

BAY CROSSINGS

"The Voice of the Waterfront"

October 2010 Vol.11, No.10



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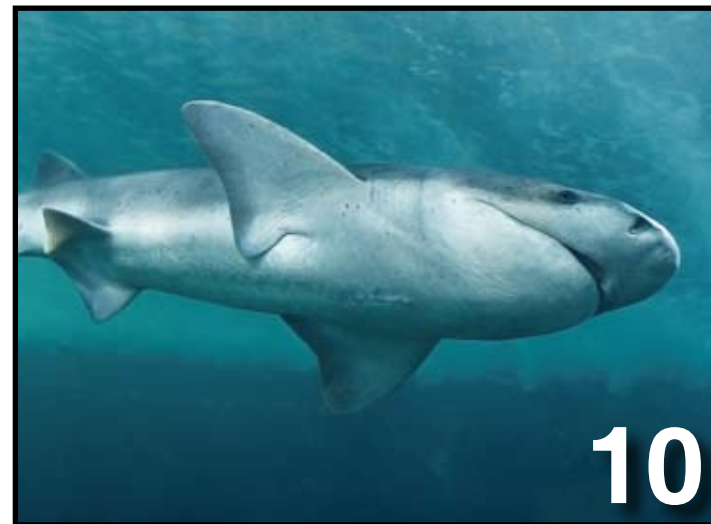
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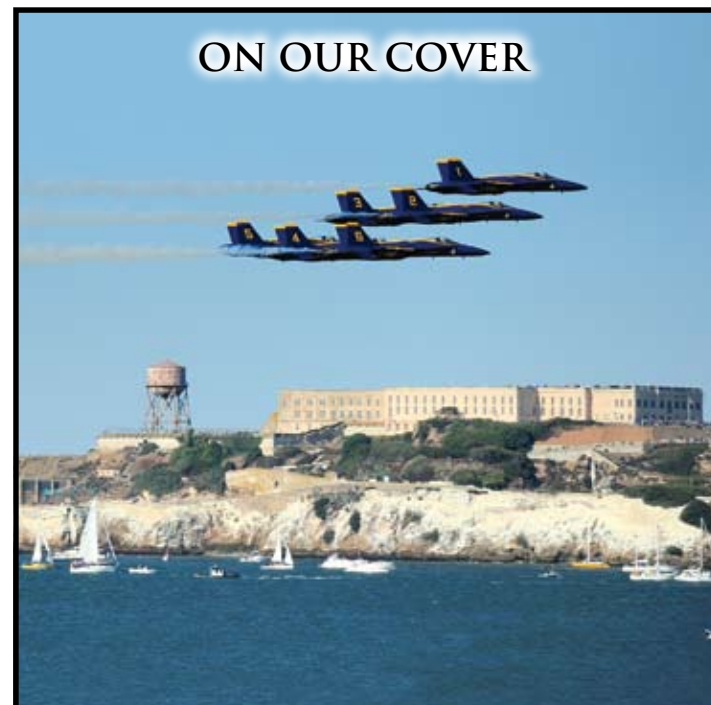
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.



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On Saturday, October 9, the Blue Angels—the world's most talented aerial performance team—will thrill the public with its incredible feats. A full Airshow starts at 1:00 p.m. with the Blue Angels taking to the sky at 3:00 p.m. During the day, Pier 39 will play host to a number of related events including a "Meet and Greet" with members of the Blue Angels and an unprecedented "Parade of Ships." For our full story on all the events of Fleet Week as well as some history about the event, see page 8. Photo by Brian Long.

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Firm Wants to Dismantle 'Ghost Fleet' Locally at Proposed Mare Island Facility

BY BILL PICTURE

Petaluma-based Allied Defense Recycling (ADR) has announced ambitious plans for 16-plus acres of the former Mare Island Naval Shipyard in Vallejo. Those plans include blowing the dust off two long-dormant Navy dry docks, dredging a section of the Mare Island Strait to allow large vessels to reach those dry docks, and establishing the West Coast's first large-ship-dismantling facility.

With all eight of the necessary permits and approvals in its back pocket, ADR is waiting for a thumbs-up from the federal government. The project's future, however, hinges on the awarding of a federal ship-dismantling contract from the Maritime Administration (MARAD), the division of the U.S. Department of Transportation that oversees waterborne transportation.

"The next step is for MARAD to confirm ADR as a qualified bidder and issue the bids," said ADR's attorney, Oakland-based Rena Rickles.

Retired federal vessels must now be sent to a facility in Brownsville, Texas, for dismantling. According to ADR and its supporters, the proposed "West Coast option" is greener, more efficient and will save millions of taxpayer dollars.

"Right now, the ships are towed to San Francisco, where the exterior paint is removed, then towed 5,000 miles through the Panama Canal to Texas," Rickles said. "The trip takes 200,000 gallons of diesel fuel. That's a pretty big greenhouse gas footprint, not to mention expensive."

"And the environmental regulations in Texas are a lot more lenient than in California," said Karen Weiss, one of five permit analysts at the San Francisco Bay Conservation and Development Commission (BCDC).

Dismantling federal ships on Mare Island would cost taxpayers about \$1



Photo courtesy of San Francisco Bay Conservation & Development Commission

Plans for the former Mare Island Naval Shipyard in Vallejo include establishing a full-service marine-related facility on 16.6 acres. The facility will be operated by Allied Defense Recycling. Services will include maintenance, repair and dismantling of large ships. The facility will be the first of its kind on the West Coast.

million less per ship than sending them to Brownsville. The ADR facility would not be able to handle the largest vessels, however. Those would still need to be sent to Brownsville for dismantling.

Living up to California's green standards

In order to secure the necessary permits, ADR had to prove that its plan would protect both public health and the environment. To that end, work at the proposed facility would be done entirely in hermetically sealed chambers to prevent the release of lead, asbestos and other toxic materials. Furthermore, the work would be done in the early morning hours, when winds in the area are lightest. Metal would be shipped off to scrap metal recycling facilities, and toxic materials would be hauled off in sealed containers for processing and disposal.

The permitting process also involved working with three separate agencies to ensure

the protection of those species of fish native to the waters surrounding Mare Island.

"There are several endangered or threatened species that go through that area," Weiss said. "There were concerns about the impact that dredging might have on those species, and that the fish might get caught in the dry docks' uptake valves. Naturally, those concerns had to be addressed before the project could move forward."

To ensure that juvenile fish aren't sucked up by a hydraulic dredge, ADR agreed to use a mechanical dredge for the bulk of the dredging. They also agreed to limit maintenance dredging in the future, and to perform dredging only during daylight hours as salmon tend to spawn at night. ADR also plans to remove a fish migration barrier, to restore a salmon spawning streambed in the nearby Napa River watershed, and to enhance and preserve five acres of adjacent tidal wetland.

A boost to the local economy

Rickles estimates that the project would create one hundred permanent union jobs. "Dismantling a big ship is no small fete," she said. "And that's not taking into account the ripple effect on Vallejo's economy, because those employees will be supporting other local businesses." "The City of Vallejo is excited to see this happen," added Weiss.

City officials are also excited about the promise of improved public access on the island. There currently is no public access on or near the site. As part of ADR's agreement with Vallejo, the company would build a public access area that overlooks the facility, and that can eventually be connected to a proposed new segment of the Bay Trail.

"It's a win-win for Vallejo," said Rickles. "We're ready to move forward. We're just waiting to see what MARAD comes back with."

Container Lines Reduce Emissions by 'Slow Steaming'

BY PATRICK BURNSON

When a dead whale arrived draped over the bow of a container vessel calling the Port of Oakland last month, some environmentalists cited the ship's high velocity as the cause. Shipping experts disagreed, noting that ships have never been traveling at lower speeds than today. Indeed, the current practice of "slow steaming" has increased transpacific transit times to levels reminiscent of the days of bygone clipper ships.

With prospects still murky for the global economy, many container lines are setting out on a clear course for fuel-efficient slow steaming. And it's here to stay, said spokesmen for Maersk Line, a major carrier serving Bay Area shippers. Spokesmen for the Danish company said that its service has also become more reliable as a consequence, citing the following statistics:

- A ship that reduces speed by 20 percent will use 40 percent less fuel, thereby reducing carbon dioxide emissions correspondingly. To maintain the same service frequency and compensate for a lower average speed, 1-2 extra vessels are added per route, or string. Despite the extra vessels, slow steaming has reduced Maersk Line's carbon dioxide emissions by about 7 percent per container moved.
- Schedule reliability improves because slow speed allows vessels to continuously adjust speed in order to deliver the cargo exactly on time. Maersk Line has a goal of 95 percent schedule reliability and is, according to analysts, already well on the way to achieving its goal. From April to June 2010, Maersk Line had a 77 percent on-time performance score with the closest competitors ranging from 59 percent to 64 percent.
- The concept of slow steaming was originally a hard sell to engine manufacturers. It took off in 2007 and was instrumental for Maersk Line to cut carbon emissions per container by 12.5

percent from 2007 to 2009. The goal is to reduce emissions by 25 percent in 2020.

S.F. Port to Inaugurate Shoreside Power for Cruise Ships

While the Port of San Francisco remains a minor player in the world of containerized shipping, it is growing its cruise business by leaps and bounds. Further evidence of this will be presented at the ceremony commemorating the inaugural connection of cruise ship to shoreside electrical power at Pier 27 this month.

San Francisco Mayor Gavin Newsom will be on hand, as well as representatives from the port and Princess Cruises, to usher in the new resource on Wednesday, October 6.

The event has plenty of "green" backers, too, including the Bay Area Air Quality Management District; San Francisco Public Utilities Commission; and the U.S. Environmental Protection Agency.

