

BAY CROSSINGS

"The Voice of the Waterfront"

April 2011 Vol.12, No.4

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Opening Day on the Bay is an annual Bay Area tradition that brings a weekend of sailing fun to participants and observers both on the water and on shore. The weekend's two most famous events are the Blessing of the Fleet and the Decorated Boat Parade, discussed this month on pages 8 and 10. But there is lots more sailing adventure to be had, including events at the Treasure Island Sailing Center and The Great Vallejo Race (pictured here) on April 30 & May 1.

Photo by Joel Williams.

Corrections & Letters

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

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Innovative Facility at Ashby BART Station Mecca for Disability Community

BY BRENDA KAHN

Although it has only been open for a few months, the Ed Roberts Campus has already become a Berkeley architectural icon, and a symbol to the world of disability rights made manifest.

Named for a prominent and pioneering Bay Area disability activist, the facility gathers under one roof for the first time seven organizations involved in education, services, policy and advocacy for the disability community; together they have formed a nonprofit that manages the building. The founding organizations are Bay Area Outreach and Recreation Program (BORP); Center for Accessible Technology (CforAT); Center for Independent Living (CIL); Computer Technologies Program (CTP); Disability Rights Education and Defense Fund (DREDF); Through the Looking Glass (TLG); and World Institute

on Disability (WID). While they are based in the Bay Area, several of these organizations work on a global scale, adding to the facility's visibility.

Equally important as the ingathering of these trailblazing organizations is the location of the facility at a transit-accessible location, a former parking lot at the Ashby BART station. A well-marked underground portal leads directly from the ticketing level of the BART station to the basement level of the campus. The connection allows for seamless access on the part of wheelchair users, who are often transit-dependent.

Upon entering the low-rise building, visitors are struck by the originality and centrality of the ramp that gently spirals from the first floor to the second, providing easy and equal access for both able-bodied and wheelchair-bound workers and visitors. Suspended from the ceiling and clad in red panels, the ramp makes a bold statement. In fact, the ramp is so central to the

building's concept that the Ed Roberts Campus logo revolves around that circular motif.

In the event of an emergency that shuts down the building's elevators, the ramp will allow wheelchair users to self-propel down to the first-level exits, sparing them from the danger and indignity of being carried out. But the ramp's emergency role seems far from the minds of visitors; they appear to enjoy the leisurely stroll or ride along the sinuous pathway, which provides a view into the building's airy atrium lobby.

There are also many smaller details that set the building apart. Take the fountain at the north end of the atrium. Not only does the fountain serve as a visual exclamation point where the curved walls of the irregular, wedge-shaped atrium lobby veer toward each other, but also, the splashing water is a way-finding feature — an aural beacon helping to orient vision-impaired visitors.

"I think this is the first time that universal design has happened at this level, from the ground up," said Dmitri Belser, executive director of the Center for Accessible Technology and president of the Ed Roberts Campus.

The Ed Roberts Campus has been some 15 years in the making, pretty much since Roberts died in 1995. The bulk of that time was spent fundraising for the \$46 million project, spearheaded by Joan Leon, who worked closely with Roberts in three separate agencies that are now housed in the building that bears his name. "Ed would have loved the idea of building a home for all the organizations that had



Photo©Tim Griffith / Leddy Maytum Stacy Architects

The attractive red ramp embodies universal design, and invites visitors to walk and roll their way to the second floor.

emerged from the Independent Living Movement of people with disabilities, and that's why the Ed Roberts Campus is such a fitting memorial to him," said Leon. "For me, the building is the culmination of my 38-year career in the disability movement."

The Metropolitan Transportation Commission provided nearly \$17 million, or some 35 percent of the required funding, including a \$2.5 million grant from its Transportation for Livable Communities Program. Additional funding came from various federal agencies, the city of Berkeley, the Alameda County Congestion Management Agency, BART and private donors.

Construction took just 18 months, with the building first opening its doors in November 2010. So far, the campus houses 200 workers spread among the seven sponsoring organizations

along with the offices of other organizations serving the disabled community: a branch of the state Department of Rehabilitation, the LightHouse for the Blind, the Toolworks training/placement program and the California Telephone Access Program. The 80,000-square-foot complex also offers meeting rooms, an exercise studio and a child care center, and eventually will incorporate a café.

Read about Ed Roberts' life at:
www.mtc.ca.gov/edroberts

Opening Event

An official opening celebration is planned for Saturday, April 9, 2011, from 1 p.m. to 4 p.m.

The Ed Roberts Campus is located at 3075 Adeline Street, Berkeley.
edrobertscampus.org
Info@edrobertscampus.org



Photo©Tim Griffith / Leddy Maytum Stacy Architects

The Ed Roberts Campus is located at the Ashby BART station.

Port of S.F. Welcomes America's Cup Winner

BY PATRICK BURNSON

Last month, the Port of San Francisco's Pier 80 Omni Terminal welcomed the *Star Isfjord*, which carried the winner of the 2010 America's Cup. The sailboat USA-17 arrived from Spain, where it won the iconic America's Cup trophy on February 14, 2010 in Valencia. In addition to the trimaran, the *Star Isfjord* also carried 35 ocean containers, the 223-foot wingsail mast, and five other service craft.

Pier 80, operated by Metro Ports, will serve as the logistical headquarters for Oracle Racing. It's the only marine terminal in Northern California able to handle containers, breakbulk and heavy lift cargoes simultaneously.

"The Port is thrilled to assist in the logistical needs of the America's Cup teams," said Port Executive Director Monique Moyer. "We're now starting to see the tangible economic benefits that hosting this race will provide." The Port and City of San Francisco will play host to the 34th America's Cup races that are scheduled to be held in 2013. Preliminary races will be held in 2012. (Please see our "America's Cup Corner," this month on page 9, for monthly updates on the event.)



USA-17's 223-foot wingsail mast was removed from the hull for shipping.

Metro Ports has been involved with America's Cup logistics for several years, providing stevedoring to the USA-17 at the ports of Anacortes, Washington and San Diego. Metro Ports is the terminal operator and provides stevedoring services at the Port of San Francisco's Pier 80.

Grieg Star Shipping, owner of the *Star Isfjord*, is engaged in breakbulk shipping

trades serving North America, the Far East, Europe and South America. The firm is headquartered in Bergen, Norway.

Author Talks America's Cup Economic Benefits at Luncheon

The featured speaker at last month's Pacific Transportation Association's "sports luncheon" was author and sailing evangelist Kimball Livingston, who assured shipping professionals that the 34th America's Cup will be good for business.

"Larry Ellison built a software empire by being smart, and by being adventurous," Livingston said. "He won the America's Cup last February in what we might call a hostile takeover. As it began, there was absolutely no guarantee of success. The man is not risk averse, but in declaring a venue for America's Cup 34, he is betting for all the players, not just for himself."

Livingston also noted that this is a historic moment for the America's Cup: "The defenders propose to create a new competitive regime that, if successful, will become a new tradition with so much force behind it that the next winner will simply have to carry it forward."

California Exporters Put Great Recession Behind Them

California's exporters began 2011 by posting their highest-ever export totals for the month of January, according to an analysis by Beacon Economics.

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

In the Bay Area, exported air freight tonnage through San Francisco International was up by 11.9 percent over last January, while outbound loaded container traffic across the Bay at the Port of Oakland rose by 7.6 percent. The outlook for exports is for moderate export growth, according to the Beacon analysis.

"Although a generally weaker dollar helps by making California and other U.S. goods cheaper in foreign markets, austerity budgets in Europe coupled with anti-inflationary measures in China and other



The trimaran hull of the USA-17, the winner of the 2010 America's Cup, being unloaded at Pier 80 from the *Star Isfjord*, which carried the sailboat from Spain to the Port of San Francisco.

fast-growing economies may retard demand for imported products," O'Connell said. "Still, we're expecting exports to continue growing through the year."

