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"The Voice of the Waterfront"

June 2013 Vol.14, No.6



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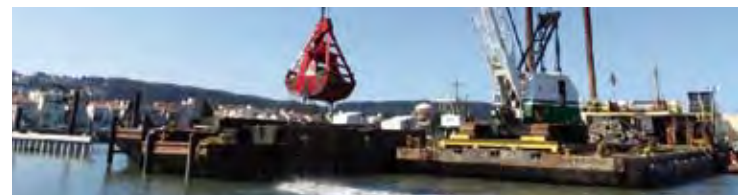
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ON OUR COVER



From historic, natural and cultural interest points to sandy beaches, busy marinas, fishing piers, large cities and small towns, and more than 130 parks and wildlife preserves, the Bay Trail traverses the waterfront, offering closeup views of life in our multicultural region and the wonders of one of the world's great estuaries. Photo courtesy of Association of Bay Area Governments

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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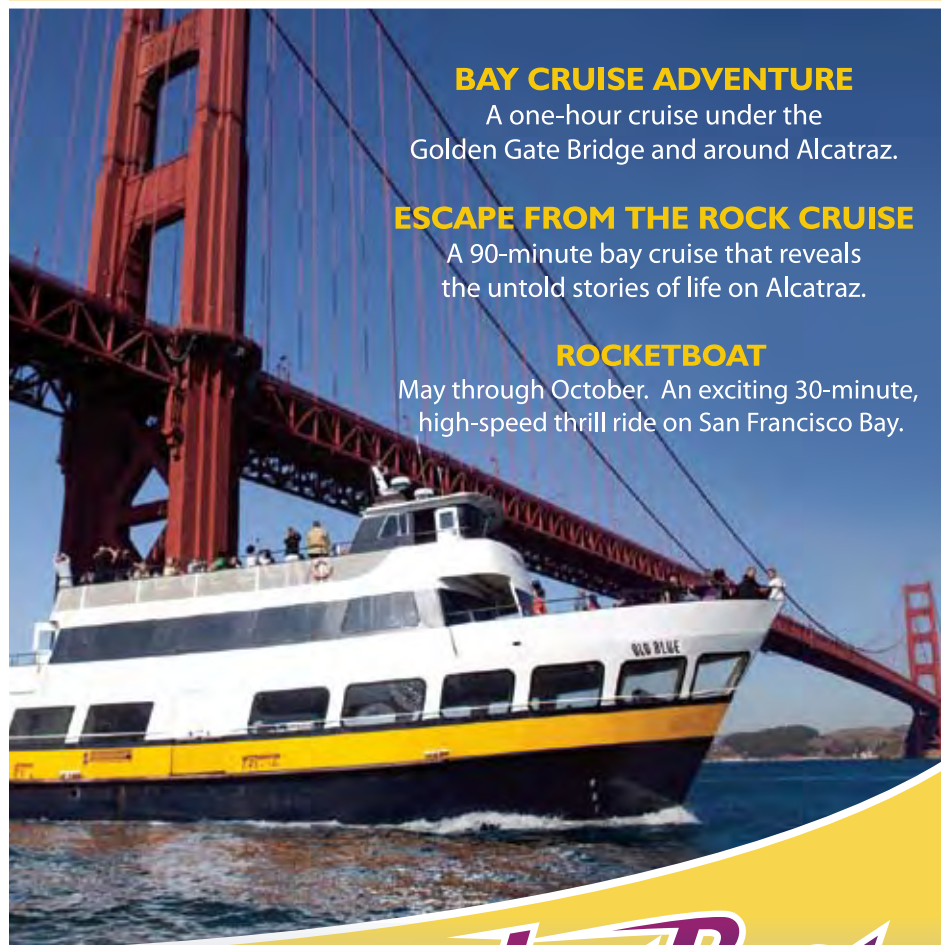


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Department of Commerce Expands Bay Area Free Trade Zone



Photo by Joel Williams

The U.S. Department of Commerce last month approved the Port of San Francisco's application to expand its Foreign Trade Zone (FTZ), a secured area near a designated customs port of entry considered outside the U.S. Customs territory. This allows for foreign goods to be brought into FTZs without formal customs entry and duty payments on imported goods and materials can be deferred until they leave the designated area and enter U.S. commerce.

BY PATRICK BURNSON

The U.S. Department of Commerce last month approved the Port of San Francisco's application to expand its Foreign Trade Zone (FTZ) No. 3 service area to include Contra Costa, Marin and Solano Counties, as well as portions of Sonoma and Napa Counties. The previous service area included San Francisco and San Mateo Counties. This action will support efforts to strengthen the local economy and attract new businesses to the area.

A Foreign Trade Zone site is a secured area near a designated customs port of entry, and while physically located within the U.S. it is considered outside the U.S. Customs territory. This allows for foreign goods to be brought into FTZs without formal customs entry for manufacturing, testing, assembly, processing, storage and distribution. Duty payments on imported

goods and materials can be deferred until they leave the designated area and enter U.S. commerce. Goods not entering U.S. commerce—for example, re-exports or scrap—are not obligated to pay customs duties. The FTZ program allows American companies to obtain a more competitive position with respect to their counterparts overseas, and subsidizes job growth by reducing customs duties.

“Foreign Trade Zones are one tool to reduce logistics costs, which translates into savings to a company's bottom line,” said Jim Maloney, maritime marketing manager at the Port of San Francisco. “The FTZ program provides an excellent opportunity for Bay Area businesses to enhance their competitiveness in the global economy.”

The program allows existing and new companies in these counties to secure FTZ site status under the streamlined Alternative Site Framework program within approximately 30 days from when an application is accepted. Without

the program, the process can take 8-12 months.

There will be no additional requirements of the new counties and cities covered by the program. It is an opt-in incentive, managed jointly by the Port of San Francisco, the U.S. Department of Commerce and U.S. Customs and Border Protection, with companies electing whether or not to participate.