Peterson Address Tech Trends for Shippers

Among those analysts addressing current trends in technology at last month's Oracle Open World in San Francisco was Beth Peterson of Beth Peterson Enterprises, a consulting firm for global multi-national shippers and transportation providers specializing in global trade management and supply chain planning.

Peterson managed Hewlett Packard's U.S. import operations and also worked for DHL Airways, Inc. where she was a logistics services manager. She has over 20 years experience in the logistics and international transportation business.

Peterson is also chairwoman of the Northern California chapter of Women in International Trade (WIT), a great networking resource for anyone engaged in importing and/or exporting. She offers additional domain expertise as a licensed customs broker. And you can learn more about WIT by visiting www.wit-nc.com.

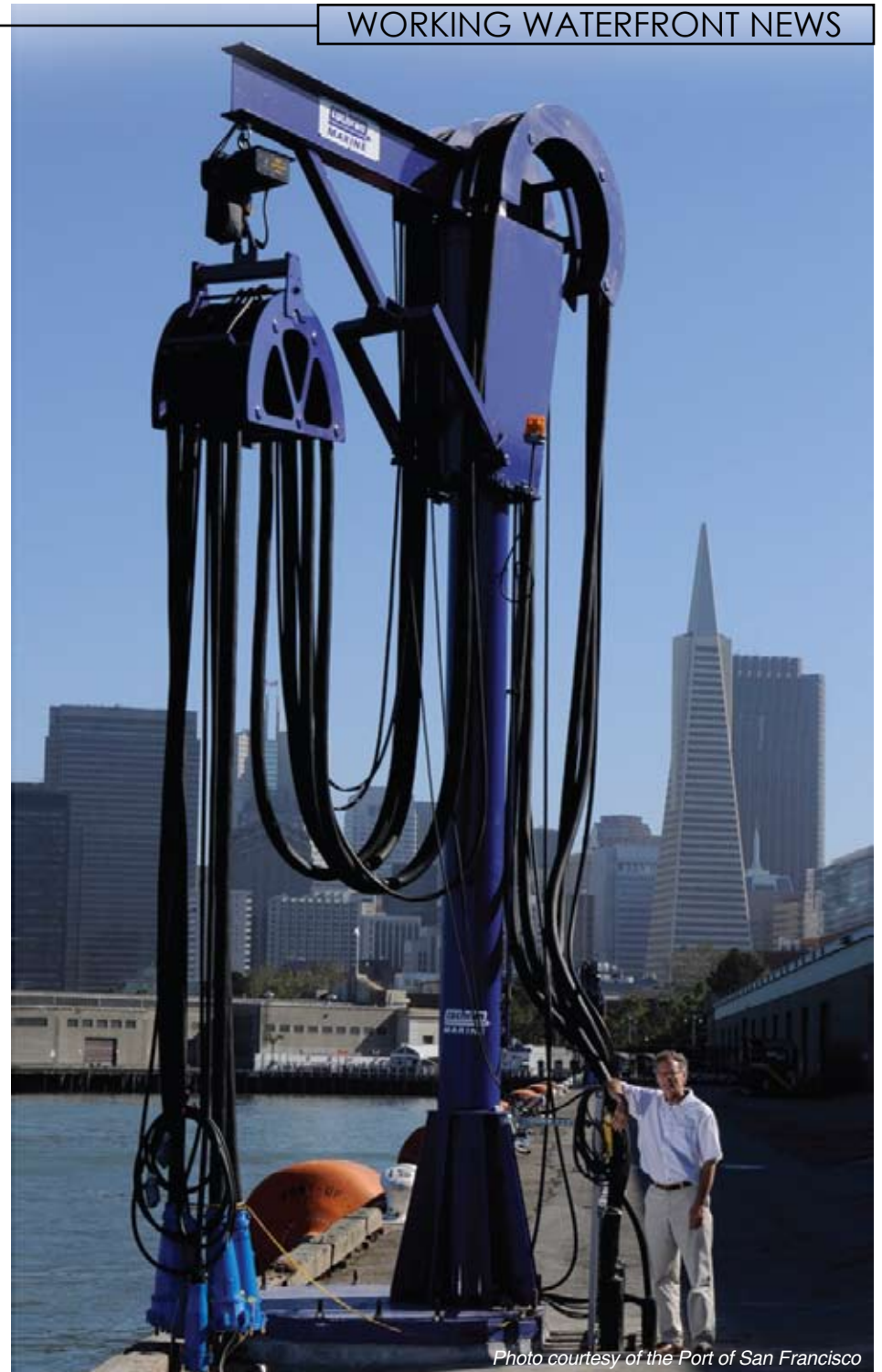


Photo courtesy of the Port of San Francisco

This new cruise-ship-to-shoreside electrical power connection will help to reduce emissions from ships docking at the Port of San Francisco.

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Paul Duclos

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WATERFRONT ACTIVITIES

- October 3 7AM – 7PM - Farallones Sailing Adventure, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Turn a regular weekend day into an experience you'll remember forever! Sail out the Golden Gate on the beautiful 82' schooner 'Seaward' to the majestic Farallon Islands. Cost is \$275.
- October 3 12PM – 4PM - Leukemia Cup Regatta - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Club Nautique and "Sail for a Cure" will be racing to raise funds and awareness for the Leukemia Lymphoma Society. Visit their website to find out how you can participate: www.leukemicup.org/sf
- October 5 7PM – 10PM - Navigation 1, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Consider this course the nuts and bolts of navigation. Everything a sailor needs navigationally to successfully day sail in the US. Cost is \$25 and reservations required.
- October 9 9AM - 5PM - First Aid/CPR Certification, Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Official First Aid and CPR Certification. Cost: CPR Only - Members \$45/NonMembers \$60, Both First Aid & CPR - Members \$54/NonMember \$72.
- October 9 11AM – 5PM - Fleet Week Day Sail on the Seaward, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
See the Blue Angels perform from the best seat on the bay. The 82' schooner 'Seaward' is the perfect way to participate in SF Bay's most exciting annual event. Cost is \$145.
- October 16 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!
- October 17 5PM – 10PM - Night Sailing, Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
This event is designed to help orient you to night sailing and understanding San Francisco Bay after dark. It will help to expand the scope of your sailing abilities, and allow you to experience the exhilaration of sailing after dark. Reservations required - Members \$109/NonMember \$145.
- October 22 6PM – 10PM - Full Moon Charter Share, Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Climb on board a beautiful 36' sailing yacht to join other sailing & moonlight enthusiasts for an exhilarating night of sailing by the light of the silvery moon! Reservations required. Cost: Members \$85/NonMembers \$115.
- October 23 9AM – 5PM - Charter Share - Taste of the Bay, Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Sail on a modern sailing yacht with other skilled sailors to a local waterfront restaurant. Enjoy dockside city-front dining. Dinner not included in charter share cost. Cost: Members \$96/NonMembers \$128.
- October 23 10AM – 2PM - Bay Cruising Destination Workshop - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Learn about great places to go by boat on the San Francisco Bay. Learn about things to see and do in addition to things to look out for. Cost: Members FREE/NonMembers \$75.
- October 23 10AM – 1PM - Navigation 1, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Consider this course the nuts and bolts of navigation. Everything a sailor needs navigationally to successfully day sail in the US. Cost is \$25 and reservations required.
- October 30 6:30PM – 9PM - Greece Flotilla 2011 Planning Party, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
It's never too early to start thinking about cruising around the birthplace of democracy, Western philosophy and the Olympic Games! Come for the wine and cheese, and stay to talk about sailing around the cradle of Western civilization! This event is 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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Clipper Card Is an Instant Hit With Bay Area Transit Customers

BY JOHN GOODWIN

Bay Area residents may remember the summer of 2010 for cooler than usual weather. But for ClipperSM — the region's all-in-one, reloadable transit fare card — the season was hot, hot hot. The number of passengers using the distinctive blue-and-white cards to board ferries, trains and buses skyrocketed from about 65,000 each weekday at the time of Clipper's official mid-June launch to more than 150,000 by the end of September. And the numbers are expected to keep rising steeply in the months ahead as the Bay Area's three largest transit operators — San Francisco Muni, BART and AC Transit — phase out most of their proprietary fare media and shift their customers to the Clipper card.

Muni already has begun phasing out its paper "A" Fast Pass (which allows unlimited rides on Muni and BART within San Francisco during a single month) and is scheduled to retire its Muni-only "M" Fast Pass next spring. BART has started shifting

its EZ Rider customers to the Clipper card, and AC Transit will stop sales of its Local Adult 10-Ride and 31-Day tickets, as well as its 10-Ride Youth/Senior/Disabled tickets, at the end of this month. Caltrain is scheduled to begin making its monthly and eight-ride passes available exclusively on Clipper cards in early 2011.

Golden Gate Ferry vessels boast the highest Clipper market penetration, with more than half of all passengers using Clipper for fare payment. Meanwhile, San Francisco Muni, which carries by far the most transit passengers in the Bay Area, is registering the largest number of daily Clipper boardings. Muni accounted for an average of 65,525 daily Clipper boardings during the week ending Sept. 17. Muni is nearing completion of a year-long project to replace aging fare gates throughout its Muni Metro station network with new gates that will only accept Clipper cards. The roughly \$29 million initiative includes the installation of new ticket vending machines, through which customers can purchase new Clipper cards or add value to an existing card.

Muni's region-leading Clipper usage numbers are followed by BART with 44,175



Customers are scooping up Clipper cards at the rate of 10,000 a week at vendors and at launch events like this one.



weekday boardings, and AC Transit with an average of 28,075 Clipper boardings each weekday. Smaller numbers of passengers used Clipper cards to board Golden Gate Transit & Ferry, Caltrain and Dumbarton Express vehicles.

"The rapid growth in Clipper usage has exceeded our expectations," said Andrew Fremier, deputy executive director for operations for the Metropolitan Transportation Commission (MTC), which is spearheading the electronic fare-payment program. "That's a good thing, but it has also brought some growing pains. We are dealing with those, and we're confident that once customers experience the convenience of having all their transit tickets, transit cash and transfers on one card, they're going to like Clipper and stick with us."