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- Every Saturday** **12:30PM – 2:30PM & 2:30PM - 4:30PM - Introduction to Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- Every Wednesday** **6PM – 8PM - Wednesday Night Sail - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! On April 6th this sail is on the *Seaward*, an 82' schooner, followed by a free BBQ and April 13th will be a "Women's Only" boat! Cost is \$40.
- April 2&3** **9AM – 4PM - Crew Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 A great pleasure in sailing comes from the ability to participate. Crew with understanding and confidence! With the techniques you learn in this course you will instantly be helpful to any skipper. Cost is \$495 and reservations are required
- April 3** **9:30AM – 12:30PM - Sunday Morning Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
 Help the crew raise sails and steer the boat, or just sit back and enjoy the view! Morning winds are typically light so we often get to sail under the Golden Gate Bridge. This is a great sail for families. Guests are welcome to bring their own snacks or picnic lunches. Adult \$45 / Youth (ages 6 – 12) \$25 / Child (Under 6) Free.
- April 9** **9AM – 5PM - Motoring Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 For Basic Cruising certified skippers and above (or equivalent qualifications). Taught onboard one of our sailboats up to 34'. Learn to use all the factors such as wind, rudder and prop walk, that can make or break a successful docking. Cost: Member \$222/NonMember \$295. Please call to reserve space.
- April 10** **9AM – 6PM - Chowder Charter Share - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Enjoy a day of sailing then head back to the clubhouse for some yummy chowder! You will be expected to participate in sailing so bring your sailing hat! Cost: Members \$80/Non Members \$135. Please call to reserve space.
- April 14-17** **9AM – 6PM - Boat Show Rides & Seminars - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
 Join Club Nautique and Discover Sailing at the Strictly Sail boat show in Jack London Square. We will be offering on the water seminars and free boat rides. Visit www.strictlysailpacific.com for more details.
- April 15** **5PM – 10PM - Full Moon Charter Share - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
 Climb aboard a 36' - 41' boat with fellow sailors and head out for an evening cruise under the light of the silvery moon! Bring your sweetie, some warm clothes and a snack to share. Participation in sailing is recommended. Cost: Members \$75/Non Members \$100. Please call to reserve space.
- April 16** **9AM – 2PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Experience one 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. Cost is \$85 and includes equipment.
- April 16** **6:30PM – 9:30PM - Full Moon Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. 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. Cost is \$65 and includes equipment with an additional 10% Friend and Family Discount when booked as a group of 3 or more.



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WATERFRONT ACTIVITIES

- April 22** **6PM – 8:30PM - Sunset Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Watch the sunset from the deck of our 82' schooner, *Seaward*. This is a relaxing way to end the week! Complimentary wine and cheese, soft drinks and snacks included. Don't forget your sweater. Cost is \$45 per passenger.
- April 23** **4PM – 6PM - Spring Fling BBQ & Sail on the Schooner *Seaward* – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Plan ahead for your Spring Fling day and make your reservation aboard the Schooner *Seaward* for a 3-hour sail on the Bay. Then come back in time for a hearty BBQ and fun with all your OCSC friends. Cost is \$37.50 for member & \$50.00 for non-members.
- April 23** **6:15PM – 8:45PM – Sunset Kayaking Tour in Marin, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
We'll paddle out from our private beach during sunset hours when the water and wind are typically calmest and create optimal conditions for a relaxing paddle. Along the way we'll observe shorebirds coming in to roost and hopefully a few Harbor Seals swimming about and feeding. We will head back just before the last vibrant beams of light hide behind Mount Tamalpais. Cost is \$55 and includes equipment with an additional 10% Friend and Family Discount when booked as a group of 3 or more.
- April 24** **9:30AM – 12:30PM – Sunday Morning Sail – Call of the Sea, Sausalito, (800) 401-7835, www.callofthesea.org**
Help the crew raise sails and steer the boat, or just sit back and enjoy the view! Morning winds are typically light so we often get to sail under the Golden Gate Bridge. This is a great sail for families. Guests are welcome to bring their own snacks or picnic lunches. Adult \$45 / Youth (ages 6 – 12) \$25 / Child (Under 6) Free.
- April 30** **11AM - 5PM – Open House - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
Come in and take a look around. Get a feel for our club, check out our boats and see what we have to offer. Free sailboat rides on a first come first served basis. Everyone welcome!

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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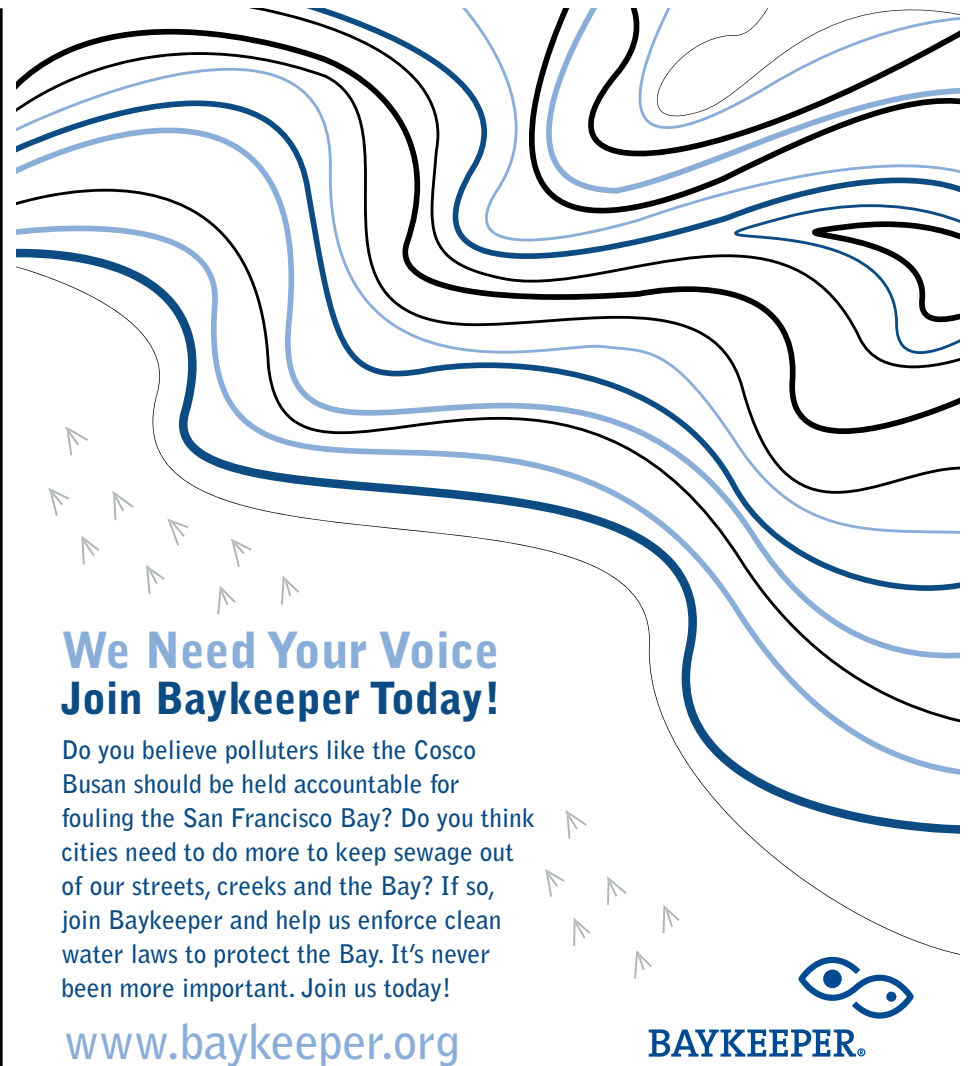


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Sausalito & Tiburon A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

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

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

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

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

SAILING

IT'S OPENING DAY ON THE BAY!

BY CAPTAIN RAY

Sunday, May 1 is Opening Day on the Bay. It's a grand nautical celebration, some of which can be enjoyed from the shoreline. Two events will happen that day; the roots of one go back several hundred years and the other nearly a hundred years.

The first of these is the Blessing of the Fleet. This celebration, begun in the Mediterranean many hundreds of years ago, was originally Roman Catholic, and in many areas of the world, it still is. The local priest would bless the fishing fleet, seeking God's blessing for a productive season and petitioning God to ensure the safety of the fishermen.

Here in the Bay Area, we tend to be a bit more inclusive and the party is open to all: fishing boats, sailboats, powerboats, workboats of all types and others. In keeping with this theme of being more inclusive, there is often more than just a Roman Catholic priest available to dispense the blessings. In the more recent past, various Protestant denominations have been represented as well as Wiccans and Druids. The Corinthian Yacht Club in Tiburon hosts the event. It will take place in Raccoon Strait, starting at 10:30 a.m. on Opening Day. This part of the day's celebrations will be difficult to view from the shoreline.