In order to participate in the program, interested businesses will apply through Foreign Trade Zone No. 3. Applications can be found on the U.S. Foreign-Trade Zones Board website at <http://ia.ita.doc.gov/ftzpage/>. After the application is approved, companies can be eligible for the following benefits:

- **Duty Deferral:** Duties are paid on goods only as they leave the FTZ to be sold, improving cash flow.
- **Duty Reduction:** Items can be packaged, manufactured or used as part of another product. If a lower duty applies to the finished product, only that amount is paid.
- **Duty Elimination:** If a product is re-exported, or sold to the military, no duty is paid. Likewise, documented waste or faulty product incurs no duty charge.
- **Weekly entry of imported shipments,** rather than “per-shipment” entry, allows for substantial savings on processing fees.
- **No duty is paid on domestic content or value added to a product,** including the cost of labor, use of domestic parts, overhead and profit. Final duties are assessed on the value of foreign content only.

Major Shipping Industry Conference Coming in June

A major upcoming shipping industry conference in San Francisco will provide yet more information on West Coast opportunities for bulk and breakbulk exporters, as well as those moving goods by containerload when the Agriculture Transportation Coalition (AgTC) convenes its 25th annual meeting June 13-14 at the Hotel Nikko.

The event gets underway when attendees board the historic Presidential yacht *Potomac* for an afternoon cruise and reception on San Francisco Bay, hosted by the Port of Oakland. Then, one of the most anticipated sessions is certain to be “U.S. Ag Export Outlook—What Comes Next?” by Walter Kemmsies, chief economist with Moffatt & Nichol.

The annual dinner will feature “The State of the AgTC,” a fast-paced and often irreverent overview of the state of ag and forest products transportation and export, with predictions for the coming year. According to Executive Director Peter Friedmann, this talk will cover “sequestration, port labor, who is doing their job, and who isn't, whose cargo is getting rolled, rate increases—how the government is hampering exports.”

Another conference highlight will be presentation of the Seventh Annual Ocean Carrier Performance Survey Results & Award. This is the primary benchmark by which carriers can determine how they are perceived by agriculture shipper customers. For more information, see www.agtrans.org.

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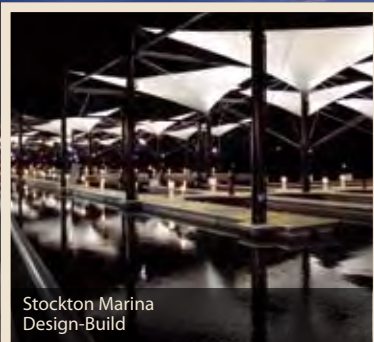
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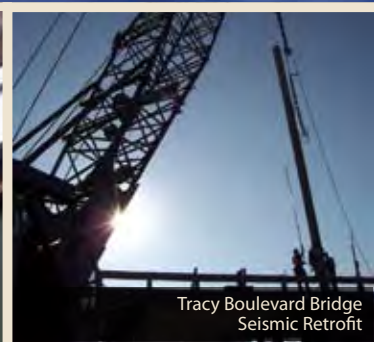
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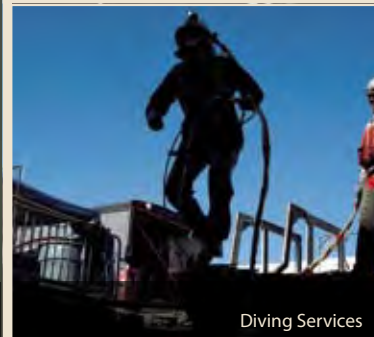
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Phranklin McKinney

BY MATT LARSON

Because the captains and engineers may not be in plain sight during your daily San Francisco Bay Ferry commute, the Blue & Gold Fleet's deckhands are the most visible faces of the crew. Lead Deckhand Phranklin McKinney has been with Blue & Gold Fleet for the past 20 years, currently working on the Oakland/Alameda commute.

"I'm not one of those people who likes to be stuck in an office," McKinney said. "I'm out on the water and all kinds of things can happen. The cargo ships come in, the sunsets, sunrises—I get to see all of that." Talking about his favorite sight on the Oakland/Alameda run, he offered some insight on what to look for on your next commute. "Sometimes on a clear day you can see all three bridges," he said. "Coming west from Oakland there's the Bay Bridge, more north you can see the Richmond-San Rafael Bridge and, if it's not foggy, you can actually see the Golden Gate Bridge as well."

A lot of responsibility comes with being a lead deckhand. "If the captain has some concerns or issues, he would probably talk it over with the lead deckhand first," he said. "Then it will

be relayed from the lead deckhand to the rest of the crew." Though McKinney has earned some seniority, he's not always the only qualified lead deckhand on board. "There's times when I could be working with two other guys and we have a combination of about 60 years of experience." So rest assured that you're in good hands on the way to and from the City.

One of the greatest parts of McKinney's job is the social interaction with the riders. "I'm a people person," he said. "I like interacting with the customers." A San Francisco native, McKinney currently lives in Alameda and enjoys running into passengers when he's out around town. "Sometimes they don't recognize me because I don't have the uniform on," he said. "But when they find out that it's me after they look a little closer it always makes them smile to see that I'm part of the Alameda community. My kids go to school in Alameda, along with some of the passengers' kids. It's pretty special."

McKinney graduated from the University of Hawaii with a degree in physical education and went on to be a professional basketball player. "I've actually won several titles playing basketball overseas," he said. He spent time playing in Europe, Africa and Asia. "All in all, my journey lasted 14 years. It was a good run." He has since



Photo by Matt Larson

Lead Deckhand Phranklin McKinney has been with Blue & Gold Fleet for the past 20 years and can currently be found working on the San Francisco Bay Ferry Oakland/Alameda route.

coached professionally at Los Medanos Community College in Pittsburg, Cal State Monterey Bay and recently took the minor-league Richmond Rockets to the final four, finishing sixth in the American Basketball Association just last year. "After that I decided to purchase my own team," said McKinney. He is now CEO of the Visalia Vandals, a team set to begin competition in 2014. He actually credits his sports career as helping him to become such a great deckhand.