MTC is working with participating transit agencies and with program contractor Cubic Transportation Systems Inc. to troubleshoot technical issues and improve customer service. The Clipper Service Bureau has added more than 20 customer service representatives in recent weeks.

"The usage numbers make it clear that Clipper is a very good system," continued Fremier. "And we're making it better every day."

The six transit systems currently offering Clipper fare payment — San Francisco Muni, BART, AC Transit, Caltrain, Golden Gate Transit & Ferry and Dumbarton

Express — together carry more than 80 percent of all Bay Area transit passengers. Once SamTrans and the Santa Clara Valley Transportation Authority (VTA) begin accepting Clipper cards for fare payment throughout their route and station networks later this year, 95 percent of the region's transit riders will be served by Clipper.

Where to Get Clipper

Riders can get a free Clipper card, add electronic value that is accepted on all transit systems, or add a monthly pass for a specific agency online at www.clippercard.com, by phone (1-877-878-8883) or TDD/TTY (711 or 1-800-735-2929), at select transit agency ticket offices, or at more than 200 participating retail locations — including the transit kiosk in the Embarcadero BART/Muni station, the Bay Crossings store in the Ferry Building and scores of Walgreens around the Bay Area. In addition to an Autoload option, Clipper also offers card replacement and balance restoration for customers who register cards that later end up lost or damaged. Registration is free and can be completed easily online, over the phone or by mail.



All photos by Noah Berger

The Fleet Is In!

From October 7 to 12, San Francisco will open its arms and piers to what promises to be the most extensive Fleet Week in more than 20 years. With more ships, more sailors, more Marines, more free family-friendly events than ever and a new focus on emergency preparedness, the organizers of this year's event have promised to "put the fleet back in Fleet Week."

"This will be the biggest and best Fleet Week in more than twenty years," said San Francisco Fleet Week Chairman Major General Michael J. Myatt. Highlights will include the extraordinary airborne maneuvers of the Blue Angels and a chance to see the world's most environmentally-friendly military vessel, dubbed the Navy's "Hybrid Ship"—the amphibious assault ship *USS Makin Island*.

San Francisco and Fleet Week share a long and storied history that began in 1908 with the arrival of President Theodore Roosevelt's "Great White Fleet" to the Bay during its round-the-world voyage. Consisting of 16 battleships of the Atlantic Fleet and various smaller vessels, this legendary flotilla featured hulled painted white except for the gilded scrollwork on their bows. The 14-month voyage from Hampton Roads, Virginia, to San Francisco was a showcase of American sea power with ships manned by 14,000 sailors. The fleet covered 43,000 miles and

stopped at 20 ports on six continents.

The fleet arrived in San Francisco on May 6, 1908 from Magdalena Bay, Mexico, and was greeted by a huge celebration hosted by the City of San Francisco. As each ship passed Fort Point it fired a 21-gun salute, which was answered with a salute from land. Crowds flocked to San Francisco to see the fleet. Transbay ferry traffic from May 5 to May 17 exceeded the normal business by 450,000 passengers. The heaviest travel day was on May 6, when 186,000 passengers were taken across San Francisco Bay to see the arrival of the fleet. It was one of the largest crowds of Californians ever assembled.

On January 18, 1911, the era of Naval aviation began in San Francisco Bay with the first-ever launch of an aircraft from the deck of a military vessel, the *USS Pennsylvania*. Throughout the 20th century, San Francisco was a major focus of naval operations and served as the headquarters of the United States Naval forces under Admiral Chester Nimitz during World War II. A generation of "Liberty Ships" and other military vessels were built, launched, serviced, berthed and later retired at historic sites at Mare Island Naval Shipyard, Richmond's Kaiser Shipyard, the Marin Shipworks, Treasure Island, Hunters Point Shipyard, Suisun Bay and the Alameda Naval Air Station.

Over the years, millions more San



Photo courtesy of Pier 39

Pier 39 will play host to a number of events including a "Meet and Greet" with members of the Blue Angels and an unprecedented "Parade of Ships."

Franciscans have welcomed the United States Navy and Marine Corps making its Fleet Week one of the City's most treasured traditions. Under the leadership of Mayor Dianne Feinstein, the modern Fleet Week tradition began in 1981, honoring the dedicated men and women of the Armed Forces and their colleagues.

The San Francisco Fleet Week Association is a nonprofit organization whose mission is to honor the dedication to duty and sacrifices of the men and women of the U.S. Armed Forces and to conduct and offer disaster preparedness training. Its honorary co-chairpersons are United States Senator Dianne Feinstein and former

Secretary of State George P. Shultz.

Following is an overview of public events for San Francisco Fleet Week 2010. An up-to-the-minute schedule of public events is available online at www.fleetweek.us.

Thursday, October 7

Fleet Week Festival Begins; USS Makin Island open for ship tours; Admiral Hunt at Marine's Memorial Club; Band Concerts.

The first day of the Fleet Week Festival, free and open to the public, will begin along the Marina Green. That evening at 7 p.m., Vice Admiral Richard W. Hunt, USN, will offer a lecture followed by reception at the Marines' Memorial Club followed by thrilling band performance featuring the 1st Marine Division Band.

The *USS Makin Island*, LHD8 will be open for ship tours at Piers 30/32 along the Embarcadero, south of the Ferry Building. Known as "The Navy's Hybrid Ship," the *USS Makin Island* is the first US military hybrid vessel. Like a hybrid automobile, Makin Island also uses two modes of propulsion: the LM2500+ Gas Turbine engine and the electric-powered Auxiliary Propulsion Motor (APM). The Gas Turbine can be used at all speeds, but is least fuel efficient at 12 knots and below. The Auxiliary Propulsion



Photo by Douglas Bedford

The *USS Makin Island* is the first U.S. Military hybrid vessel. She will be open for ship tours during Fleet Week at Piers 30/32 along the Embarcadero, south of the Ferry Building.

Motor (APM) allows the ship to travel at speeds up to 12 knots using electrical power provided by the ship. Of historic note: The last time a ship bearing the name *Makin Island* entered the San Francisco Bay was November 5, 1945 when *USS Makin Island* moored at Naval Air Station Alameda to debark aircraft following completion of her mission during World War II.

Friday, October 8

Sailors and Marines on Liberty in San Francisco, "CERT" & "NERT" Emergency Preparedness Trainings and Evening Band Competition

Throughout the day, hundreds of sailors and Marines will be on liberty throughout San Francisco, and assisting in emergency preparedness trainings along with citizens as part of the local "CERT" (Community Emergency Preparedness Teams) and "NERT" (Neighborhood Emergency Response Teams) groups. That evening, local school bands will take part in a friendly competition with their shipboard counterparts in a concert at Golden Gate Park's Kezar Stadium.

Also on this day, the Blue Angels will be having airborne rehearsals.

Saturday, October 9

Parade of Ships, Tours, The Blue Angels and Pier 39 Concerts

It's a day to celebrate Fleet Week at sea and in the air! The grandest Fleet Week flotilla in more than two decades will enter San Francisco Bay this morning, led by San Francisco's own Fireboat *Phoenix*. This year's "Parade of Ships" will include the following US Navy vessels: *USS Pinckney*, *USS Curtis*, *USS Pioneer*, *USS Chief*, *USCGC Active*. Also joining in the "Parade" will be Canadian Naval vessels *HMCS Whitehorse* and the *HMCS Brandon* along with the historic San Francisco based WWII Liberty Ship *USS Jeremiah O'Brien* and the *USS Liberty PT-26* from Sacramento with its all-female crew of sea cadets.

Later in the day, the Blue Angels—the world's most talented aerial performance team—thrills the public with its incredible feats. A full Airshow starts at 1 p.m. with the Blue Angels taking to the sky at 3 p.m. During the day, Pier 39 will play host to a

number of events including a "Meet and Greet" with members of the Blue Angels and an unprecedented "Parade of Ships."

That afternoon at, the First Marine Division Band will offer a free concert at Yerba Buena Gardens and the day culminates with another free outdoor concert at 6 p.m. atop Nob Hill in Huntington Park across from Grace Cathedral.

Also, a highlight of the week's events is the Marine Expeditionary Unit (MEU) display taking place the Marina Green on both October 9 and 10. For more information, go online to www.11thmeu.usmc.mil. (Note: During the Parade of Ships, the *USS Makin Island* will remain berthed at Piers 30/32 and open for public tours from 9 a.m. – 3 p.m. All ships will be open for public tours 9 a.m. – 3 p.m. on Sunday and Monday.) For the most updated information on ship tours and security rules, please check the website at www.fleetweek.us.

Sunday, October 10

Italian Heritage & Fleet Week Parade

Two of San Francisco's most treasured traditions join forces with the combined

Italian Heritage and Fleet Week Parade. Ship tours and crew liberty continue as does the Festival along San Francisco's Marina Green. The day will start when hundreds of uniformed sailors and Marines gather for an iconic photo.

Monday, October 11 – Columbus Day Federal Holiday

Ship Tours & "Band Challenge"

Maritime lovers, military buffs and kids of all ages take advantage of the three-day weekend for this unprecedented opportunity to visit ships of the United States and Canadian Navies, the U.S. Coast Guard and the historic WWII vintage Liberty Ship *USS Jeremiah O'Brien*. Ship tours are free and open to the public.

Also that day, the First Marine Division Band will host a "Band Challenge" with young musicians from area high schools.

Tuesday, October 12

Ships Depart

"Weigh anchor!" Fleet Week 2010 ends as the ships depart.