The next part of the day's activities, however, is very visible from the shore. It is intended to be a display for those who do not have a boat as well as a celebration for those who do. This second event is the Opening Day Decorated Boat Parade. The theme this year is "Giants of the Bay"—celebrating many different aspects of what makes our Bay the best in the world to sail and to visit. It undoubtedly will be very entertaining to see the various interpretations of that theme on boats participating in the parade. Two come to mind immediately: the fact that the S.F. Giants won the World Series and the arrival of Larry Ellison's giant America's Cup-winning trimaran. That victory will bring the next competition for America's Cup to San Francisco Bay. (I will write more about that exciting upcoming event

in a later column, and be sure to check out the America's Cup Corner in *Bay Crossings* every month for updates.)

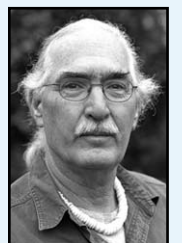
The Opening Day parade route was purposely chosen to allow for very good viewing all along San Francisco's northern shoreline. Between noon and 3 p.m., boats will parade from a point near the Palace of Fine Arts and the St. Francis Yacht Club, along the waterfront passing close to the Marina Green, Gashouse Cove, Fort Mason, and Aquatic Park, all the way to Pier 39.

The Pacific Inter Club Yacht Association (PICYA) sponsors this parade. Organized on May 12, 1896, its purpose (as stated in the by-laws) is: "...to constitute an association of yacht clubs and boating organizations, to promote inter-club communications, yachting activities and the social interaction relating thereto, and to organize and conduct programs which enhance the general welfare of the member organizations."

From its original five founding clubs, the organization has now grown to represent more than 100 member clubs in northern California, and it has sponsored this parade since 1917. You can visit the website, www.picya.org, for more information about the organization.

So, on May 1, pack a picnic lunch and come on down to the Marina Green. You don't need to own a boat to enjoy the Boat Parade: The viewing is free!

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.

America's Cup Dress Rehearsals to Begin in New Zealand

BAY CROSSINGS STAFF REPORT

In preparation for the inaugural America's Cup World Series to be held this summer outside of the United States, the America's Cup event organizers will stage on- and off-the-water dress rehearsals in Auckland April 25-29 and May 2-6.

These test periods will focus on refining all of the courses, support systems and management procedures necessary to stage each AC World Series event and provide a superior experience for both the teams and spectators worldwide.

Led by America's Cup Race Management (ACRM), the first test session will include race course configurations that enable tight, tactical racing as well as umpiring and race management that allow for instant calls during fast-paced competition.

"We are launching a new racing product in July," said Iain Murray, ACRM CEO and Regatta Director for the 34th America's Cup and the AC World Series. "We have developed new rules and now we need to test those rules on the water."

"We learned a lot of things about the performance of the AC45 during sea trials



Photo courtesy of Gilles Martin-Raget / www.americascup.com

The new AC45 sailboats recently completed initial sea trials in New Zealand.

in New Zealand, but now we need to see them in simulated race mode. We will also test new race course configurations to make the racing more engaging for competitors and fans alike."

During this period, ACRM will test:

- New racing rules for the America's Cup
- New umpiring system based on the use of GPS data from raceboats and marks
- New race management using telemetry to and from mark boats
- Course configurations for both match racing and fleet racing
- Start line procedures
- On-water communications systems
- Emergency and safety systems
- Shoreside launching, mooring and docking procedures

The second session, led by the America's Cup Event Authority (ACEA), will provide the first test of the next-generation broadcast images and graphics that event organizers hope will change the way people will watch sailing on television.

"At each event, we want the viewer to not just see the action, but to really be part of it," said Richard Worth, chairman of ACEA. "Through our new on-board cameras and microphones, you will get to see the quick decisions being made, the athleticism of the sailors, the raw power of these boats—you will be right there with the teams as they fly over the water."

During this period, ACEA will test:

- On-board cameras
- On-board microphones
- New broadcast graphics package including use of video and overlay graphics from GPS data

"Our new graphics overlay goes beyond being a viewing aid," said Worth. "This system will connect viewers to the racing in a way that has not been possible before."

The AC World Series is a regular circuit of eight regattas that will bring America's Cup-level racing and the America's Cup experience to top international venues.



Photo courtesy of Gilles Martin-Raget / www.americascup.com

In preparation for the inaugural America's Cup World Series to be held this summer outside of the United States, the America's Cup event organizers will stage on- and off-the-water dress rehearsals in Auckland in the coming months.

Televised to expose millions more fans to the sport of high-performance sailing, the AC World Series will feature both fleet and match racing at each event. At the end of each AC World Series season, a champion will be crowned. These regattas provide the fans the only opportunity to see all of the America's Cup competitors racing together. The AC World Series will be coming to San Francisco in the summer of 2012, when the new AC72—the boat to be sailed in the America's Cup in 2013—will be sailed for the first time in competition.

The Teams Behind the 34th America's Cup

The 34th America's Cup is run by two organizations: America's Cup Event Authority (ACEA), which is responsible for the television broadcast, marketing and event management, and America's Cup Race Management (ACRM), a neutral, independent organization tasked with all of the sporting aspects.

- **America's Cup Race Management (ACRM)** is headed by CEO and Regatta Director Iain Murray, who is himself a former America's Cup skipper, noted yacht designer and successful businessman. Joining

Murray as his chief operating operator is Andy Hindley, former race manager for the Volvo Ocean Race and Technical Director of Powerboat P1 Management.

- **The America's Cup Event Authority (ACEA)** is led by Chairman Richard Worth and CEO Craig Thompson. Amongst their long list of achievements, Worth and Thompson are recognized for their pivotal roles in the phenomenal growth of the UEFA Champions League (European soccer), one of the most watched competitions in world sport. Each also has worked closely with the governing bodies for the Olympics, soccer and athletics—the IOC, FIFA, UEFA and IAAF plus other leading sports federations and rights holders.

ACEA and **San Francisco America's Cup Organizing Committee (SFACOC)**, led by San Francisco Parks and Recreation Commissioner Mark Buell, are working together to raise the funds necessary to stage the 34th America's Cup. The SFACOC will assist ACEA in identifying and connecting them with potential sponsors, as well as be raising money to cover expenses that would otherwise be expended by the City to host the event.

Opening Day: Boating Fun for All

BY LACEY TODD

Opening Day on the Bay promises an entire weekend of unforgettable maritime excitement that you and your family can experience from ship or shore. Celebrating nautical traditions both ancient and modern, the festivities kick off the boating season and strive to bring the joy of sailing to everyone—regardless of background or ability.

On Saturday, April 30, you can begin your weekend at the Treasure Island Sailing Center (TISC) to enjoy free boat rides, kayaking and stand-up paddle boarding from 11 a.m. – 4 p.m. On-shore activities will include games, crafts, music, and concessions for the entire family. TISC is a large-scale, year-round sailing school that does not have membership requirements and emphasizes full community involvement through offering unlimited scholarships. TISC provides a positive, skill-building experience to help children develop important life skills of responsibility,



Photo by Joel Williams

The 112th Great Vallejo Race takes place on Saturday, April 30 & Sunday, May 1. Here competitors exit the Mare Island Strait in Vallejo where it meets the Carquinez Strait as they head into San Pablo Bay on their way back to San Francisco.

respect, communication, leadership and teamwork.

Another Saturday event is the 112th Great Vallejo Race, sponsored by the Vallejo Yacht Club. Everyone is welcome, including racers and non-racers. The race begins Saturday morning; the after-party includes entrainment, dancing, drinks and food from 8 p.m. – 1 a.m. The race concludes on Sunday, May 1.

Sunday also brings the Blessing of the Fleet and the Decorated Boat Parade, two famous Opening Day events that are also discussed this month in Captain Ray's column on page 8. Hosted by the

Corinthian Yacht Club from 10:30 a.m. to noon in Raccoon Strait, the Blessing of the Fleet is an ancient religious tradition that carries on with modern Bay Area twists.

Immediately afterward, the 95th Annual Decorated Boat Parade will kick off. Hosted by the Pacific Inter-Club Yacht Association (PICYA), which represents over 100 yacht clubs in Northern California, the parade is the official beginning of the 2011 boating season on San Francisco Bay. This year's theme is "Giants of the Bay," celebrating the many people and things that have made San Francisco so unique. Emperor Norton IV is the grand marshal.

The parade will feature over 120 historic workboats, fireboats, towboats, and other classic and contemporary craft decorated to the theme. There will be both power and sailboats competing for best decoration honors. These boats can be viewed by the public along the San Francisco waterfront from Crissy Field, which is west of the Marina Green to Pier 39, from noon until 3 p.m. The occasion will be a unique opportunity to see these special boats, sailing close to shore where land-based spectators can enjoy the event.