"Sometimes you have to make certain calls and you don't have time to wait for a reply," said McKinney. "I think I bring that instinct you need to make good decisions on the spot. That probably came from being an athlete for so many years."

It is up to the deckhands to ensure that the boat is safe and secure below the captain's helm. "We are the eyes of the captain, so to speak, when it comes to making sure everything is secure downstairs with the passengers."

According to McKinney, one of the top reasons people commute via ferry is that it's less stressful. You don't have to deal with the traffic that brings stress, or the wear and tear on your vehicle. During that 15-20 minute ride when you don't have to worry, you can just concentrate on healthy things," he continued. "That's the sort of feedback I get from the customers. You don't have to think about anything! It's sort of therapeutic."



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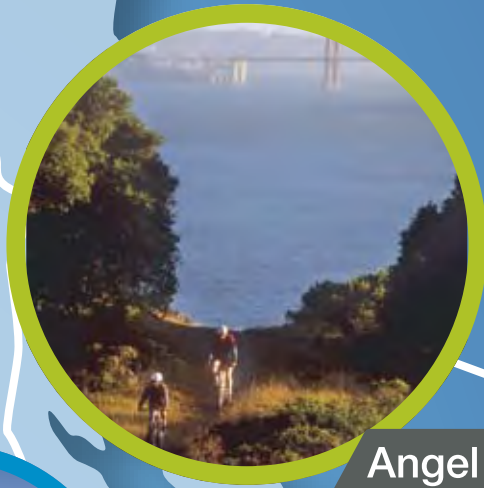
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BottleRock Napa Valley Festival Announces 2014 Return

BC STAFF REPORT

Before the inaugural BottleRock Napa Valley festival was over on Sunday, May 12, the organizers were ready to announce dates for the festival's return in 2014. With food offerings from the valley's best restaurants, wines from dozens of area vineyards, regional craft beers and a massive music weekend, the festival had crowds cheering for a 2014 return. Under perfect weather and prior to the final performance by the Zac Brown Band, BottleRock Co-Founder Gabe Meyers thrilled the crowds as he announced dates for BottleRock's return May 9-11, 2014.

"We did the impossible in less than six months and the people responded," said Meyers. "BottleRock Napa Valley was a dream my business partner Bob Vogt and



Photo by Joel Williams

The inaugural Bottle Rock Napa Valley festival was so successful this year that dates for its return in 2014 were announced before the last notes were played last month over Mother's Day weekend.

I had. To sit here Mother's Day weekend and celebrate the birth of a new northern California festival feels incredible."

Situated on three stages with more than 80 artists spread over 26 acres on the grounds at the Napa Valley Expo in the City of Napa, BottleRock Napa Valley 2013 attendees enjoyed the wonderful hospitality of the region along with a

variety of bands ranging from country to punk and just about everything in between.

The festival organizers also believe that one of the most important aspects of the festival is its commitment to charity. BottleRock Napa Valley raised much-needed funds for many worthy causes, organizations and charities. A

variety of charitable groups benefitted from the proceeds of the event, including the Bottoms Up for Bacchus donation program. Through that program, \$1 of every beverage sold during the festival benefitted the BACCHUS Fund (Bands, Artists, Comedians, and Communities Helping Us Serve), which in turn supports more than 20 nonprofit partners.



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IT CAME FROM BENEATH THE SEA

Otterly Exciting

BY MALLORY JOHNSON

Playful, clever and adorable. These are just a few words that can be used to describe North American river otters.

Not to be confused with sea otters, a marine mammal that lives in the sea, river otters are semiaquatic mammals that live in and around, you guessed it, rivers. River otters make themselves at home in burrows near the water's edge and can easily thrive in river, lake and estuary ecosystems. River otters are top predators in their ecosystems and, while fish are a favorite food of these furry fissipeds, they will also happily gorge on crayfish, amphibians and turtles.

North American river otters (*Lontra canadensis*) are part of the family Mustelidae, more commonly known as the weasel family. In fact, river otters are more closely related to weasels than they are to sea otters. As with most other mustelids, river otters tend to be nocturnal and are quite active year-round.

River otters love to spend plenty of time in the water and are well equipped for an aquatic life. They are excellent swimmers and can reach up to eight miles

per hour in the water, using their massive tail and webbed feet for propulsion. To put that into perspective, that's nearly twice as fast as Michael Phelps swam in 2008 when he broke the (human) world record. River otters can hold their breath for up to eight minutes, and they can easily close their nostrils and ears while under water as well. Weighing in at approximately 20 pounds on average and measuring from 26-42 inches long, a river otter's prominent tail makes up about a third of its total body length.

River otters are great at adapting to different environments and are just as comfortable on land as they are in the water. They can easily run and play on land, using their clawed feet for traction. These lively creatures love to play in the snow and among icy and muddy hills, and they can often be seen sliding and tobogganing, wrestling and chasing one another.

Another useful trait of river otters is their water-repellent fur that keeps them dry and warm, which is perfect considering how often they go from the water to the land and back again. River otters have two layers of fur. The outer layer is longer and helps repel water, whereas the inner layer is of a much finer and denser quality, and provides insulation. As a matter of fact, river



Photo courtesy of Aquarium of the Bay

This summer, Aquarium of the Bay is opening a new North American river otter exhibit, which will feature frisky river otters swimming, playing, eating and more.

otters have over 58,000 hairs per square centimeter on their body.

