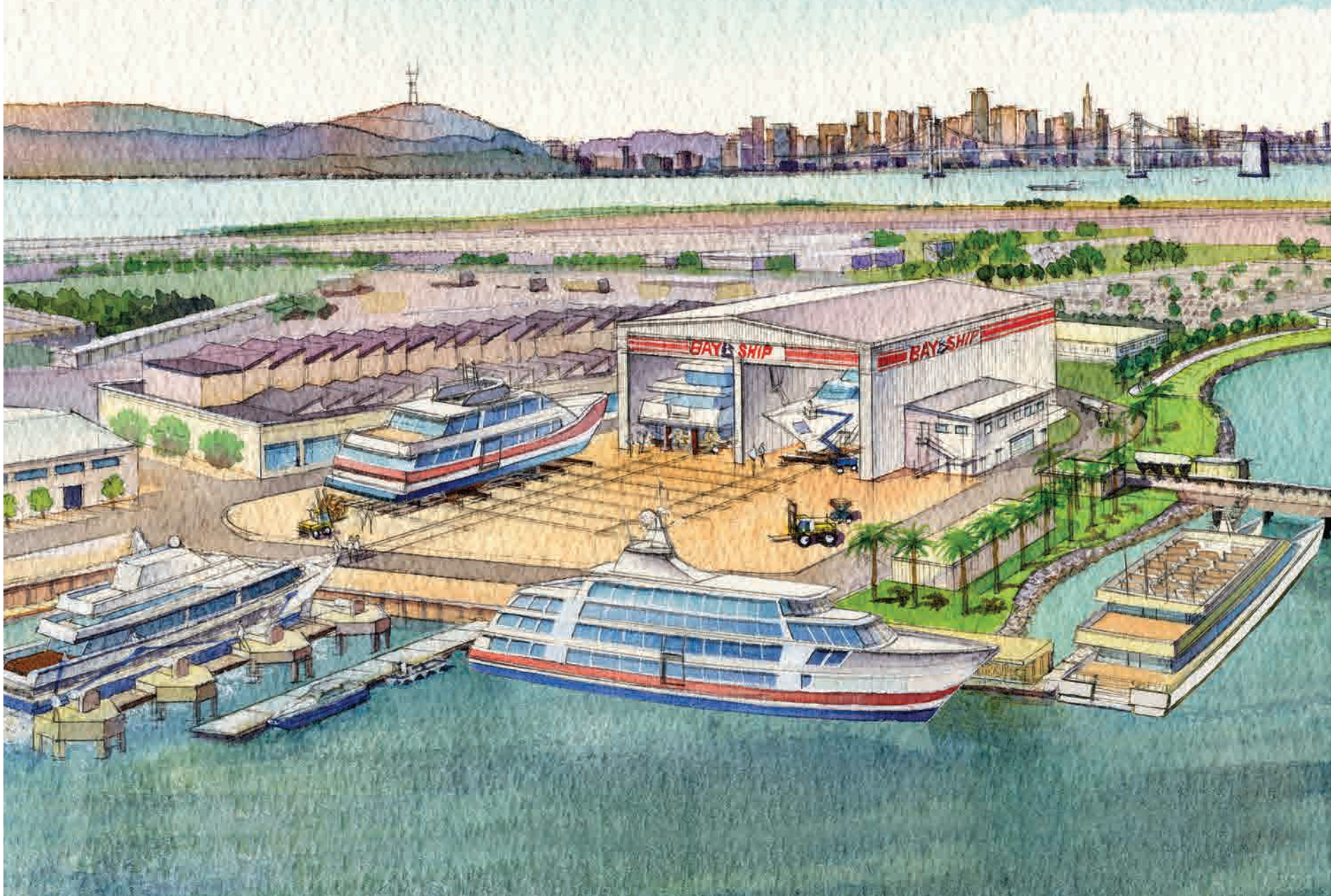
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