As a bit of background, PICYA also publishes the *Yachting Yearbook*, an important annual directory of member clubs and information, and created Recreational Boaters of California, a governmental advocacy organization committed to promoting the enjoyment, protections, and responsible use of our

waterways. PICYA has coordinated Opening Day since 1917.

If you don't have a boat, there are plenty of other ways to get involved. You can decorate a yacht club-sponsored boat, visit restaurants with great views of the parade route in Fisherman's Wharf and Pier 39, or hop aboard charter boats such as the *Potomac*, *Mazapeta*, *Alma*, Adventure Cat, and various sailboats and Bay Tour boats.

On a more long-term level, you can get involved by learning to sail at one of the many sailing schools around the Bay, including Club Nautique, J-World, Modern Sailing Academy, OCSC, Spinnaker Sailing and Tradewinds. Or, you can visit some of the local nonprofit sailing centers for affordable sailing such as Cal Sailing Club, Call of the Sea and the TISC. Disabled sailing is offered through the Bay Area Association of Disabled Sailors at South Beach Yacht Club and TISC.



Photo courtesy of Treasure Island Sailing Center

The Treasure Island Sailing Center is a large-scale, year-round sailing school that does not have membership requirements. They emphasize providing positive sailing experiences for children helping them develop important life skills.

Lacey Todd
has been the
Operations
Manager for
Treasure Island
Sailing Center for
over 3 years.

She specializes in
fundraising, marketing, and operations.
She loves working with the kids
and seeing them grow into strong sailors
and individuals.





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Greener Ferries Are Blowin' in the Wind

BY BILL PICTURE

Like car owners, ferry riders determined to green their commute have thus far had to settle for hybrid power. While considerably better for the environment than their diesel-guzzling predecessors, hybrid ferries, like hybrid cars, have left some commuters wondering, "Is that really the best we can do?"

One person who isn't satisfied is Jay Gardner, co-founder of Napa-based Adventure Cat, which has offered sailing adventures on the San Francisco Bay since 1991. For the last three years, Gardner and his Adventure Cat partner, Hans Korfin, working under their newly formed company, Wind+Wing Technologies,



Solar ferries produced by Solar Sailor have been used for years commercially in Australia's Sydney Harbor.

have been using their knowledge of sailing and the wind to develop a

wind-powered ferry vessel that could put its hybrid-powered peers on the Bay to shame.

"Wind is a resource that we're never short of out on the San Francisco Bay," Gardner said. "We're blessed with consistent, powerful winds." In fact, the winds blowing through the Golden Gate are so reliable that 95 percent of the trips made by Adventure Cat's catamarans are done under sail—that is, without the assistance of diesel motors.

"And reliability is very important, for both the ferry operators and the people who rely on those ferries to get where they need to go," he said.

Wind vs. solar

Ferry vessels running almost entirely on solar-and-wind-generated power

produced by Australian company, Solar Sailor, are already being used to scoot passengers around Sydney Harbor and Shanghai. In March, sea trials also began in Hong Kong with a true commercial hybrid vessel propelled by wind power, solar power, stored electricity and fossil fuel. But there's a major difference between Sydney, Hong Kong or Shanghai and San Francisco.

"The difference is that famous San Francisco fog," Gardner said. Even on the foggiest day, enough sun manages to filter through the fast-moving blanket above our heads to power lights, televisions and laptops, and to charge our precious smart phones. It's not enough, however, to produce the thrust required to move a several-hundred-ton vessel



Photo courtesy of Solar Sailor

The first sea-trials of "Solar Albatross" took place last month in Hong Kong of Solar Sailor's 24 meter 100 passenger carrying catamaran ferry with its stow-able SolarSails.

“Wind is a resource that we’re never short of out on the San Francisco Bay”
— Jay Gardner, Wind+Wing Technologies

across the choppy waters of the San Francisco Bay, given existing solar technology limitations.

“Wind is a much better resource because its power is exponential,” Gardner explains. “When you double the speed of the wind, you quadruple its force. A 15-to-20 mile-per-hour wind is enough to fully power a ferry. That’s actually a light day on the Bay.”

Wind+Wing’s design replaces a traditional sail with a carbon-fiber wing similar in structure to an airplane’s. Two articulating pieces work in tandem to harness the

wind’s power by creating either a flat surface to increase speed or a curved surface to generate power.

Rallying support

Gardner and Korfin presented their design to the Golden Gate Bridge, Highway and Transportation District last month, and proposed outfitting an existing vessel with one of their wings to test it out on the Bay. The winged vessel would shadow existing ferry routes to test maneuverability both on the water and at the docks, mechanical reliability and handling in heavy or unpredictable weather.

“The boat will also be outfitted with GPS, wind sensors and wind-angle indicators,” says Gardner. “We need to collect data on every route to find out how the wind behaves and how the boat behaves under a variety of conditions.”

Golden Gate’s board got behind the project, with one member calling the idea “fascinating.” Another board member, San Rafael Mayor Al Boro, told the *Marin Independent Journal*, “With lower fuel costs, you could drop the price of the ferry and get more people to ride the boat.” The

prospect of significant savings has also helped Gardner and Korfin enlist the support of some of the region’s ferry operators, who are currently struggling with extreme fuel prices.

The U.S. Navy is also interested. As the single largest consumer of fossil fuels in the world, the Navy has a serious stake in finding an alternative. To that end, they’ve offered to loan one of their vessels to Wind+Wing. Now, Gardner and Korfin must come up with the \$1 million they need to outfit the Navy’s vessel with a wing. To date, they’ve spent about \$100,000 of their own money.

“State funding is disappearing, and federal money is disappearing,”

said Gardner. “Now’s not the best time to have your hand out. What little money there is left out there has already been committed to other projects, for the most part. But things are happening, and we’re very encouraged.”

When asked what the chances are of coming up with the money by March 12, 2012, when the Navy proposes handing over its vessel to Wind+Wing, Gardner responds, “I’m 75 percent positive it’s going to happen. There’s a lot of good will behind this project, and desire to see it happen.”

For more information, visit www.windwingtech.com



Artist rendering courtesy of Wind+Wing

Wind+Wing plans on fitting a vessel on loan from the Navy with a carbon-fiber wing and running tests following existing ferry routes used in the Bay Area.

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WETA Proposes Expanding Downtown S.F. Ferry Terminal

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is proposing expansion and improvements to the Downtown San Francisco Ferry Terminal at the Ferry Building. The project, which will soon undergo an environmental impact review, would expand the number of ferry gates, improve pedestrian circulation and ferry patron boarding, and enhance emergency response capabilities to evacuate people from San Francisco in the event of a major catastrophic event.

The objectives of this project include:

- Accommodate WETA's projected increase in ferry ridership and related ferry arrivals and departures from the Downtown San Francisco Ferry Terminal;
- Provide a viable alternative mode of transportation that accommodates projected increases in transbay trips, and help alleviate congestion over the Bay Bridge and through the BART Transbay Tube;
- Address WETA's and the Port of San Francisco's emergency response needs;

- Establish a circulation plan and improved signage that provides clear pedestrian routes for ferry to bus and ferry to rail transfers, as well as safe routes for bikes, emergency vehicles, and delivery trucks to enter, park and exit the area;
- Provide necessary landside improvements, such as designated weather-protected areas for waiting and queuing, ticket machines and fare collection equipment, improved lighting, and improved boarding and arrival/departure information to serve ferry patrons and to enhance the Ferry Building as the central point of embarkation for ferries on San Francisco Bay; and
- Enhance the area's public access and open space with design features that create attractive, safe daytime and nighttime public spaces for both ferry patrons and other users of the Ferry Building area.

The planned improvements build on improvements that were completed by the Port of San Francisco in 2003. The first phase of this project, which would begin in 2014 and be completed by 2017,

would consist of demolition of Pier 1/2 and Pier 2, construction of three new ferry gates, installation of amenities such as weather-protected areas for queuing, improvements to pedestrian circulation, and filling of the lagoon for future use as a staging area for evacuees in the event of a major catastrophe. Full build-out of the proposed improvements is contingent on potential ridership demand at full build-out of the proposed Treasure Island redevelopment, expected to occur sometime between 2020 and 2030.

Environmental Review

As the federal and local lead agencies, respectively, the Federal Transit Administration and WETA are preparing a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to satisfy the requirements of the National Environmental Policy Act and the California Environmental Quality Act.