Unfortunately, this adaptation of river otters has also historically made them popular among fur traders. Up until just a century ago, the status of river otters was in bad shape thanks to factors like an active fur trade. Other issues that were affecting river otter populations included water pollution and habitat degradation, as river otters are very sensitive to environmental pollution. Laws made to improve water quality and estuarine habitats have given river

otter populations around the country the chance to improve.

If you want to learn more about river otters, you're in luck. This summer, Aquarium of the Bay is opening a new North American river otter exhibit, which will feature frisky river otters swimming, playing, eating and more. Opening on June 28, guests can learn all about these fascinating, not to mention adorable, animals while seeing them in action. To learn more about the new exhibit, visit www.aquariumofthebay.org.

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Fracking for Oil Menaces San Francisco Bay

BY DEB SELF

Fracking—the process of injecting water, sand and toxic chemicals underground at high pressure to extract oil or gas—threatens San Francisco Bay. The technique, officially called hydraulic fracturing, is currently being used in hundreds of California gas and oil wells, with no regulation or protection for the environment or public health.

Oil companies in California are increasing their use of unconventional drilling to get at an estimated 15 billion barrels of oil under an area that stretches from the northern San Joaquin Valley into Los Angeles County, and west to the coast. Some of the land over this oil

deposit, known as the Monterey shale, is in San Francisco Bay's watershed. Oil also lies beneath the Coastal Range in the Bay Area.

Fracking poses many risks. Injecting fracking fluid and water into wells at high pressures can result in oil spills that impact our rivers and creeks. Currently there are no requirements for reporting such spills and no funding for containment or cleanup, even if a spill were reported.

Bay Area refineries will also be processing much of this new oil, which is even dirtier than the Alberta Tar Sands oil. Then the oil will likely be loaded onto tankers that cross San Francisco Bay for export or for burning in other states, increasing the risk of oil being spilled into the Bay.

Elsewhere in the country, fracking

has contaminated drinking water aquifers. California has no controls on what is injected underground, no restrictions on where it is injected, and no requirements to report that information to the state. There are also no requirements that groundwater near fracked wells be monitored for contamination.

In addition, each "frack" uses millions of gallons of water. As Delta smelt and salmon struggle with the dewatering of the Delta, we're facing the driest calendar year in California's recorded history. Allowing oil companies to use our water for fracking is irresponsible.

On top of that, the U.S. Geological Survey has determined that fracking has triggered earthquakes, even in such places as the seismically dormant Midwest. Corporations should not be allowed to create further risk to the environment and public safety by activating California's major earthquake faults in pursuit of oil.

As California's oil and gas regulatory agency has begun drafting minimalist regulations on fracking, they've proposed to extend the federal "Halliburton loophole" to protect oil companies from sharing critical public health information. The rule would allow oil companies to protect as "trade secrets" the exact toxic chemical mix used in fracking fluid. Under the current draft, a trade-secret gag rule would even keep physicians from discussing chemical exposure with their patients.

For years, the oil industry has gotten away with extracting oil from California's bedrock for private profit. Now they want to take it to a whole new level with

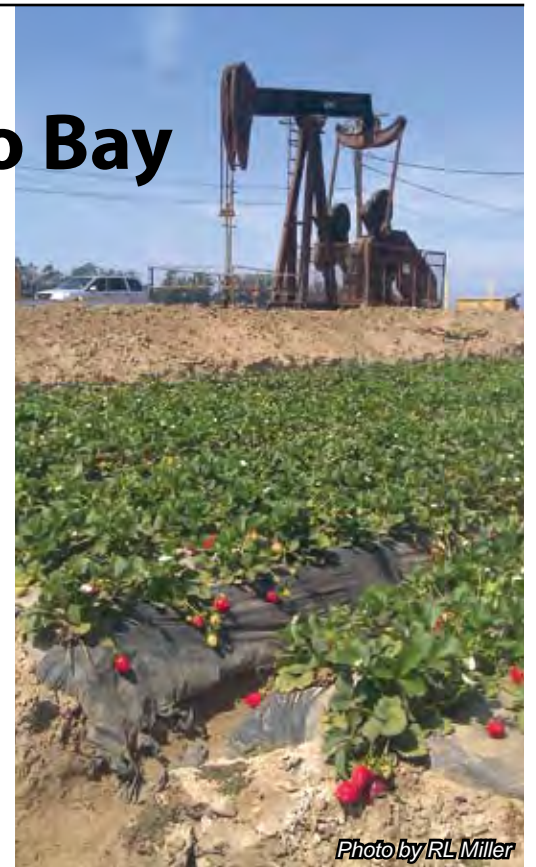


Photo by RL Miller

A California fracking well next to a strawberry field. Fracking in San Francisco Bay's watershed threatens the Bay's health.

fracking, by contaminating groundwater that belongs to the public, endangering public health, and polluting rivers and streams that flow into San Francisco Bay—all without accountability.

Baykeeper is advocating on your behalf to protect the Bay and all of California from fracking. We support a proposed bill in the California legislature that puts a moratorium on fracking in the state. Meanwhile, we're working hard to secure strong regulations from the state's oil and gas regulatory agency. These regulations would require groundwater monitoring before and after fracking; public disclosure of the location, chemicals and amount of water used; protection and cleanup of surface waters in case of oil spills caused by well blow-outs; and a ban on using California's fresh water supplies for fracking.



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Deb Self is Executive Director of San Francisco Baykeeper, www.baykeeper.org. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy, and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail hotline@baykeeper.org, or click "Report Pollution" at www.baykeeper.org.



Bay Trail Trekker Aims to Circle the Bay in 30 Days



Photo by Kingmond Young

Armed with the new Bay Trail boxed map set, intrepid trekker Kurt Schwabe gets ready for his quest to circle the Bay in 30 days.

BY BRENDA KAHN

Forget about “Where’s Waldo.” The question on many Bay Area residents’ minds in June of 2013 will be “Where’s Kurt?”