WHEN ANGELS FLY



Join the SS JEREMIAH O'BRIEN for Fleet Week

DOCKSIDE: FRIDAY / OCT 8 1PM-5PM

Watch the Blue Angels dockside as they practice their spectacular air routines over the SF Bay. Beverages and snacks included. **BEST SEATS ON THE WHARF!**

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Sharks of San Francisco Bay

BY DEB SELF

As Halloween draws closer and our thoughts turn to costumes and candy, this festive fall holiday also inspires us to dust the cobwebs off our spookiest stories. Being a water-oriented organization—and writing for a commuter-ferry audience—it was hard to resist the scariest aquatic thriller of all time: the 1975 blockbuster *Jaws*, which catapulted sharks, and the great white specifically, to horror movie stardom. Thankfully, while great whites are numerous along the California coast, the menacing shark infrequently ventures under the Golden Gate Bridge to pay us a visit. However, there are 11 different species of shark that do call the San Francisco Bay home. Of these, at least five species live in the Bay year-round, breeding and giving birth here.

The leopard shark is the most common shark found in the Bay. One of the most colorful of all sharks, it is easily recognized by the brown-gray spots that led to its name. Leopard sharks grow up to six feet long and are harmless to humans, feeding mostly on benthic creatures that dwell on the floor of the Bay, such as crabs, shrimp, and herring. The second most abundant shark in the Bay is the smoothhound shark, which grows up to three feet long. This reddish-brown shark is a favorite prey of the California sea lion, and stays in shallow waters feeding on crabs, shrimp, worms and small fish. The Bay's top aquatic predator is the sevengill shark, which gets its name from having seven gills on the sides of its head; it is black and gray, and can grow as long as ten feet and weigh over 250 pounds. The sevengill feeds on harbor seals and other sharks and is known to feed and pup in the Bay.

The spiny dogfish features a needle-sharp spine that protrudes from the front of its dorsal fin. This shark, one of the few to inhabit the Atlantic and Pacific, grows three feet long and feeds on crab, octopus, and fish. And finally, the soupfin shark, so named because its

large fins were once highly valued and dried for use in soups (and in some places still are), is bluish gray and grows to five feet long. It possesses very sharp teeth for shredding herring, flounder, rockfish, and squid. Interestingly, when soupfin sharks are in open waters, the males remain in Northern California, while the females migrate to warmer southern waters. Other sharks visit the Bay, including the great white sharks who occasionally enter the Golden Gates but are most commonly seen near the Farallones islands during the fall months. (Sharktober!)

As top predators of the Bay, the health of the resident sharks is a good indicator of the health of the Bay's ecosystem. However, to date, there has not been a comprehensive survey of shark populations in the Bay, and their total numbers remain largely unknown. (Current, ongoing studies by Sea Stewards with the California Academy of Sciences, the Monterey Bay Aquarium and by the Aquarium of the Bay will help elucidate the population size and the movements of local sharks.) Due to the Bay's choppy, opaque waters, sharks are sometimes hard to spot, especially given their tendency to hang out near the floor of the Bay. Overfishing, pollution, dredging, and habitat degradation are just some of the threats these species encounter in the Bay's urban setting.

Most of our knowledge of shark populations has come from fishing sharks. Shark fishing is a popular activity, and shark meat from Southern California can be found on the menus of local restaurants from a commercial fishery. There were once commercial shark fisheries in the Bay, but these collapsed due to overfishing. Today fisheries managers have a rough estimate of resident shark populations but it is uncertain what the recreational fishing pressure is having on the sharks. The most serious threat to sharks globally is the taking of sharks just for their fins to make shark fin soup. This practice, called shark finning, is estimated to take as many 73 million sharks per year. Although finning is illegal in waters of the United States and several other countries, there is no world ban and shark fin soup



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.

is commonly consumed in San Francisco from imported fins.

Another serious threat to local sharks comes from the Bay's sediment pollution. The Bay's sediment is contaminated with large amounts of heavy metals such as mercury and lead, as well as pollutants such as pesticides and PCBs. Because many sharks consume species located in the sediment, and because these predators are high on the food chain, sharks accumulate many of the Bay's toxins in their muscles and fatty tissues. This pollution can cause population declines through developmental, neurological, and reproductive diseases. Toxic pulses of pollution can also decimate prey species, which the sharks rely on, thus leading to an inability to find sufficient nourishment in the Bay.

The Bay is also a very popular transit hub, with more than 7,000 container ships and deep-water tankers traversing the waters annually. This frequent ship movement requires constant dredging of the Bay's bottom. Dredging is a highly disruptive activity that can result in the accidental killing of aquatic life, and more often redistributes buried pollutants to the sediment surface where the contaminants are readily accessible to marine life. Habitat degradation is also a common problem for sharks, as Bay fill and shoreline development reduce tidal marshland, salt ponds, and eelgrass beds that are breeding grounds and critical habitat for young sharks to grow.

Reducing our pollution to the Bay, making smart consumer choices

at restaurants and grocery stores, and helping to restore the natural habitat around the shoreline can alleviate some of the pressure on local shark populations. San Francisco Baykeeper works to create a healthy, thriving Bay every day—and with your help, it may not be long before the Bay's shark population is abundant. And if you should encounter sharks on your next Bay swim, statistics show that you most likely won't be their next meal, but you'll certainly have a thriller of your own to share next Halloween!

To learn more about Baykeeper's work to keep pollution out of the Bay, visit baykeeper.org.

To learn more about local sharks attend some of the Sharktoberfest events in October and visit seastewards.org.

This article was written with the assistance of David McGuire, Director of Sea Stewards and Filmmaker, "City of the Shark," and also draws on a previous Bay Crossings article by Teri Shore.

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.



Jack London Square's Waterfront Flicks Offer Outdoor Fun

Although drive-in theaters are mostly a thing of the past, you can recapture some of that outdoor fun at Jack London Square's Waterfront Flicks series, which concludes this month with the last two features of the year. Bring a chair or a blanket and enjoy a free outdoor movie on Market Green in Jack London Square at sundown on Thursday, October 14 for a screening of *Fame*. Many of the nearby restaurants offer specials of up to half off to celebrate the event, so come early and grab a bite to eat or make a picnic out of the evening.

The last show of this year takes place on Thursday, October 28 with a special showing of *Twilight*

to get everyone ready for the Halloween weekend. Whether you are Team Jacob or Team Edward, don your best vampire costume because there will be a *Twilight* costume contest taking place for the event.

The Sunday Farmer's Market is also a great reason to come visit Jack London Square on the weekends. Every Sunday, rain or shine from 9 a.m. to 2 p.m., the Pacifica Coast Farmer's Market Association presents local farmers and artisan food purveyors with fresh produce and hand crafted products for your culinary enjoyment. Buy fresh off-the-vine tomatoes, specialty olive oils, fresh herbs, homemade pastas, locally-caught seafood, handmade milled soaps and much, much more.



A large outdoor movie screen is set up on Market Green in Jack London Square for the special Waterfront Flicks series which concludes this month with "Fame" and "Twilight."

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EPA Rule Will Halt Cruise Ship Coastal Sewage Dumping

BY BILL PICTURE

On August 25, a proposed rule banning the discharge of sewage from cruise ships and many other large oceangoing vessels within three miles of the California shore was signed by United States Environmental Protection Agency Pacific Southwest Regional Administrator Jared Blumenfeld at a press conference held at San Francisco's Crissy Field. The rule now undergoes a 60-day review period, during which the public is invited to weigh in on the matter. If all goes as planned, the EPA expects the rule to be published in early November and go into effect early next year.

Protecting a largely unaware public

"In talking to people, I found that most were surprised we even needed a rule like this," said David Smith, manager of the EPA's National Pollutant Discharge Elimination System. "We see these big ships in our ports, but we don't think about how their sewage is handled. We certainly don't assume that it's being discharged into the water."

Stricter regulation and better management of land-based municipal sewage discharge and stormwater runoff have greatly improved ocean water quality, but sewage from vessels has never been as closely scrutinized. According to the EPA, which closely monitors the presence of harmful bacteria and viruses in coastal water, the frequent health advisories being issued to California beaches are partially the result of the 25 million-plus gallons of sewage currently being discharged into California marine waters each year.

In 2009, the water at 40 percent of the state's 434 beaches was found to

contain unsafe levels of potentially harmful pathogens. That includes 85 percent of the beaches in the Bay Area. In humans, exposure to these pathogens, particularly at such high levels, can result in symptoms ranging from ear infections and skin rashes to serious digestive problems.

"It's nasty stuff, and that's a big concern for surfers and swimmers," said Smith. "There's also some evidence that it can be harmful to marine mammals."

Smaller "no discharge zones" have been created in the past to protect specific areas, such as national marine sanctuaries. Nine of these smaller "no discharge zones" already exist in California, but the EPA's new rule represents the first time that an entire state's coastal waters will be protected. The proposed three-mile boundary corresponds to state jurisdiction of waters off the coast of the United States.

This larger application of the federal government's 33-year-old Clean Water Act is necessary for many reasons, say proponents. Not only does 77 percent of the state's population live and/or work on or near the coast, its beaches are also California's primary tourist draw, attracting more than 150 million visitors each year. Protecting those beaches, they say, is both a sound public health decision and a wise economic one for the state.

In a written statement, Linda Adams, California's Secretary for Environmental Protection said, "Pollution from these ships is a direct threat to our natural resources and the local economies that depend on tourism dollars."

"The EPA's 'no discharge zone' protects our coastal economy, our environment and our public health," added State Senator Joe Simitian (D-Palo Alto).

Current laws

Under the current rule, sewage treated onboard may be discharged by large



Photo courtesy of U.S. Environmental Protection Agency

Jared Blumenfeld, the United States Environmental Protection Agency's Pacific Southwest Regional Administrator, explains the importance of the EPA's proposed "no discharge zone" at a press conference on August 25 at San Francisco's Crissy Field. The rule would prohibit cruise ships and most other large vessels from discharging any sewage within three miles of the California Coast.

vessels into waters not already protected by an existing "no discharge zone." That treatment process involves using sewage-eating bacteria to reduce levels of harmful pollutants, then disinfecting the treated sewage with chlorine before discharging it.