A Notice of Preparation and Notice of Intent have been prepared and are being circulated by the Port and FTA for the purpose of defining the scope and content of the EIS/EIR. A 45-day review period on these documents will be held from April 1 through May 16, 2011.

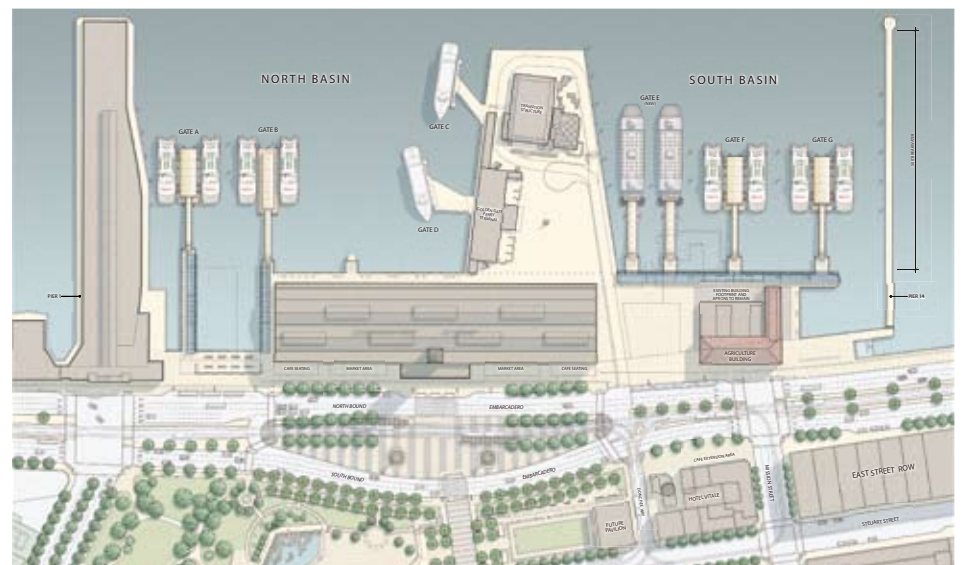
A public meeting will be held on Tuesday, April 26, at the Bayside Conference Rooms, Pier 1 at the Embarcadero. The purpose of the meeting is to present information regarding the environmental review process, alternatives considered, and opportunities for public comment on the scope of the environmental analysis to be conducted for this project. An Open House will begin at 5:30 p.m., with a formal presentation beginning at 6:15 p.m. A resource agency staff meeting (also open to the public) will take place on the same day and at the same location from 2 – 4 p.m.

If you are not able to attend the Scoping Meeting but would like to provide written comments for consideration in the EIS/EIR, please send to: Mike Gougherty, WETA Project Manager, San Francisco Bay Water Emergency Transportation Authority, Pier 9, Suite 111, The Embarcadero, San Francisco, CA, 94111. Comments must be received by May 16 to be considered.

Once the draft environmental analysis is complete, the document will be circulated for public review and comment. Additional information about the proposed project—including the documents discussed in this article—is available on WETA's website at www.watertransit.org.



Above is an aerial image of the San Francisco Ferry Building and the gates as they look today. The artist rendering on the right shows the proposed expansion project.



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Prepared for the Water Emergency Transportation Authority and the Port of San Francisco by ROMA Design Group in association with Moffatt & Nichol, Page & Turnbull, and CH2M Consulting Group
MARCH 17, 2011



Spineless Wonders: Giant Pacific Octopus

BY KATI SCHMIDT

They are constantly changing their color style, can squeeze through tiny crevices, are masters of disguise and will go to great lengths to grab a bite. No, I'm not referring to the bike messenger that whizzed by you this morning, but the giant Pacific octopus, *Octopus dofleini*.

Giant Pacific octopuses are found in colder temperature waters (60 degrees and below) from Alaska down to southern California, as well as off the coasts of Korea and Japan.



Photo by C.J. Slager

Aquarists at Aquarium of the Bay provide the animals with an array of enrichment objects such as Rubik's Cubes to keep their brain muscles pumping strongly.

Giant Pacific octopuses are professionals at the art of disguise. By stretching or squeezing their skin, which contains millions of elastic cells with colored pigments, they can change color within a fraction of a second. When threatened, the animal emits an ink, providing a smokescreen of sorts for it to avoid predators. An ink cloud called a pseudomorph can also be released that takes the shape of the octopus, providing a clever escape route.

With no skeleton to get in its way, giant Pacific octopuses can also squeeze their bodies into incredibly small spaces—any space larger than its powerful beak is fair game. The animals are also considered the most intelligent of all invertebrates. Finding their way through mazes, unscrewing jar lids or, as last year's competition proved, choosing the winner of World Cup matches

are all part of an octopus' many talents. Aquarists at Aquarium of the Bay provide the animals with an array of enrichment objects such as Rubik's Cubes to keep their brain muscles pumping strongly.

Connecting visitors with these highly intelligent and fascinating underwater inhabitants, Aquarium of the Bay recently welcomed a new giant Pacific octopus to its near-shore tunnel exhibit. Like others of its kind, the animal came to the Aquarium in a roundabout fashion, by way of a local crab fisherman.

Giant Pacific octopuses dine on a wide range of seafood including clams and other mussels, but have a particular hankering for crabs. With their love for crabs, coupled with a sweet spot for den-like enclosures, octopuses often mistake crabber's nets as hunting and hiding ground, where they can be accidentally caught. If the octopus kills and eats the crabber's catch, many fishermen respond by killing the octopus. Aquarium of the Bay works with local fishermen to change this behavior by purchasing the octopuses for exhibit, where they help strengthen visitors' connection to the animals. The Aquarium's husbandry team posts fliers around local piers and tackle stores, alerting crabbers of this opportunity.

"Aquarium of the Bay is always happy to provide a safe haven for octopuses that would otherwise meet a hasty demise," says Christina Slager, director of husbandry for Aquarium of the Bay.

When it comes to mating, giant Pacific octopuses are terminal spawners, which means females only have one opportunity



Photo courtesy of Aquarium of the Bay

The Aquarium of the Bay recently welcomed a new giant Pacific octopus to its underwater world, courtesy of a local crab fisherman.

to reproduce. They typically mate closer to the end of their fairly short lifespan, which on average is only five years. Luckily, octopuses lay anywhere from 18,000 to 74,000 eggs, helping to strengthen the vitality of the species. While waiting for her eggs to hatch, the mother remains with the eggs and does not eat, staying to protect her babies at all times. Mother octopuses typically die shortly after their babies hatch.

Aquarium of the Bay's newest giant Pacific octopus—a true testament to its name, weighing over 80 pounds—joins three others in the Aquarium's near-shore tunnel exhibit. Find the animal during your next Aquarium visit, or learn more at www.aquariumofthebay.org.

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



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



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Working to Keep Sewage Out of the Bay

BY DEB SELF

At the time of this writing, this year's rainy season had already brought nine million gallons of raw sewage to Bay Area waterways, and a stunning 125 million gallons of undertreated sewage from the East Bay Municipal Utility District (EBMUD) plants at Point Isabel and in Oakland.

Many people don't realize that the Bay Area has such an old-fashioned public health threat. Sewage overflows can contain harmful bacteria, disease-causing pathogens, and toxic chemicals that hurt fish, sea lions, birds, and even swimmers in the Bay.

The spills and overflows are a direct result of long-deferred maintenance by cities throughout the Bay Area. Most of the cities surrounding San Francisco Bay have aging sewer infrastructure with cracked and leaking pipes that let in rain water, which leads to overflows at treatment plants. This situation also leads to sewage spills in neighborhoods, where backed up sewage erupts from manhole covers and then runs into storm drains that transport the raw sewage directly to the Bay. For the most part, Bay Area cities have delayed their capital improvement projects for years and abandoned routine maintenance work, making the problem even worse—and ultimately adding unnecessary costs.

To compel cities to engage with these essential public services, Baykeeper has



Photo by Joel Williams

Each year's rainy season in the Bay Area causes wet-weather overflows that lead to hundreds of millions of gallons of undertreated wastewater being dumped into our waters.

brought a series of legal actions over the past decade to turn some of the worst performing sewage agencies in the Bay Area into some of the best. Recently, we reached a major milestone in *United States v. City of Alameda, et. al*—a lawsuit with EPA against the cities of Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, and the Stege Sanitary District, which serves El Cerrito, Kensington and the Richmond Annex.