The Kurt in question is intrepid trekker Kurt Schwabe, who is dedicating the month of June to circumnavigating the San Francisco Bay Trail, a network of shoreline pathways ringing the region’s central geographic feature.

Every day, Schwabe will set out from his condo in San Francisco’s Pacific Heights neighborhood and try out a new segment of the Bay Trail, getting to the trailhead by public transit. At night, he will return home to download his photos and to blog about his experience. Public transit figures big in Schwabe’s itinerary: He plans to ride buses, trains and ferries to and from the trailheads, each morning picking up from where he left off the day before, using a Clipper® card to pay his fares.

Why the fixation on public transit? Partly because Schwabe met his wife while riding Muni’s 30-Stockton, partly because public transit is the most sustainable way to reach the region’s great outdoors and partly because public transit will allow

him to get home at night without having to backtrack to a car parked at his starting point. “The Bay Trail is connected to public transportation at just about any point along our shoreline,” Schwabe writes in one of his pre-trek blog posts.

A lifelong avid outdoorsman who spends a good part of each week running and walking — often with his wife Linda as well as his poodle mix, Oscar — Schwabe has had a varied career in real estate, advertising, finance and fundraising, “riding one bubble to the next,” he said. He cooked up the idea for the Bay Trail trek when his job with an online marketing company dried up this past February. He was turning 45, and it was time for a new direction.

On a walk along the waterfront in Marin, Schwabe noticed a Bay Trail sign, and wondered about the extent of the network. Investigating it further, he became intrigued by the notion of a trail system that connects “all of the Bay Area, all the different cities and all the different cultures,” he

explained. He decided to tackle the whole thing, and to become a self-appointed Bay Trail ambassador by spreading the word to others who might be similarly fuzzy on the concept — and by applying his photography skills to documenting the wildlife and other features along the trail.

The timing for Schwabe’s adventure couldn’t be better: It coincides with the publication of a handsome new boxed set of Bay Trail map cards, each with a suggested trip (see infobox on page 15). The maps will be a mainstay of Schwabe’s backpack, along with the latest edition of the *San Francisco Bay Shoreline Guide*, which showcases the trail’s ecological riches and recreational offerings.

Schwabe’s trek will shine a spotlight on gaps in the trail where planners are still trying to find a pathway along the edge of the Bay. He’ll also have to contend with gaps in public transit service, and anticipates having to drive to at least one trailhead, along the northern edge of San Pablo Bay.



Schwabe will try out a new digital version of the Bay Trail system map.

Schwabe’s plan has won the enthusiastic endorsement of the Association of Bay Area Governments (ABAG), which runs the Bay Trail Project. ABAG Project Director Laura Thompson has enlisted Schwabe in using and promoting a new interactive online map tool that dishes up the entire Bay Trail network on laptops, desktops and mobile devices: baytrail.org/maps-online.html.

The Metropolitan Transportation Commission (MTC) is co-sponsoring the effort by providing Schwabe with Clipper value as a way of showcasing the regional transit fare-payment program, which MTC manages, and the Bay Trail project, which receives yearly grants from MTC.

A veteran of a number of marathons and triathlons, not to mention climbing Mt. Shasta and trekking the Himalayas, Schwabe is used to endurance sports, and expects to walk anywhere from five to 13 miles a day, cumulatively covering nearly 250 miles by the time the month is over.

Observers can monitor Schwabe’s movements in real time via a GPS tracker that will link to his blog, located at walkingthebaytrail.com. Schwabe is inviting interested citizens, the media and local officials to join him on a trail segment and to experience the Bay Trail first hand. They can arrange to meet by e-mailing him at kurt_schwabe@yahoo.com.



San Francisco Bay Trail Beckons Urban Adventurers

Photo by Wilfred J Jones

BY MARJORIE BLACKWELL

Nothing exemplifies the adage “the best things in life are free” like the San Francisco Bay Trail, the 330-mile path that offers endless outdoor joy to hikers, joggers, bikers, birders and anyone who loves meandering and discovering sights and scenes along our spectacular Bay shoreline. From historic, natural and cultural interest points to sandy beaches, busy marinas, fishing piers, large cities and small towns, and more than 130 parks and wildlife preserves, the Bay Trail traverses the waterfront, offering closeup views of life in our multicultural region and the wonders of one of the world’s great estuaries.

Mile by mile and year by year, the Bay Trail is reaching its ultimate goal of encircling the entire Bay, extending 500 miles through all nine Bay Area counties. With a newly updated set of Bay Trail maps just issued, there is no time like the present to explore this recreational treasure. Since 2007, when the last Bay Trail maps were published, 60 miles of

new trails have been completed, closing gaps and adding major new sections of paved, multi-use paths, dirt trails, bike lanes and sidewalks, with something new to explore in every county.

New Trail Sections

Among the newly completed sections are bike lanes in San Francisco on Illinois Street and a separated path on Cargo Way, which closed a gap in the BlueGreenway between 16th Street and Heron’s Head Park; the last piece of shoreline trail in South San Francisco, providing eight miles of continuous trail; 2.4 miles between Mountain View and Sunnyvale that opens up 26 miles of continuous trail between East Palo Alto and San Jose; a link at Oyster Bay Regional Shoreline in San Leandro that completes a 20-mile stretch between Oakland and Hayward; in Richmond, a lovely three-mile loop around a landfill and a one-mile connection to Wildcat Creek; a half-mile of new trail in the new Glen Cove Waterfront Park in Vallejo; four new miles of trail in American Canyon along the Napa River, including two miles of riverfront trail and a two-mile loop around the city’s former landfill; a

new one-mile trail along the edge of the Sonoma Baylands wetlands; and bike lanes on East Road between Fort Baker and Sausalito.