Large vessels without the ability to treat sewage onboard must discharge untreated sewage in deeper ocean

waters (beyond the three-mile limit). There, ships are moving faster, and untreated sewage is quickly and easily diluted, rendering it less harmful.

"In deeper salt water, the bacteria gets broken down and dies off more quickly," explains David Smith.

The new rule specifies that all sewage from large vessels (treated or not) must be discharged beyond the



three-mile limit, provided the vessel has sufficient sewage holding capacity (defined as two days' capacity).

"The problem now is, we're not sure who is obeying the rules and who isn't," Smith said. "It's hard to tell if what's being discharged is treated or not treated. This new rule will make enforcement much simpler for the Coast Guard."

That's especially important now, Smith said, because the scope of the Coast Guard's responsibility has changed since 9/11 to include a heightened focus on national security. "Once the rule goes into effect, all they have to look for is a plume," he said. "If they detect one coming from a vessel within the 'no discharge zone,' that's a red flag. It takes a lot of the guess work out of enforcement."

Recreational vehicles will continue to be required to hold sewage (treated or untreated) until they reach a harbor pump-out station. Large vessels without

sufficient holding capacity, meaning they cannot hold sewage until they leave state waters, will continue to be required to treat sewage before discharging it.

The EPA estimates that the new rule will eliminate 80 percent of the treated waste that is now being discharged within the proposed "no discharge zone."

Industry feedback

One might expect the proposed rule to ruffle a few feathers within the cruise line and shipping industries. But Smith says the feedback has been very positive.

"The cruise ship lines say they're already complying," he says. "The others seem to want to do the right thing. They understand why we have to do this, and they support our efforts."

Another reason for the industry's support of the proposed rule is that it includes continued exemptions for those large vessels without sufficient

sewage holding capacity. Without those exemptions, the shipping companies would have to remove those vessels, many of which are older, from their fleets.

"That exemption won't apply to most vessels, though," Smith says. "Our sense is that most have the capacity."

Looking forward

Once the rule goes into effect, the EPA intends to reach out to those companies affected by the rule to help them understand what is expected and what they need to do to comply.

At the state level, interest has been expressed in developing a means of surveillance that would complement the existing enforcement efforts of the Coast Guard. "Of course, resources are tight right now, so that's way down the line," Smith explains.

The EPA also intends to strengthen its efforts to address sewage discharges



Though EPA water quality standards are largely in place for the protection of humans, studies show that marine mammals, like this sea lion photographed near Crissy Field, can also be negatively affected by pathogens from sewage discharge.

from smaller vessels. "We felt we needed to narrow our focus for now," adds Smith. "Focusing on the larger ships, we felt, was a more cost-effective way to make a meaningful difference now."



Photo courtesy of U.S. Environmental Protection Agency

Health advisories were issued for 85 percent of Bay Area beaches in 2009 due to the presence of unsafe levels of pathogens. Some of these pathogens were discharged into the water by oceangoing vessels. For humans, exposure to these pathogens through swimming or surfing can result in symptoms ranging from skin rashes to digestive problems.

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Mind Your Manners and Minding Mansouri

BY PAUL DUCLOS

As ferry commuters, we are all too familiar with breaches of simple manners and social conduct. The bore on the cell phone; the verbose stranger broadcasting his or her views on every conceivable subject; the sprawler splayed across several seats; and the gate rusher storming to the front of the line are just a few of the miscreants in need of some reform. But perhaps the greatest violator of public decorum is the drunk, and we have more than a few of them on the ferries during the cocktail hour.

Perhaps these people are beyond help. But Syndi Seid, recognized as a leading authority on business protocol and etiquette, has a few suggestions for those of us who recognize our own need for self improvement.

As founder of San Francisco-based Advanced Etiquette Worldwide, Syndi helps senior executives, business professionals and main-line employees overcome their fears and insecurities to find poise, confidence and authority in any social situation, anywhere in the world. In her most recent monthly etiquette tip, she takes on the issue of public tipping and ways to avoid overdoing it.

But she's hardly a scold. In fact, she cautions us to avoid harmful stereotyping: "When a person is called a drunk it implies the person suffers from alcoholism. It means the person overindulges and becomes inebriated on a regular basis. Often the person doesn't even know he or she is a drunk, which also means they have a dependency on alcohol. Be careful when you call someone a drunk."

Instead she has provided a series of hints on overcoming our own problems.

For example: "know your limit" and "keep hydrated." She also suggests eating plenty of food, and simply applying some self-control if drinking means the difference between success and failure in a social setting.

Syndi offers a full suite of classes, seminars, and workshops on proper social behavior, and is the author of several books on the subject. Check her out at www.advancedetiquette.com

Those of us who used the ferry to attend the San Francisco Opera performance of *Aida* at AT&T Park last month may wish we had brought along some other reading material to prepare for the trip.

The one book that would have been perfect for the voyage is *Lotfi Mansouri: An Operatic Journey*. This is an autobiography of the noted San Francisco Opera director, who occupied the position from 1988 through 2001, co-written by Donald

Arthur (Northeastern University Press; 330 pp. \$39.95).

Apart from his dismissive remarks about former music director Donald Runnicles and a few members of his board, the impresario's memoir is largely a work of love. Even the most difficult divas are treated kindly here, and there are many humorous anecdotes about working with some of the great legends.

One part of this book will also resonate with ferry passengers who remember the 1989 earthquake. After the Bay Bridge was knocked out of commission, commuters came to rely heavily on our waterway network. But the bridge was not the only iconic structure to be severely damaged. Mansouri reminds us that the Opera House was put at risk of being demolished. Thanks to an overwhelming civic response, however, this cherished landmark was saved and restored.

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NOTICE OF PUBLIC HEARING
TO RECEIVE PUBLIC COMMENT ON PROPOSALS TO PROPOSED CHANGES TO GOLDEN GATE FERRY

FERRY FREQUENT RIDER FARES AND SCHEDULES

PUBLIC HEARING DATE/LOCATION

Thursday, October 7, 2010, 9:30 a.m.,
Board Room, Administration Building, Golden Gate Bridge Toll Plaza, San Francisco, CA

In recognition of its \$132 million five-year projected deficit, the Golden Gate Bridge, Highway and Transportation District (District) will hold a public hearing to receive public comment on proposals to:

- 1) Reduce the discount rate for the Golden Gate Ferry "Frequent Rider" Program available through the use of Clipper cards to a standard 30% from the basic adult cash fare; and,
- 2) Implement schedule adjustments to the Larkspur and Sausalito schedules that will improve operational efficiency and generate cost savings.

PROPOSED CHANGES TO WEEKDAY GOLDEN GATE FERRY SCHEDULES

There are currently 41 weekday crossings scheduled between Larkspur and San Francisco and 18 weekday crossings scheduled between Sausalito and San Francisco. The modifications to the weekday Larkspur and Sausalito ferry schedules are proposed to better accommodate commuters' work start times in San Francisco, maximize crew availability, and provide cost savings associated with reduced fuel consumption.

Proposed changes to the Larkspur Ferry WEEKDAY schedule include the following:

1. Adjustment to the departure and arrival times of 13 crossings
2. Elimination of 3 crossings
3. Elimination of 2 crossings during the fall/winter season
4. Elimination of 3 additional crossings year-round
5. Conversion of one trip from a high-speed catamaran crossing (30 minutes) to a Spaulding Class vessel crossing (45 minutes).

Proposed schedules and additional information can be found at http://goldengate.org/financialplan/ggf_fares-schedules.php. For transit information to the public hearing, visit www.goldengate.org or call 511 (say "Golden Gate Transit" then "operator"), TDD 711. To request special assistance at the public hearing due to a disability, please call 415-923-2223 at least three days before the hearing date.



PROPOSED CHANGES TO GOLDEN GATE FERRY FARES							
<i>Frequent Rider Program Fares – Available only by Using Clipper™ Card</i>							
Ferry Route	Current Clipper Fare	Current Clipper Discount off Adult Cash Fare	Proposed Clipper Fare	Proposed Clipper Discount off Adult Cash Fare	Effective Proposed Fare Increase	% of Passengers using Clipper	Current Daily Weekday Ridership
Golden Gate Larkspur Ferry	\$5.15	46%	\$5.80	30%	+\$0.65 or	58%	4,500
Golden Gate Sausalito Ferry	\$4.40	38%	\$5.80	30%	+\$1.40 or 31.8% fare increase	31%	1,500

Public comments will be received at the Public Hearing, by email at publichearing@goldengate.org or in writing to (no later than 4:30 p.m., October 7, 2010):

Jan Tarantino, Secretary of the District
Golden Gate Bridge, Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, CA 94129-0601

Elegy for a 'House on the Bay'

BY CAPTAIN RAY

At the beginning of the 20th century, the Santa Fe Railroad ("SFRR") began ferry service between Point Richmond and San Francisco. An area of shallow water between Angel Island and the eastern shore of the Bay, known as Southampton Shoal, posed a hazard to these ferries because they passed close (sometimes *dangerously* close) to its south end. Because of this threat, especially during the frequent foggy periods, the SFRR asked the Lighthouse Board to construct a lighthouse on the southern end of the shoal.

The Lighthouse Board recognized the benefit of such a light, not only to the SFRR ferries, but to all traffic heading to the shipyard at Mare Island and the ports farther east on the Sacramento River. The board petitioned for the construction of a light station, and Congress was quick to grant the \$30,000 request. When Southampton Shoal Light was completed in 1905, one more beacon was added to the chain of lights guiding ships safely through San Francisco Bay.