Under an agreement lodged with the Federal Court last month, all of the cities have committed to drastically reducing their frequent sewer overflows by establishing aggressive inspection and maintenance programs and fixing broken pipes to stop infiltrated rain water from overwhelming EBMUD's treatment plant. Ultimately, the agreement should stop the routine wet-weather overflows of hundreds of millions of gallons of undertreated wastewater into San Francisco Bay.

On the Peninsula, Baykeeper also settled lawsuits against the cities of San Carlos, Millbrae and South San Francisco in the past year. These three cities are now on a tight timeframe to invest tens of millions of dollars on system-wide improvements that will reduce the number of sewage spills and overflows to popular recreation areas in the South Bay, and create green jobs in the process. The

cases also resulted in the cities providing a combined \$975,000 in lieu of penalties to other local community groups for projects to improve water quality in the Bay Area.

Major sewage system upgrades are also underway in Richmond, Burlingame, and Hillsborough, Burlingame Hills and East Bay Municipal Utility District as a result of previous settlements with Baykeeper. Legal action is ongoing against the West Bay Sanitary District, which serves the cities of Menlo Park, Atherton, and Portola Valley, and areas of East Palo Alto, Woodside and unincorporated San Mateo and Santa Clara counties.

Readers can keep an eye on Bay Area sewage spills by checking a regularly updated map at baykeeper.org.

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.



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By Any Other Name

BY PAUL DUCLOS

Paul Duclos, as many of our readers know, is a pen name. **Eadweard Muybridge** is a “photo name” used by Edward Muggeridge with considerably more success. Why he chose this handle—rather than say, “Man Ray”—remains a mystery, as do many of the strange and engaging images now on display at the San Francisco Museum of Modern Art.

Organized by the Corcoran Gallery of Art in Washington, D.C., “*Helios: Eadweard Muybridge in a Time of Change*,” provides viewers with an enchanting panorama of captured motion. Having settled in San Francisco just after the Civil War, the British native anticipated cinema with the invention of “zoopraxiscope,” a projector of moving pictures. Known chiefly as a photographer who shot racing horses, he also did portraits and landscapes—memorably set in our fair city.

The catalogue constructs a new understanding of Muybridge’s innovations and demonstrates his influence in modern photography. Featured are countless photographs, along with insightful essays by Philip Brookman, Marta Braun, Andy Grundberg, Rebecca Solnit and SFMOMA Photography Curator Corey Keller. 2010; hardcover; 335 pages.

Samuel Clemens might never have attained the same notoriety had he kept his given name either. Having brought with him to San Francisco the authorial moniker **Mark Twain**, he went on to a fabled career as a writer and lecturer.

“I’ve struck it!” Mark Twain wrote in a 1904 letter to a friend. “And I will give it away—to you. You will never know how much enjoyment you have lost until you get to dictating your autobiography.” Thus, after dozens of false starts and hundreds of pages, Twain embarked on his “Final (and Right) Plan” for telling the story of his life. His innovative notion—to “talk only about the thing

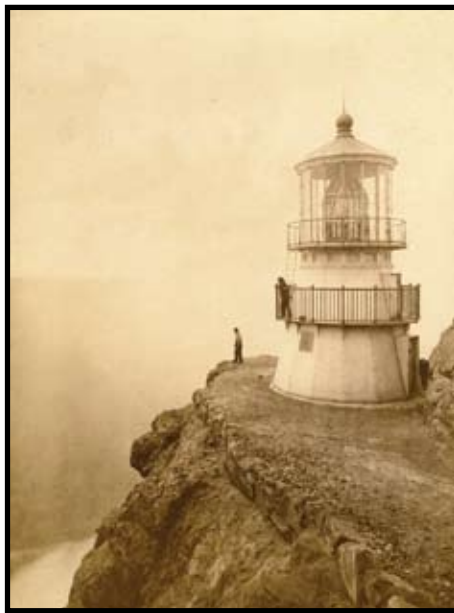


Photo of Pigeon Point Lighthouse, 1873, from the catalogue “*Helios: Eadweard Muybridge in a Time of Change*.”

which interests you for the moment”—meant that his thoughts could range freely. The strict instruction that many of these texts remain unpublished for 100 years meant that when they came out, he would be “dead, and unaware, and indifferent,” and that he was therefore free to speak his “whole frank mind.”

The year 2010 marks the 100th anniversary of Twain’s death. In celebration of this important milestone and in honor of the cherished tradition of publishing Mark Twain’s works, UC

Press is now offering for the first time Mark Twain’s uncensored autobiography in its entirety and exactly as he left it. This major literary event brings to readers, admirers and scholars the first of three volumes and presents Mark Twain’s authentic and unsuppressed voice, brimming with humor, ideas and opinions, and speaking clearly from the grave as he intended.

Jessica Molaskey wouldn’t change her name after marrying **John Pizzarelli**, but not because she didn’t love him. “He’s an Italian Catholic and I’m an Irish Catholic, so it would have just been a lateral move,” she declared to the audience at the Venetian Room at the San Francisco Fairmont last month.

Having recorded over 20 albums, the most recent a tribute to Duke Ellington, and currently hosting a music-themed radio show *Radio Deluxe*, Pizzarelli and Molaskey blend musical genres seamlessly and intelligently. Thanks to Bay Area Cabaret, they were provided with a splendid local venue for a one-night, two-set version of their *Café Carlyle* show.

Winners of New York’s coveted Nightlife Award, jazz guitarist and former RCA bandleader Pizzarelli and Broadway star Molaskey (*Tommy, Sunday in the Park with George*) said they’ll be back. One hopes that promise will be kept, and soon.

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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.
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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			
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare \$8.25 \$8.25			
2:20	2:55	3:05	3:35	TransLink/Clipper Card Fare \$5.15 \$4.40			
3:05	3:35	3:45	4:15	Youth/Senior/Disabled \$4.10 \$4.10			
3:45	4:15	4:25	4:55	Children 5 and under FREE FREE			
4:25	4:55	5:05	5:35	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
5:05	5:35	5:45	6:15	Golden Gate Ferry Fares, Effective July 1, 2010			
5:45	6:15	6:25	6:55	Fares shown are for one-way travel			
6:25	6:55	7:05	7:35				
7:25	8:00	8:10	8:45				
8:50	9:25	9:35	10:10				

* 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

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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.	-----	10:00 a.m.	10:10 a.m.	10:30 a.m.	10:45 a.m.
7:05	7:15	7:35	-----	11:30	11:20*	12:00 p.m.	12:15 p.m.
8:10	8:20	8:40	-----	1:45 p.m.	1:30* p.m.	2:20	2:35
9:15	9:25	9:45	10:00 a.m.	4:15	4:05*	4:45	4:55
11:00	10:50*	11:30	11:45	5:45	5:35*	---	6:25
12:45 p.m. [^]	12:35 p.m.*	1:15 p.m.	1:30 p.m.	7:10	7:00*	---	7:50
2:30	2:20 [^] *	3:00	3:10				
4:40	4:30 [^] *	5:10	-----				
5:50	5:40 [^] *	6:15	-----				
6:20	6:10*	-----	7:00				
6:55 [^]	6:45 [^] *	7:20	-----				
7:55 [^]	7:45*	8:20	-----				
8:55 [^]	8:45*	-----	9:25				

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

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

* To S.F. via Oakland # To Alameda via Oakland
[^] Departs immediately after loading
For the most current schedule, visit <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

Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
Junior (5-12)	\$3.50	\$7.00			
Child under 5*	FREE	FREE			
Senior (65+)*	\$3.75	\$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.

PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.