Gaps to Fill

“We have about 170 miles of Bay Trail gaps left to complete,” said Laura Thompson, Bay Trail project manager for the Association of Bay Area Governments

(ABAG), “and each gap has a story of why it’s not finished.” For example, on Paradise Drive in Tiburon and in several other places, there is a narrow road right-of-way with no room for a bike lane or sidewalk. Still, plans are afoot to close several gaps.

In some areas, a public utility has long-term plans that include the Bay Trail, such as the San Jose/Santa Clara Water



Photo by Joel Williams

For an outstanding bike ride with spectacular views of the City and Bay, take the Bay Trail from Richmond’s Marina Bay (pictured here) past the Albany mudflats and Point Isabel Regional Shoreline then along the Berkeley waterfront all the way to Eastshore State Park in Emeryville.

Pollution Control Plant. At Skaggs Island in Sonoma County, a lengthy federal land transfer and restoration planning process will result in new Bay Trail segments, Thompson said.

Wetland restoration in the South Bay salt ponds in Union City and in other areas will include Bay Trail alignment, Thompson said, and planned developments, such as Bayview Hunter's Point Naval Shipyard in San Francisco and Brooklyn Basin in Oakland, also will include trail alignments.

"In a number of areas," she added, "we have completed feasibility studies, but we don't have funding for future phases such as design, environmental review and construction." These include the trail gap between Newark and Fremont, the Ravenswood trail gap in East Palo Alto, access to Alviso Marina County Park over the Guadalupe Slough in San Jose, and along Doolittle Drive in Oakland.

"The good news is new trail segments are under construction, including one on the new East Span of the Bay Bridge, between Oakland and Treasure Island, and the trail connection between the bridge and Emeryville. We're also closing gaps in Richmond, as well as on Carquinez Scenic Drive in Contra Costa County, plus a segment in Hercules, and the Hamilton Bay Trail in Novato."

Favorite Trail Picks

The new and cleverly redesigned Bay Trail maps (see box) make it easier than ever to check out places to go. Just pick a card — any card — out of the map box, put it in your backpack and head out the door for a day of exploring the Bay Trail. Here are a few favorite places.

For views, **Crissy Field** in San Francisco will be a prime spot for watching the America's Cup races this summer. From Fort Point under the Golden Gate Bridge, follow Marine Drive southeast along the water, passing the Warming Hut. A natural-surface trail hugs the shoreline through Crissy Field along the restored wetlands and sand dunes.

For outstanding bike rides, take the trail in **Eastshore State Park** from the

Emeryville or Berkeley waterfront, ride past the Albany mudflats, along the Point Isabel Regional Shoreline in Richmond to Lucretia Edwards Park and the fascinating Rosie the Riveter World War II /Home Front National Historical Park. In Marin County, the **Mill Valley-Sausalito** path offers a lovely, smooth ride on a rail-to-trail conversion along Bothin Marsh, great for both bird- and people-watching.

For beautiful walks, visit the **Glen Cove Waterfront Park** in Vallejo, a tranquil 15-acre shoreline retreat with spectacular views of the Carquinez Strait. In Oakland, **Middle Harbor Shoreline Park** includes more than two miles of paved pathways encircling Middle Harbor Basin with marvelous views of the Bay, the Bay Bridge, tidal wetlands and maritime activity.

For kids of all ages, **Coyote Point** Recreation Area in San Mateo offers picnicking, swimming, windsurfing, bicycling, jogging, fishing, boating and sailing. Youngsters will love the giant, castle-and-dragon-themed Magic Mountain Playground.

For birding, the Bay Trail offers endless opportunities. The **Palo Alto Baylands** are a haven for Clapper Rails and other breeding, migrating and wintering marshland birds. Just to the south, the **Shoreline at Mountain View**, composed of Charleston Slough, former salt ponds and Shoreline Park and Lake, offers excellent year-round birding. **Coyote Hills Regional Park** in Fremont features a mix of woodland and marsh habitat, where you may see Marsh, Bewick's and Rock wrens within a short distance. Wildlife viewing is part of the mission of the **Las Gallinas Sanitary District** wastewater treatment plant in San Rafael, where you will see a variety of ducks, Osprey, Golden Eagles, falcons and Great Horned Owls, as well as an occasional otter.

At the very southwest tip of the Bay Trail is **Alviso**, a 130-year-old town listed on the National Register of Historic Places and part of the city of San Jose. The quiet community is one of the last reminders of what Santa Clara Valley was like in the 19th century. Nearby are



Photo by Joel Williams

Point Isabel Dog Park is a popular destination for dog owners along the Bay Trail. With beautiful views of the City, Marin County and the Golden Gate bridge, it is one of the largest public off-leash dog parks in the nation, with over 500,000 dog visits per year.

miles of levee trails abutting marshes, salt ponds, sloughs, freshwater creeks and Bay shallows. With some 250 species of resident and migratory birds, Alviso is home to the Don Edwards San Francisco Bay National Wildlife Refuge Environmental Education Center — run by the US Fish and Wildlife Service — which offers educational displays and information about wetland wildlife.

Wherever you go on the Bay Trail, say a quiet thank you to the California Legislature, which authorized ABAG in 1987 to develop a plan for "a ring around the Bay." In 1990, ABAG created the San Francisco Bay Trail Project as a nonprofit

organization to plan, promote and advocate implementation of the trail. Today, a 28-member volunteer board of directors with a broad range of interests governs the project. The board meets twice a year and has a smaller steering committee that meets bimonthly to discuss program and planning issues. ABAG administers the Bay Trail Project, and it is funded in part by the Metropolitan Transportation Commission (MTC). Through statewide park bond funds, the State Coastal Conservancy has provided a significant amount of funding for planning and construction of Bay Trail throughout the region.

Put the Bay Trail in Your Pocket

ABAG has dealt the Bay Area a winning hand with its new Bay Trail map cards. The cleverly designed and updated Bay Trail map set consists of two dozen numbered map cards (4 x 7 inches each) tucked in a convenient, easy-to-carry box, and a large fold-out map. The colorful map cards are the key to the Bay Trail, each zooming in on a detailed area of the system, with points of interest on the back. There's even a separate card for birding the Bay Trail.