A beautiful three-story white Victorian

building, affectionately known as the "House on the Bay," was constructed on the site. The lowest floor housed storage and workshops, and provided access to the davits supporting the station's boat. The two upper floors were divided into two apartments for the keepers and their families, with the living quarters on the second floor and the bedrooms on the third. The lower two floors had balconies that entirely surrounded the building. The red roof (punctuated by dormers for the bedroom windows) tapered upward from all four sides to a tower that housed the light and fog signal. The station's roof



The old Southampton Shoal Lighthouse on station

was designed to catch rainwater for the station, although keeping the water from being soiled by seagull droppings was an ongoing problem.

The foundation for the light station consisted of a series of 11 steel cylinders driven into the mud of the shoal. Within a few months of completing the station, erosion threatened the foundation of the structure. To combat this, several tons of rocks were dumped around the base of the cylinders.

But a much greater threat to the station happened within that first year—the Great 1906 Earthquake. Following the temblor, some of the foundation cylinders tilted as

much as 11 degrees to the east. After re-leveling the structure, the cylinders were filled with concrete and more rocks were added to support them.

In 1939, the Lighthouse Service was discontinued and the U.S. Coast Guard took over the management of all lighthouses. As part of the Coast Guard's ongoing process of

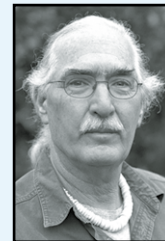
automating lights, it decided in 1960 that a manned station was no longer needed at Southampton Shoal Light. Recognizing the historical and architectural value of the lighthouse, the St. Francis Yacht Club purchased the building. The club arranged for the top two stories to be lifted off the station by a couple of *very* large cranes and placed on a barge. The living quarters of the station were then transported to Tinsley Island, a small island in the Delta also owned by the St. Francis Yacht Club. The repurposed lightkeeper quarters now serve as a clubhouse for the Club's members and guests. The remainder of the building was demolished and replaced with a concrete platform. The light—red, three seconds on, three seconds off—is still displayed, now from a small pole on that platform.

Unfortunately for the aesthetics of San Francisco Bay, the current structure is a long,

long way from the elegant Victorian that once stood there. If your ferry route takes you east of Angel Island, you'll pass close by; take a look and decide for yourself.

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.



Lighthouse Bed & Breakfast Looking for Inn Keepers



Photo by Joel Williams

East Brother Light Station, Inc., a non-profit corporation, is seeking applicants for Keepers of East Brother Light Station, an island in San Francisco Bay with an intact 1874 lighthouse. The lighthouse is owned by the U.S. Coast Guard but maintained for public use by the non-profit corporation. Since 1979, it has been operated as one of California's best-known and unique bed and breakfast inns. The income from operations is used by a group of volunteers to maintain the buildings, which are both a California State Historical Landmark and listed on the National Register of Historic Places.

The successful candidates will be a couple, one of whom must possess a Coast Guard commercial boat operator's license. They will operate the five-room inn, serving both dinner and breakfast, as well as providing ferry service for guests and all other tasks from chef to maid. The inn is open four days a week, and the island is also available for day use and special events. The new keepers will start December 1, 2010. Applications will be taken until October 15, 2010.

For additional information about East Brother, see www.ebls.org. Applicants can download an application from http://www.tombutt.com/pdf/keeper_application.dot. No phone calls.



The 'new' Southampton Shoal Light as it appears today



Stars of the Sea

BY KATI SCHMIDT

Bay Area residents and visitors alike are sure to be star-gazing in the daytime this month, heading to the waterfront to watch the Blue Angels soar overhead during Fleet Week. Before and after the air show and 364 days each year, Bay-lovers also have the chance to see, learn about and even touch water-submerged stars at Aquarium of the Bay. Sea stars (don't call them starfish, they're invertebrates) are part of phylum *Echinodermata*—meaning “spiny skin” in Latin—which includes 6,000 species of sea stars, sand dollars, sea urchins and sea cucumbers.



A Bat Star from the Aquarium of the Bay.

The sea star population alone includes about 1,800 species in a rainbow of colors and sizes that range from that of a small bug to a large clock. Aquarium of the Bay exhibits species including bat, sunflower, leather, ochre and pink stars.

“From the crimson-red blood star (*Henricia leviuscula*) to checkered-colored bat stars, sea stars bring brilliant colors and diversity to San Francisco Bay and the California coast,” said Mike McGill, collections coordinator at Aquarium of the Bay. McGill notes that within San Francisco Bay, ochre and pink stars are the most commonly found species.

What a sea star lacks in blood, it makes up for in its water vascular system, an attribute unique to echinoderms. This system consists of a network of water-filled tubes called tube feet or *podia*, which help sea stars move and breathe. By contracting and expanding water vascular system chambers, sea stars can control water movement into certain tube feet to extend them. The tube feet also include muscles, used to retract them. This expanding and retracting movement enables the sea star to walk. The tube feet also include suckers at

the end, used to capture prey or hold onto rocks and avoid being swept by tides. If flipped over, a sea star can rotate one arm and pull itself over.

Rather than relying on eyeballs, sea stars see through eye spots, located at the end of each arm. These red spots provide limited vision, allowing the sea star to sense light from dark.

Sea stars are not picky eaters and dine on basically anything they can get their tube feet on: clams, oysters, some snails or even other sea stars. A sea star's mouth is located on its bottom side, nestled amongst the tube feet.

The saying “eyes bigger than stomach” takes on a slightly different meaning in the context of a sea star's anatomy. If the food choice is larger than its mouth, never fear—the animal will flip its stomach out of its mouth, secrete a digestive enzyme that emulsifies the prey and then absorb the puree. After its meal, it draws its stomach back in through its mouth, without leaving a crumb behind.

Regeneration is another important part of a sea star's anatomy. Sea stars can regenerate lost arms, and in some cases, an entire sea star can re-grow from a severed arm.

In the sea star kingdom, sunflower stars (*Pycnopodia helianthoides*) are king. While they may begin their life with five arms, by the time they reach maturity, they may have sprouted up to 24 arms and can span over three feet in total length, from arm tip to arm tip. This massive amount of arms makes for a staggering number of tube feet—up to 15,000—that enable the animal to move along at a record-setting clip of 200 feet per hour.

Brightly colored bat stars (*Asterina miniata*) play a garbage-collector role by munching on dead animals and algae. While these animals get a gold star for helping clean our ocean ecosystems, they do not receive such high marks for sportsmanship. When

bumping into another bat star, for example, a simple apology is not good enough. The animals engage in arm interaction—a kind of the mountain-style game where they place arms over one another in an effort to disrupt other stars' movements and feeding activities.

At the Aquarium, visitors see sea stars around nearly every corner in several of the Discover the Bay exhibit tanks, in both Under the Bay exhibit tunnels (look for sunflower stars on the walls of the second tunnel) and in its Touch the Bay exhibit. Helping to keep its sea stars well-fed and not reaching for their tank-mates, the Aquarium's naturalists lead invertebrate feeding presentations daily at 3 p.m. A full list of daily and special discussions and hands-on activities at the Aquarium can be found at www.aquariumofthebay.org.



Sunflower stars can have up to 24 arms!

After visiting the Aquarium, if you're inspired to take your tide pool exploration even further, you're in luck—many active tide pools are with an hour's drive of San Francisco. Local favorites include the Fitzgerald Marine Reserve in Moss Landing, Duxbury Reef and Agate Beach

in Mesa Bolinas and Bodega Head in Bodega Bay. A full list of North Bay tide pool destinations can be found on the Farallones Marine Sanctuary Association's website: farallones.org/index.php.

When visiting tide pools, it is important to think of them as living museums.

Enjoy the beauty of sea stars and other animals, but respect their habitat; practice a look-but-don't-touch policy (or, if you must touch, a touch-but-do-not-move policy) to help keep these tide pool stars safe and healthy.

Lunch & Dinner Daily
 Prix-Fixe Lunch Menu
 Complimentary Valet Parking

Scoma's Restaurant
 Fisherman's Wharf
 Pier 47 on Al Scoma Way
 415-771-4383
www.scomas.com

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.	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 \$8.25 \$8.25			
12:40 p.m.	1:15	1:25	2:00	TransLink/Clipper Card Fare \$5.15 \$4.40			
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	(limit 2 per fare-paying adult)			
4:15	4:45	4:55	5:25	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	5:20	6:05	Golden Gate Ferry Fares, Effective July 1, 2010			
5:10	5:45	5:55	6:25	Fares shown are for one-way travel			
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	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 Toll free 511 or 711 (TDD) For the Golden Gate Ferry website, visit: <http://goldengateferry.org/> Comments and questions can be submitted at <http://ferrycomments.goldengate.org/>

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day. No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main St. in Alameda

Harbor Bay Ferry Terminal
2 McCartney Drive in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

Sausalito Ferry Terminal
Humbolt St. & Anchor Ave. in downtown Sausalito

Tiburon Ferry Terminal
Behind Guaymus Restaurant & the Intersection of Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Sponsored by

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA



Blue & Gold Ferry

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 p.m.*	12:50 p.m.	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 a.m.	10:20	10:35		
Weekdays from San Francisco				11:35	11:50	12:10 p.m.	12:20		
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:					
5:20	5:45	6:10	6:20	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass	
-----	6:25	6:45	6:55	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
-----	7:25	7:45	7:55	Junior (5-12)	\$3.50	\$7.00	-----	-----	-----
-----	8:25	8:45	8:55	Child under 5*	FREE	FREE	-----	-----	-----
* To S.F. via Oakland # To Alameda via Oakland				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.					
^ Departs immediately after loading									
For the most current schedule, visit http://www.eastbayferry.com/									