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

Blue & Gold Ferry

BAY CRUISE				SAUSALITO			
Depart Pier 39				FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekends and Holidays		Weekdays			
12:00 a.m. 1:15	2:30 p.m. 4:00	10:45 a.m. 12:00	2:30 p.m. 3:15	11:00 a.m. 12:10 p.m. 1:20 2:35	11:40 a.m. 12:50 p.m. 2:05 3:25	11:45 a.m. 12:55 p.m. 2:10 3:30	12:05 p.m. 1:15 2:30 3:50
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.				Weekends and Holidays			
Adult	\$24.00	Junior (12-18)	\$20.00	10:35 a.m. 12:30 p.m. 2:00 3:20	11:50 a.m. 1:20 p.m. 2:45 4:25	11:55 a.m. 1:25 p.m. 2:50 4:30	12:20 p.m. 1:50 3:15 4:55
Senior (62+)	\$20.00	Child (5-11)	\$16.00	Weekends - Departures Pier 41			
Discount fares available at http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm				FARES: One-way Round-trip			
ANGEL ISLAND - S.F.				For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			
Weekdays - Daily Departures Pier 41				TIBURON - Pier 41			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	Weekdays			
10:00 a.m.	10:20 a.m.	3:10 a.m.	3:50 a.m.	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
Weekends - Departures Pier 41				11:00 a.m.	11:20 a.m.	11:25 a.m.	12:05 p.m.
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	12:10 p.m.	12:30 p.m.	12:35 p.m.	1:15
10:35 a.m.	11:00 a.m.	11:05 a.m.	12:20 a.m.	1:20	1:40	1:45	2:30
Weekdays				2:35	2:55	3:00	3:50
6:00 a.m.	6:20 a.m.	---	---	4:05	4:45	---	---
6:50	7:10	7:15 a.m.	7:35 a.m.	---	---	7:45	8:05
7:50	8:10	8:15	8:35	Weekends and Holidays			
8:45	9:05	---	---	Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
---	---	4:25 p.m.	4:45 p.m.	10:35 a.m.	11:20 a.m.	11:35 a.m.	12:20 p.m.
5:00 p.m.	5:20 p.m.	5:25	5:45	12:30 p.m.	12:55 p.m.	1:05 p.m.	1:50
5:50	6:10	6:15	6:35	2:00	2:25	2:30	3:15
6:40	7:00	7:15	7:35	3:20	4:05	4:10	4:55
TIBURON COMMUTE				FARES: One-way Round trip			
TIBURON - S.F. Ferry Building				Adult \$10.00 \$20.00			
Weekdays				Child (5-11) \$5.75 \$11.50			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	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. 6:30 7:00 * 7:45 8:45 10:00 * 11:30 12:00 p.m. 3:00 * 4:05 4:45 6:00 *	6:35 a.m. 7:35 8:30 8:55 9:55 11:20 12:40 p.m. 3:30 4:30 5:15 6:00 7:30	---- ---- ---- ---- ---- 11:45 a.m. ---- 3:10 p.m. ---- ---- 7:15
Weekends and Holidays		
10:00 a.m. 1:00 p.m. 4:30	11:10 a.m. 2:10 6:00	11:30 a.m. ---- 5:40 p.m.
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.		
* - SCORPIO will operate these ferry trips on days that she is in service, backup buses as required.		

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. 7:30 8:30 ----- 5:05 p.m. 6:05 7:05	6:55 a.m. 7:55 8:55 4:30 p.m. 5:30 6:30 7:30	7:00 a.m. 8:00 4:35 p.m. 5:35 6:35 7:35	7:25 a.m. 8:25 5:00 p.m. 6:00 7:00 8:00
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)		\$35.25	
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 (January - February 2011)			
Mon-Fri: Ferry service by advance reservation for groups of 25 or more. Individuals may "piggyback" with scheduled groups.			
Weekends (January - February 2011)			
Returning	10:00 a.m.	11:00	1:00 p.m. 3:00
	10:20 a.m.	11:20	1:20 p.m. 3:30
FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)		\$13.50	
Child (6 - 12)		\$11.50	
Children (3 - 5)		\$3.50	
Toddlers (ages 2 and under)		Free*	
Bicycles		\$1.00	
For the most current schedule and other information, visit http://www.angelislandferry.com/			
Schedule Subject to change w/o notice			

Red & White

BAY CRUISE	
Pier 43½	
Monday through Sunday	FARES:
10:00 a.m.	Adult (18+) \$22.00
10:45 *	Youth (5-17) \$16.00
11:15	Child (under 5) Free
12:00 p.m.	Family Pass \$69.00 (2 Adult + 4 Youth)
1:15	* Weekends Only
1:45 p.m.	
2:30	
3:00	
3:45	
4:15 *	



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www.baycrossings.com

Romberg Tiburon Center: A Hub of Science and History

BY DR. TOBY GARFIELD AND ERIN BLACKWOOD

Before becoming a hub of innovative scientific research, the Romberg Tiburon Center site—a complex of industrial buildings and structures nestled among the homes on the Tiburon Peninsula—had a rich history. Prior to 1877, the site was a Reed family dairy farm that supported San Francisco's growing population; after that, a factory processed cod on the property.

At the beginning of the twentieth century, the Navy purchased the site for use as a ship coaling station. The long cement railcar trestle, offshore pilings, water tower on the hill, and commander's quarters (now a guest house for visiting scientists) on the hill above the trestle are among the remnants of this period. Ships from the Mare Island Navy Yard bunkered at Tiburon on their way to sea. In 1908, President Theodore Roosevelt's Great White Fleet bunkered at Tiburon during its legendary cruise around the world. From 1931 to 1940, the Navy loaned the base to the State of California, which established its first nautical training school there. With the outbreak of World War II, the Navy took the site back, and the Maritime Academy relocated to its present site near Vallejo.

Around this same time, at the north end of the property, Roebling and

Sons was weaving the steel hanger cables that connect the highway deck to the two main suspension cables of the Golden Gate Bridge. The two bulkheads at the property's north end are all that remain of this operation. SF State's Ceramics Department now uses this area for pit firing.

In 1939, the Navy added the Roebling and Sons property to its holdings in order to establish the Naval Net Depot, a construction facility for anti-submarine and anti-torpedo nets, including a net seven miles long and 7,000 tons in weight that was strung across the entrance to San Francisco Bay. Other nets were shipped to Navy bases along the West Coast and across the Pacific.

Most of the current buildings on the site are from the Net Depot days. They include the large concrete construction warehouse at the property's south end (now the main laboratory, offices and classrooms), the enlisted men's barracks behind the trestle (now RTC's facilities shop, laboratory space, and studios for SF State's Art students) and mess hall, the auditorium (more laboratories), the command post, and at the top of the hill, the officer's housing and club (now the Bay Conference Center) next to the water tower.



Photo by Rob O'Dea

The waterfront property that is now home to the Romberg Tiburon Center has a rich and varied historical past.

The Navy Net Depot was active through the Korean War. In 1958, operations ceased and the Navy transferred the property to the Department of Commerce. In the 1960s, the property became the National Marine Fisheries Service's Southwest Fisheries Center (NMFS), and in 1973, NMFS consolidated its operations to 10 acres of the 37-acre site.

In 1977, SF State, led by then-President Paul Romberg, submitted a proposal to develop a field station and marine laboratory dedicated to the study of San Francisco Bay, and the Romberg Tiburon Center was born on the remainder of the site the following year. Since then, in addition to several building renovations, SF State has constructed a greenhouse, bay water intake system including several small habitat tanks that were built near the boat ramp, and a small research pier.

With over 100 people on-site daily, research at RTC now covers most of the sensitive issues in the Bay, including the impact of freshwater diversion, human additions of nutrients and chemicals, invasive species, wetlands restoration, climate change, alternative biofuels, and current circulation patterns. Along with

RTC, the San Francisco Bay Estuarine Research Reserve is headquartered on the property, and there are additional collaborating tenants, including the Smithsonian Institute's Invasions Lab and Taxon Biosciences. The Tyee Club and Tiburon Salmon Institute raise salmon during the summer in waterfront pens.

In addition to its rich history, the site is special because it is one of the few places in the Bay where the water is deep enough to allow oceangoing ships to come right up to the shore. In most regions of the Bay, piers must extend far out from the shore to reach deep water or dredging operations have to create artificially deep channels. RTC plans to take advantage of this feature by rebuilding the old coaling station wharf to accommodate larger research vessels and provide a staging area for future natural disaster or other emergency responses.

Each year in October, the Center hosts Discovery Day, when the public is invited to tour parts of the laboratory and learn about the research from the scientists themselves. RTC's weekly seminar series is open to the public and posted on their website. To learn more about RTC and the research being conducted on San Francisco Bay, visit rtc.sfsu.edu.

Sharing time with whales is a privilege.



415-331-6267

www.sfbaywhalewatching.com

Spring Has Sprung

BY JAH MACKEY

Spring is in the air. Time has sprung forward, catapulting us to the next season. And, as a show of good faith for the coming season, the Sacramento Valley Marine Association produced an extremely optimistic and enjoyable boat and RV show.

This year's show, hosted at Cal Expo in Sacramento, was especially significant for both water sports enthusiasts and the local recreational industry. Like most industries, we are waiting to see if the economy has really bounced back or if the industry is in for another tough year, and in that regard there were mixed signals.

The show was noticeably smaller, as some major players like Cope & McPheters Marine, Olympic Boats and Dianna Yachts chose to sit out this year. However, there was a great crowd on Saturday and Sunday buffeted by a strong showing from local and national brands, including Farallone Yachts, MasterCraft and Rogue Jet Boatworks.