Bay Trail map sets are available for purchase at **www.baytrail.org** for \$14.95, as well as at the Bay Crossings store at the San Francisco Ferry Building and in area bookstores. A companion online and



Maps designed by Lohnes & Wright

mobile phone application is also available by visiting the website. The maps were funded in part by the State Coastal Conservancy.

BUT THERE'S NOTHING THERE!

BY CAPTAIN RAY

Nautical charts are a sailor's roadmaps, but are much more detailed because of the requirements of navigation. Roadmaps may distinguish between freeways and dirt roads, but they don't include information on the depth of the ruts or the height of overpasses. Charts, the result of centuries of experience and records, include depth markings, hazards to navigation, and notable on-land features to help the sailor establish the vessel's position. Notations are now standardized, allowing sailors to reliably interpret the charts.

So, while studying a nautical chart of the Point Reyes/Drakes Bay area, I came across two objects that confused me. Both were shown with the symbol for a fixed or accurate position. One was labeled "BOB" and the other "CABESA." I'd never seen either of these terms on a chart and I had no idea what they represented.

My first thought was to look the terms up in *Chart No. 1*, the codebook for all symbols, abbreviations, and conventions used on U.S. charts. I was sure this hundred-page book would contain an explanation, but I was wrong. Chart No. 1 includes three pages dedicated to the "Nature of the Seabed," four pages each explaining "Tides and Currents,"

"Landmarks" and "Ports," and seven pages for "Lights," but no "BOB" or "CABESA."

My next step was to ask my co-workers. The ensuing discussion was interesting, fun, and (as is so often the case) wide-ranging, but of little help in unraveling this growing mystery. The best we could come up with was that:

1. "CABESA" might be a misspelling of *cabeza*, the Spanish word for head.

2. Sailing instructors often refer to the object (usually an empty juice container) tossed into the water to practice overboard rescues as "Bob" (because it bobs around), but it is highly unlikely that this type of Bob would be charted and it certainly would not be on the land!

I decided to visit these locations and see what is actually there. After a breakfast stop in Marin County, I arrived at the end of Sir Francis Drake Boulevard. The whales in the surf line of the Great Beach distracted me for awhile, but eventually I turned to my investigation of "CABESA." At the charted location, in an open, grassy field sloping down toward Drakes Bay, I found a solitary, vaguely head shaped rock. However, it was not visible from the sea and would not have been charted. Was this "CABESA"?

I then went to search for "BOB." The chart showed a side road leading down toward the beach. When I arrived at the turn-off, there was a sign that said

"Authorized Vehicles Only." So I parked and walked down the road. After about 15 minutes, I was able to locate and identify another feature (a water tank) shown on the chart. It was just where the chart indicated it would be, so I felt well oriented. As I looked at where "BOB" should be, at first all I saw were sand dunes. Then I noticed the edge of a piece of concrete almost completely buried in the dunes. It turned out to be the foundation platform of a small building, perhaps 10x20 feet, but it was impossible to discern what the building had been or whether it was "BOB." I was zero for two in my investigation!

After returning home, I had an email conversation with the U.S. Coast Guard Waterways Management Department. They explained how much easier it is to get something placed on a chart than to have it removed. Those objects may have

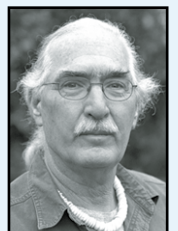
been on the chart for a very long time and it was unlikely that anyone today knew what "CABASA" or "BOB" meant. They thanked me for bringing these items to their attention, and assured me that both would be removed from the chart—no matter what they had once meant. Plus, I was encouraged to find and report "more charted objects that are not there."



Photo courtesy of OCSC Sailing

Drakes Bay is located Between Bolinas Bay and Tomales Bay west of Highway 1 in Marin County.

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



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Tragedy Strikes America's Cup Preparations as Olympian Perishes in Accident

BC STAFF REPORT

On May 9, Artemis Racing's Andrew "Bart" Simpson, 36, was killed in an accident in which the team's AC72 catamaran capsized during practice runs on the Bay. Simpson, who has won two Olympic gold medals for Britain, was one of the 11-man crew aboard when the incident occurred. The Artemis Racing sailboat capsized in winds between 18 and 20 knots and, when the boat broke apart, Simpson became trapped.

Support vessels on site rushed to recover the crew from the water and it quickly became apparent that Simpson was missing. After he was retrieved, CPR was administered by trained professionals, both afloat and at the dock, for more than 20 minutes. Approximately 30 minutes after the incident, he was pronounced dead.

"This is a tragic reminder of the challenges faced by sailors on the water, whether they're commercial sailors or recreational or professional sailors," said Captain Matt Bliven of the U.S. Coast Guard Sector San Francisco.

Shortly after the incident, Regatta Director Iain Murray scheduled a formal meeting with all four teams competing in the Summer of Racing—ORACLE TEAM USA, Artemis Racing (SWE), Emirates Team New Zealand and Luna Rossa Challenge (ITA)—regarding a review into the circumstances surrounding the capsizing. "We need to establish an open flow of information to ensure this review meets its goals of fact-finding and putting us in a position to recommend changes, if necessary," Murray said. "Once we have the information, the basic facts, all the

data, then we will be able to re-build the entire chain of events and start to assess why this incident resulted in a tragic loss of life."

AC officials assembled a highly experienced review committee of sailing and safety at sea experts with strong backgrounds in the sport at its highest levels, charging the committee with reviewing the training and racing of AC72 yachts in the 2013 America's Cup. Members of the committee have also had involvement in other reviews where an incident at sea has claimed the life of a competitor.