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

Blue & Gold Ferry

BAY CRUISE				SAUSALITO			
Depart Pier 39				FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekends and Holidays		Weekdays			
Available through 9/6/10		10:15 a.m.	2:30 p.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:15 a.m.	1:45	11:00	4:00	11:15 a.m.	11:45 a.m.	11:55 a.m.	12:25 p.m.
11:00	2:30 p.m.	12:15 p.m.	5:00	12:30 p.m.	1:00 p.m.	1:10 p.m.	1:40
12:15 p.m.	4:00	1:15	6:00	2:00	2:30	2:45	3:15
1:15	5:45	1:45	6:45	3:20	3:50	4:00	4:55
Available starting 9/7/10		10:45 a.m.	12:00 p.m.	5:10	5:40	5:50	6:20
		1:15	2:30	8:30*	7:55	8:00	8:20
		4:00	4:00	Fridays only*			
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	\$24.00	Junior (12-18)	\$20.00	Weekends and Holidays			
Senior (62+)	\$20.00	Child (5-11)	\$16.00	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm							
ANGEL ISLAND - S.F.							
Weekdays - Daily Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day			
9:45 a.m.	10:05 a.m.	10:10 a.m.	10:30 a.m.	FARES: One-way Round-trip			
1:05 p.m.	1:50 p.m.	2:00 p.m.	2:20 p.m.	Adult	\$10.00	\$20.00	
		3:25	3:45	Child (5-11)	\$5.75	\$11.50	
Weekends - Departures Pier 41							
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:35 a.m.	TIBURON - Pier 41			
11:45	12:10	12:15 p.m.	1:40 p.m.	Weekdays			
1:50	2:45	2:55	3:25	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
-----	-----	4:30	5:30	10:50 a.m.	11:10 a.m.	11:15 a.m.	12:00 p.m.
ANGEL ISLAND FARES*							
Adult (12+)	\$16.00						
Child (ages 6-12)	\$9.00						
Child (5 & under)	Free						
* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)							
TIBURON COMMUTE							
TIBURON - S.F. Ferry Building							
Weekdays							
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	* Fridays only ^ Via Sausalito visit www.blueandgoldfleet.com			
6:00 a.m.	6:20 a.m.	-----	-----	TIBURON Weekends and Holidays			
6:50	7:10	7:15 a.m.	7:35 a.m.	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
7:50	8:10	8:15	8:35	9:40 a.m.	10:35 a.m.	10:40 a.m.	11:35 a.m.
8:45	9:05	-----	-----	11:45	12:35 p.m.	12:45 p.m.	1:40
-----	-----	4:25 p.m.	4:45 p.m.	1:50	2:20	2:30	3:25
5:00 p.m.	5:20 p.m.	5:25	5:45	3:30	4:05	4:10	5:05
5:50	6:10	6:15	6:35	5:15	6:15	6:20	6:55
6:40	7:00	7:15	7:35	7:05	8:00	8:05	8:40
9:35*	8:45*	8:50*	9:30*	FARES: One-way Round trip			
-----	9:55 p.m.*	-----	-----	Adult	\$9.50	\$19.00	
Fridays only*				Child (5-11)	\$5.25	\$10.50	
				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	8:10	-----
7:45	8:55	-----
8:45	9:55	-----
10:00	11:10	11:30 a.m.
11:30	12:40 p.m.	-----
2:00 p.m.	3:30	3:10 p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:35	7:05	6:45
Weekends and Holidays		
7:00 a.m.	8:10 a.m.	-----
8:30	10:00	9:35 a.m.
10:00	11:10	11:30
11:30	12:40 p.m.	-----
2:00 p.m.	3:10	3:30 p.m.
4:30	6:00	5:40
5:35	7:00	-----
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.		

Red & White

BAY CRUISE	
Pier 43½	
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
1:15	4:15 *
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 thru October 16, 2010)				
	10:00 a.m.	11:00	1:00 p.m.	3:00
Returning	10:20 a.m.	11:20	1:20 p.m.	3:30
Weekends (May 1 thru October 16, 2010)				
	10:00 a.m.	5:00 p.m. hourly		
Returning	10:20 a.m.	5:20 p.m. hourly		
FARES:				
Adult (13 and over)	\$13.50	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)	
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...

Commercial Ports are Alive and Well in the Delta

BY JAH MACKEY

Most of the time, we see the Delta as a peaceful playground where we escape from the daily drudge of our lives. However, there are those who live and work on the river. Do they escape their daily drudge by going to the big city? Intrigued, I set out to survey some of the businesses operating in the Delta—this month, I'll examine activities at the Ports of Stockton and Sacramento.

The Port of Stockton is a major inland deep water port located on the San Joaquin River and covering 2,000 acres of operating real estate. Included is over 7.7 million square feet of covered warehouse space, 50 miles of railroad track and more than two miles of dockage. The Port

occupies an island in the San Joaquin Delta and a portion of a neighborhood known as Boggs Tract.

The Port is home to over 117 businesses representing nearly as many industries. Nestled in the hub of four major freeways, two transcontinental railroads, an international waterway and a regional airport, the Port of Stockton is centrally located to provide optimum service for shipment and storage of product and cargo.

As I left the Port of Stockton, I was extremely grateful for the opportunity to view the completed renovations firsthand thanks in part to the wonderful work of the Stockton Redevelopment Agency. I then turned my attention upriver as I made my way to the Port of Sacramento.

The Port of Sacramento, also known as the Port of West Sacramento, is an



Photo by Jah Mackey

The Port of Stockton is a major inland deep water port located on the San Joaquin River and covering 2,000 acres of operating real estate.

inland port located 79 nautical miles northeast of San Francisco. Cargo ships access the Port of Sacramento through San Francisco Bay, then passage up the Sacramento River and through the Sacramento deep water channel.

The Port of Sacramento is used in part for the export of bagged and bulk rice. Construction materials such as cement, lumber and fertilizer also make up a great deal of the Port's cargo volume, as does large project cargo such as wind power generation equipment.

The Port of Sacramento is now owned by the city of West Sacramento, which has planned projects to expand the services of the port. Expansion services include two new cement terminals, a waste wood conversion facility, a recycling plant and other projects that will bring permanent jobs to the area. Also announced is an agreement with Primafuel for the planned construction of a state-of-the-art biodiesel manufacturing facility. The project is partially funded by the California Air Resources Board, and is consistent with the Port's plans for green growth and would receive cargo materials including biofuels, vegetable oils and other safe materials via marine transport and rail.

To make all of these changes possible and enable increased commercial traffic to the port, some infrastructure improvements have become necessary. So the port and the Army Corp of Engineers have joined forces on a project that will deepen the Sacramento River Deep Water Channel (SRDWSC) and improve aids to navigation on the Sacramento River.

The SRDWSC is a 46.5-mile long

ship channel that lies within Contra Costa, Solano, Sacramento, and Yolo Counties and serves the marine terminal facilities at the Port of Sacramento. The SRDWSC joins the existing 35-foot deep channel at New York Slough, thereby affording the Port of Sacramento access to San Francisco Bay Area harbors and the Pacific Ocean. The channel deepening project was funded by the federal government for \$957,000 in fiscal year 2009. The Port has been successful in obtaining a commitment from the California Transportation Commission for \$10 million to use as our local share for the deepening project.

In the end, while we may see the Delta as our Shangri-La to escape the drudge and tediousness of our lives, many find its shores and temperate climates the perfect place to earn a living. Stay tuned for next month's issue as we take a more in-depth look at the marine transportation companies and their clients that call these ports home.

Vallejo Baylink Ferry

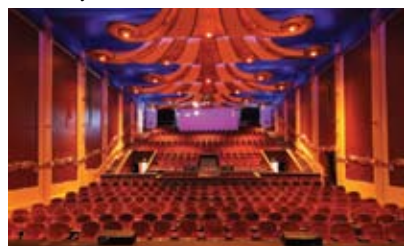
Catch a Great Deal to SF Giants games

visit www.baylinkferry.com for details



Friends & Family Group Promotion available through April 30 – Call for Details

- Voted "most romantic getaway" in Best of Solano poll
- Up to 24 sailings daily to/from Vallejo and the SF Ferry Building with stops at Fisherman's Wharf/Pier 41
- Family fares now available



Empress Theatre – Downtown Vallejo

Travel the easy way & leave the driving to us

Express bus service

- Daily runs throughout Solano County
- Service 7-days-a-week

Baylink
Travel
the Easy Way

877.64.FERRY or baylinkferry.com

Jah Mackey, is President of Oceanus Marine Group (OMG), which provides outsourced marina management services to public and private marinas.



Mackey is the current commodore of California's first internet-based yacht club, OMG's Delta Yacht Registry, and is an avid boater with over 20 years of boating experience on the San Francisco Bay and Delta Regions.

Coast Guard Investigates Algal Bloom

On the afternoon of September 17, a red-orange substance was reported in the water approximately 11 miles south of Half Moon Bay and was determined to be an algal bloom by visual inspection.

The organic material was reported to be in long ribbon-like strings by an overflying pilot. Upon receiving this report, the Coast Guard cutter *Barracuda*, an 87-foot patrol boat, arrived on scene and took samples of the organic material. A California Department of Fish and Game Marine Warden was on board the *Barracuda* when the samples were taken.

California Department of Fish and Game officials determined that the red-orange substance was the result of decaying organic matter from an algal bloom. This is a seasonal event that commonly occurs in fall when an

upwelling of cool, nutrient-rich water creates ideal conditions for algal blooms. When followed by warm, calm waters, the algae breaks down into a red-orange substance, which is sometimes mistaken for non-organic substances such as dye markers or oil.

To report all oil and chemical discharges into the water, contact the National Response Center at 1-800-424-8802. The National Response Center is national point of contact for all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States. You can also make reports online at www.nrc.uscg.mil.