The Delta's economy is supported in part by recreation dollars brought in by boating, fishing, birding, camping and the like. So a good turnout at the show could mean a boost for our local economy through the spring and summer months, and according to the vendors I talked to at the show, the sales and leads generated over the four-day period were well worth the price of admission. Many of the guests were anxious to see the new offerings from their favorite manufacturer or vendor.

Dockwalking

During the show, I had the pleasure of being a Dockwalker with the state's Boating Clean and Green campaign. In

that capacity, I worked with two very committed individuals: Vivian Matuk, campaign coordinator with the California Department of Boating and Waterways; and Dan Jordan of the Keep the Delta Clean program. These individuals and their programs strive to educate boaters about, among other things, clean boating practices and the financial liabilities facing negligent boaters.

The Boating Clean and Green Campaign, a joint effort of the California Coastal Commission and the California Department of Boating and Waterways, is an ongoing, statewide program educating boaters, conducting research and providing technical assistance to marinas and local clean boating programs like Keep the Delta Clean.

Through strategic partnerships with marine businesses, boating associations, environmental and non-profit groups, state and local governments and initiatives, the Campaign has certified over 600 statewide Dockwalkers to help educate boaters. Dockwalkers are volunteers who train boaters and other recreators about environmentally sound

boating and distribute boater kits with educational materials while visiting marinas, boat launch ramps, boat shows and events. To date, Dockwalkers have distributed more than 60,000 boater kits.

As a new Dockwalker, I was trained by Matuk. "The boating community has embraced our efforts and demonstrated their willingness to be self policing," she said. "Not only have the boaters been supportive, but other government agencies have also answered the call to keeping their local waterways clean by offering similar programs at the local, state and federal levels."

Success of the program is measured through the campaign's research component,



Photo by Jah Mackey

The Sacramento Valley Marine Association's Boat & RV show at Cal Expo had noticeably less exhibitors but strong crowds in attendance this year.

which surveys boater awareness and recall of oil recycle facilities, pumpout station logos, relevant signage and the liability attached to negligent boating practices.

If you would like to participate in the Boating Clean Program or would like some clean boating tips, please feel free to visit the

California Coastal Commission website at www.coastal.ca.gov/ccbn/dockwalkers or www.keepthedeltaclean.com.

If you would like to meet some Dockwalkers, please stop by booth 866 at Strictly Sail in Jack London Square in Oakland, April 14 – 17.

ALAMEDA | OAKLAND FERRY



Whether you're commuting to work or enjoying a weekend outing with friends or family, the Alameda/Oakland Ferry is a great way to travel the bay.

service between Oakland's Jack London Square, Alameda Main Street, SF Ferry Building and SF Pier 41, Seasonal service to ATT&T Park for Giants game and Angel Island State Park



510.749.5837 | www.eastbayferry.com

AROUND THE BAY IN APRIL

Lobster Fest, Napa-Style

Celebrate with V. Sattui Winery at their old-fashioned Napa Valley-style Lobster Fest on April 16th. Dine under the stars in Vittorio's Vineyard as you celebrate spring. Enjoy a menu of hors d'oeuvres, fresh Maine lobster, large prawns, Italian sausage, crisp corn on the cob, savory artichokes, red potatoes, whole roasted garlic head, and surprise dessert. There will be live music and V. Sattui's fabulous wines will also be available to purchase at the best discounts offered for the whole year. The event takes place from 6:30 to 9:30 p.m. at V. Sattui Winery just off Highway 29 in St Helena. The cost is \$95 or \$85 for members. For more information, call (707) 963-7774 or visit www.vsattui.com.

The Art of Altered Books

The second annual Altered Book Show opens on April 16 at the Marin Museum of Contemporary Art in Novato, with a talk by Donna Seager of the Donna Seager Gallery at 4 p.m. A reception with



Jennifer Ewing's Literary Ark uses an open book to create the basis for the ark in this work that can be viewed at the Altered Book Show in Marin this month.

Ninth Annual Floating Art Show in Sausalito

Yes, art floats at this fun Sausalito event on the water. On Saturday, April 30 from 11 a.m. - 5 p.m., Sausalito's colorful floating homes community will present the ninth annual Artists of Issaquah free exhibition. Guests will view and purchase a wide variety of outstanding art while aboard some of these unique, world-famous water homes. Six new artists will be joining the fifteen returning artists for a total of 21 resident artists from the floating homes community. They will be showing fused glass, multi-media work, paintings, photography and sculpture at very reasonable prices. The large Sausalito floating homes community boasts a rich heritage of creative expression and this exciting event maintains this valuable tradition. For more information please visit www.artistsofissaquah.com or call Rachele Dorris at (415) 272-1543.

wine and snacks will follow from 5-7 p.m. This year's exhibition includes over 100 artists from all over the Bay Area who have applied their imaginations to give new life to old, discarded books. The exhibit consists of works of art created from these books that have been altered with collage, painting, and other mixed media techniques, along with book sculptures, jewelry, boxes, and even a hanging mobile. Visitors will find more than 100 of these works on display, which are available through a silent auction running from April 16 through May 21. The Marin Museum of Contemporary Art is located at the Novato Arts Center at Hamilton Field, 500 Palm Drive in Novato. Hours are Wednesday through Sunday, 11 a.m. to 4 p.m. and admission is free. For more information, visit www.marinmoca.org or call 415-506-0137. All proceeds from the auction go to support MarinMOCA's programs and exhibitions.

Earth Day Volunteers Needed

Volunteers are needed at California State Parks on Saturday, April 16 for the 14th annual California State Parks Foundation's (CSPF) Earth Day 2011 Restoration & Cleanup presented by Pacific Gas and Electric Company (PG&E). This is the 10th year that CSPF and PG&E have partnered together to improve the environment by completing more than 104 projects in honor of Earth Day. Individuals and businesses are sought to actively participate in their communities. Statewide, thousands of volunteers each year plant native trees and community gardens, restore trails and wildlife habitats, remove trash and debris from beaches and parklands and make overdue repairs to fences and boardwalks. Volunteers of all ages are encouraged to help restore the beauty of California's treasured state parks. For a project near you, visit www.calparks.org where you can find a complete list of volunteer sites and times.

20th Annual Spring Celebration & Easter Parade

This event is not your average Street Fair or formal parade. It can best be described as wonderful, wacky, elegant and fabulous, with everything from roller-blading cows and creative self-propelled mini-floats to garden areas, sophisticated fashions and beautiful classic and art cars. It's a special event for the entire family. Running from 10 a.m. to 5 p.m. on Sunday, April 24 and featuring an Easter Parade on Union Street from Gough to Fillmore that begins at 2 p.m. The event celebrates and showcases the diverse community of San Francisco with some of Union Street's best restaurants serving attendees in an outdoor bistro setting. A variety of children's and family activities are the focus of the celebration and include large inflatable bounces, kids' rides

and games, a climbing wall, a hands-on children's activities area, costumed characters, a petting zoo, a pony ride and entertainment from some of the Bay Area's best musicians. For more information on the Biggest Little Parade in San Francisco, visit www.UnionStreetSF.com.

Angel Island Commemorates Civil War Ties

Come visit Angel Island State Park on April 2-3 as they commemorate the 150th anniversary of the Civil War. Explore an 1863 Union Army post set up at Camp Reynolds especially for the event, open from 10 a.m. to 4 p.m. on Saturday, April 2 and 10 a.m. to 3 p.m. on Sunday, April 3. Visitors to Camp Reynolds can become recruits to the Union Army and try their hand at militia drills, baking army bread, signaling, and other soldierly skills. Although Angel Island never saw any skirmishes during the Civil War, there will be two mock battles each day between Union and Confederate forces, at 11:30 a.m. and 2 p.m. Cannon firings, camp tours and other hands-on activities and demonstrations will be held throughout the day. For more information, contact the park at (415) 435-5390. Angel Island is only accessible by private boat or ferry. See a complete list of ferry schedules on pages 18-19.

Strictly Sail Pacific Returns to Jack London Square

The 2011 all-sail show will feature expanded exhibit areas and many new special events from April 14-17. Strictly Sail Pacific is more of a sailing event than a boat show. There will be a focus on fun, with on-the-water activities, youth sailing, and the most extensive seminar program yet. See the latest in sail boats, sailing gear and travel information. For more information or to purchase tickets, visit www.strictlysailpacific.com.

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

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

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



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

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