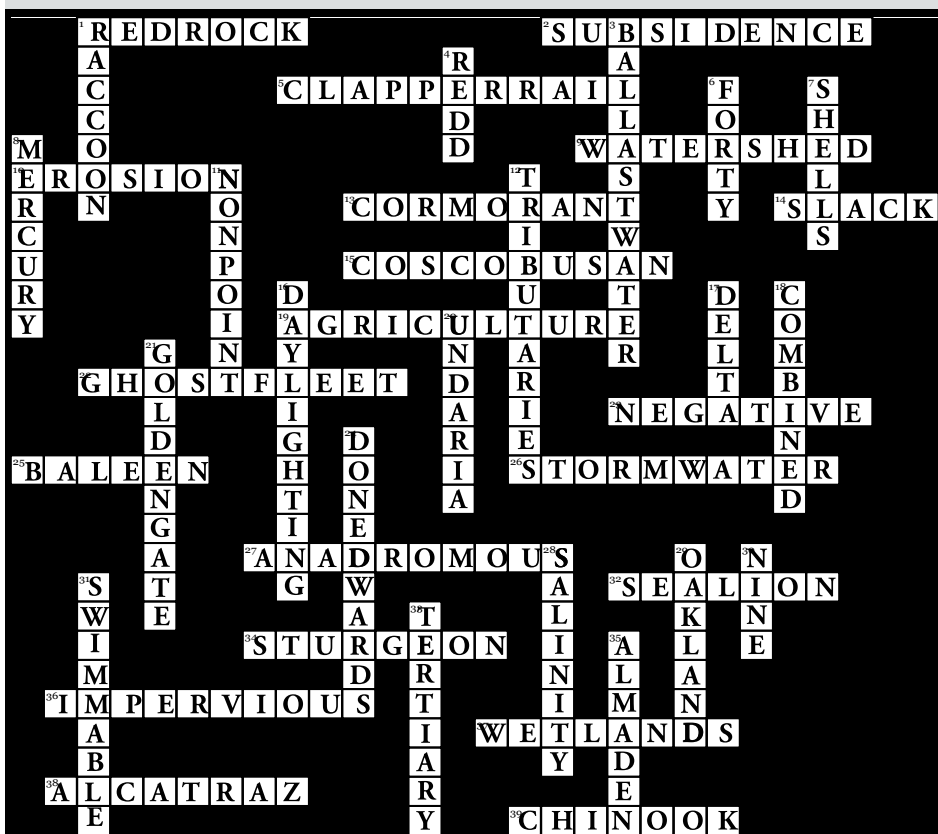
The California Department of Fish and Game Marine Region manages and protects fish and the marine environment. More information on the California Department of Fish and Game Marine Region can be found at www.dfg.ca.gov/marine/.



Photo Courtesy of the U.S. Coast Guard

A red algal bloom looms near the Coast Guard Cutter *Barracuda* approximately 11 miles south of Half Moon Bay. California Department of Fish and Game officials determined that the red-orange substance was the result of decaying organic matter from an algal bloom.

Answers to September Puzzle



ALAMEDA | OAKLAND FERRY



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AROUND THE BAY IN OCTOBER

Trash Dance

Nina Haft & Company presents “*DEBRIS/ FLOWS*,” the premiere of a dance performance and craft installation about landscape, rubbish and our efforts to control nature drawing inspiration from rocks, fungi, systems theory, road-kill, mudslides, oil spills, Little Red Riding Hood and other nature tales. This dance performance will be preceded by an interactive craft installation that transforms an open plan warehouse space into an inviting labyrinth of seed swapping and vegetable planting stations; refreshments prepared with foods from local community gardens; audio kiosks that evoke far flung landscapes; a sculpture installation by Claudia Borgna made from recycled plastic bags; and other elements. The program takes place October 1-3 at Zaccho Dance Theatre in the Bayview Hunters’ Point neighborhood of San Francisco. The show runs October 1-3 with shows on October 1 at 8 p.m., Gala Reception to follow; October 2 at 6 p.m. and at 8 p.m.; and October 3 at 6 p.m. Tickets are \$18 general admission, \$15 seniors, \$12 students. For more information, call (510) 325-5646 or visit ninahaftandcompany.wordpress.com.

Vallejo Symphony’s 21st Annual Auction—“A Night in Venice”

A Night in Venice is the theme for this year’s fabulous Vallejo Symphony Auction that will be held at the waterside restaurant, Zio Fraedo’s. Enjoy great Italian food, music, drinks, and entertainment along with silent and live auctions. And... if you have that 50 year old bottle of wine or a weekend vacation getaway to donate...they would love to hear from you at the Symphony office. The event takes place on Sunday, October 17 from 4 – 9 p.m. The cost is \$50 per person and \$95 for couples. Zio Fraedo’s is located at 23 Harbor Way in Vallejo. For more information on this event visit www.vallejosymphony.org.

Submarines on “Eternal Patrol” Honored at Mare Island

An afternoon of memorial services to honor the 575 crewmen of Mare Island-built submarines lost during World War II will take place on Mare Island, Sunday, October 10. The free events on Mare Island begin with a flag raising at 1pm at Morton Field named in honor of the Commander of the USS *Wahoo*, one of the 7 vessels and their crews now “on eternal patrol.” A program of music and history is planned from 2 to 3 p.m. with a wreath-laying ceremony at Berth 6, the historic dock where submarines were repaired, with a reception following at Quarters C, 832 Walnut Ave. on Mare Island. The featured presenter for the history portion of the program will be Yountville resident Larry Maggini, a former submarine combat systems engineer at Mare Island Naval Shipyard until the base closure in 1996. Seven of the 23 submarines built at Mare Island that took part in World War II combat operations were among the fifty-two that never came home. The Lost Boats of Mare Island Memorial services are scheduled to take place the day before the 67th anniversary of *Wahoo*’s loss. For more information, call (707) 557-9816.

Exotic Erotic Ball Moves to Beautiful New Waterside Location

Perry Mann’s 31st Annual Exotic Erotic Ball and Expo, the internationally acclaimed Celebration of Flesh, Fetish, and Fantasy, and—according to E! Entertainment TV—“The World’s #1 Wildest and Sexiest Party,” proudly announces its ultra-chic, beautifully scenic, and brand-spanking-new waterside home: The Craneway Pavilion on Richmond’s waterfront. Through its combination of live mainstream music, burlesque, fetish, and circus performances, sexy adult-themed

exhibits, political irreverence, humorous hijinks, and the bizarre, the Exotic Erotic Ball is one of the world’s most unique events. It has stood the test of time for over three decades, regaling over half a million attendees and attracting a plethora of celebrity guests. It champions freedom of expression, making it a favorite of sexually liberated souls throughout the world. But it’s the participation of its crowd—adorned

in costumes and outfits that are colorful, creative, captivating, and often over the top—that make the show truly unrivaled, hence the Ball’s credo, “It’s the Ultimate Fantasy, and *You’re the Star!*” The Craneway Pavilion is a state-of-the-art, industrial-chic facility at the Ford Point section of the San Francisco Bay Trail, in the Richmond Marina. It offers breathtaking waterfront views of San Francisco, Oakland, and Berkeley, and classic western sunsets over Angel Island and Mt. Tamalpais. On the evening of the Ball, revelers will witness a Full Moon through the Craneway’s towering glass walls or on its adjoining 20,000 square-foot open-air patio that seamlessly blends indoors and outdoors. Among the featured performers will be the Family Stone, featuring Rock ‘n Roll Hall of Famers Jerry Martini and Cynthia Robinson, who are sure to play all their fun and funky mega-hits. As always, \$10,000 in cash and prizes will be awarded to winners of the Ball’s three costume contests. The event takes place on October 23 at 8 p.m. Ticket prices start at \$69 and increase as the event nears. For more information call (415) 567-2255 or visit www.exoticeroticball.com.



Marin MOCA Presents Legends of the Bay

The Marin Museum of Contemporary Art in Novato, California, will present *Legends of the Bay Area*, an annual exhibition featuring artists whose contributions have helped define Bay Area artistic style. This year’s exhibition focuses on the work of William T. Wiley, Cornelia Schulz, and Richard Shaw. This exhibition allows for a visual dialogue between three artists who, though uniquely experimental in their own ways, have in common an artistic approach that combines a playful sense of humor with complex pop and historical references. Viewers will witness a seemingly impossible conscious whimsy in the textiles and paintings of William T. Wiley, the interlocking nonobjective canvases constructed by Cornelia Schulz, and the porcelain figures and trompe l’oeil still lifes of Richard Shaw. The exhibit starts on October 9 with an opening reception from 5 p.m. to 7 p.m. that will feature a panel discussion with the artists. For more information call (415) 506-0137 or visit www.marinmoca.org.

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



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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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There's more than one reason why the majority of Bay Area ferryboat owners choose Bay Ship & Yacht for their repair and refit work. Our goal is to give customers exactly what they want – and they all want something different. So we've put systems and processes in place for every phase of our operation to assure that we provide absolute customer satisfaction throughout the process, every step of the way.

We're redefining the meaning of a full service shipyard--almost everything we do is done in-house. Which means we can deliver the highest quality work--on time, on budget--even if it means making the tools to make the parts to get the job done.

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for a "green" workplace. We have all the environmental permits required by the USCG and local regulatory bodies. We have fully-certified personnel in place for the removal of lead paint and oily waste, fueling your vessel, etc. While sandblasting or painting, each and every boat is fully shrouded to prevent airborne contamination.

Bay Ship & Yacht is a "teaching shipyard," where all of employees are either learning or teaching. Unlike many other shipyards, we have ABS-trained welders who have gone through our extensive certification program. We are training the next generation of welders, painters and machinists to our exacting standards to ensure superior service for generations to come.

As the model for the 21st Century shipyard, we are driven to continually improve everything we do to provide absolute and complete customer satisfaction every time. And because of this commitment, nine out of ten ferryboat owners come to Bay Ship & Yacht. We think it's a good start.



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