On May 22, Murray, advancing the work of the review committee, presented his "2013 America's Cup Regatta Director Recommendations" at a meeting with the four competing teams and the America's Cup Event Authority. Structural reviews of AC72 boats and wings, a 10-knot lower wind limit (23 knots maximum) and enhanced sailor safety equipment were among the 37 recommendations issued to increase safety during the Summer of Racing at the 2013 America's Cup.

Many of the recommendations are intended to increase the personal safety of the sailors and they include buoyancy aids, body armor, crew locator devices, hands-free breathing apparatus and high visibility helmets. Other recommendations relate to the AC72 yachts, additional support equipment and race management.

"Producing and implementing the safety plan is within the scope of the America's Cup, as the sponsoring organization for this summer's racing," said Stephen Barclay, CEO of the America's Cup. "This America's Cup safety plan is a necessary component of the permit application submitted to the Coast Guard for their consideration."

Since its first meeting on May 16, the review committee has interviewed 25 team members including team heads, skippers, designers, engineers, sailors and support boat operators. Regatta Director Murray will now form a number of task forces to bring in experts to define additional technical recommendations for specific safety items such as protective gear for sailors.

"All four competing America's Cup teams have cooperated in an open, helpful and constructive way," Murray said, "and the Review Committee noted there is a

clear desire on the part of the teams to ensure the safety of the America's Cup as much as possible. I want to thank the members of the Review Committee for their exceptional and efficient work."

On Thursday May 23, less than 10 hours after a no-sailing recommendation period expired, three America's Cup teams were training on San Francisco Bay. ORACLE TEAM USA and Luna Rossa returned to their training programs, while Emirates Team New Zealand had their first sail on the Bay since arriving as a team in early May.

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Corte Madera Becomes California's Top Renewable-Energy Town

BY BILL PICTURE

The California city or town that purchased the highest percentage of its energy from renewable sources in the last six months was . . . Corte Madera. That's right, the Marin County municipality outshone even greener-than-green San Francisco, earning

Corte Madera a spot on the EPA's national top 10 list of Green Power Communities. A Green Power Community is one whose energy users—government, commercial and residential—collectively exceed the green power purchase requirement set for that community by the EPA based on annual electricity usage.

Corte Madera Councilwoman Alexandra Cock says the news of her town's top honors took her completely



Photo courtesy of Marin Clean Energy

Marin Clean Energy provides electricity to the Green Power Communities in Marin County. At least 50 percent of the electricity provided by MCE is derived by renewable sources, such as solar and wind. MCE was California's first community choice aggregation program. As cities came online with the program, residents and businesses in those communities were automatically enrolled and had the option of opting out if they wished to remain PG&E customers.

by surprise. "I had no idea until it was announced," she said, "but it's really exciting because it wasn't an easy thing to do."

Back in 2009, when the Corte Madera City Council was first presented with the opportunity to join the Marin Energy Authority (which administers the Marin Clean Energy program) and offer to Corte Madera businesses and households the chance to purchase largely renewably-sourced energy at a slightly higher rate than electricity from traditional sources, Cock was the only councilmember to cast a "yes" vote.

"We got another opportunity in 2011," she said. "And by then, the program was up and running. The other councilmembers saw that it was working, and that the cost was very similar." Enough of Cock's colleagues were convinced by the proof in the pudding, and Corte Madera signed on. Still, one of the five councilmembers voted against joining the Marin Energy Authority. "People have different priorities," Cock said.

Judging from its inclusion in the EPA's list, Corte Madera's program has been a smashing success. Unlike many of its Bay Area neighbors, Corte Madera has yet to create a climate change action

plan that would establish sustainability goals for the town to meet. San Francisco set such goals years ago, and has since put into motion comprehensive plans to meet or even exceed the established goals. For instance, San Francisco has begun installing solar panels on municipal properties to help power city facilities.

"But those things cost money, and we don't have extra money for anything right now," Cock explained. "The last few years have been really hard. Things are improving, but the recovery is slow. And for now, we really have to pick and choose how we spend our money."

While Cock would like to see sustainability-minded projects on her town's to-do list, for now she says the council remains focused on infrastructure needs, supporting development in town and beautification.

A big step in the right direction

While the switch to clean power is just a first step, it's an important one, according to Mollie Lemon of the EPA's Green Power Partnership. "For most municipalities, electricity usage is the single largest source of greenhouse gas emissions," she said. "By using green

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power, a community is reducing its carbon footprint, demonstrating civic leadership and improving public health. In some cases, green power may even be less expensive than traditional sources of electricity. Either way, choosing green power is one of the easiest and least disruptive changes a person or community can make that results in big benefits for everyone.”

And though being recognized as a Green Power Community might not have the same effect as topping one of those annual “hippest cities in the country” lists, Lemon believes it’s a strong incentive for communities that aren’t yet on board with clean energy to do so pronto.

“By joining an elite group of communities that have been named Green Power Communities, 46 to date, a community can distinguish itself as a

And in a community such as Corte Madera, where it took two attempts to get local government to agree to push forward with clean power, the honor of being named a Green Power Community can help dispel any lasting fears or reservations. “It can increase stakeholders’ confidence in a green power purchase,” Lemon said.

Corte Madera has many neighbors on the list. Larkspur, Fairfax, Mill Valley and San Anselmo joined Corte Madera in the national top 10. San Rafael, Ross, Tiburon and Belvedere made the top 15. That means 9 of Marin County’s 11 incorporated cities and towns make up 60 percent of the nation’s top 15 Green Power Communities.

The EPA began monitoring green power purchases in September 2012, and will continue to do so through the end



Photo by Karen Schneider Photography

Though topping the list of California Green Power Communities, Corte Madera has yet to join fellow Marin County GPCs such as San Anselmo in drafting its own climate change action plan. For now, Corte Madera’s focus remains on maintaining the city’s infrastructure, supporting development and beautification efforts.

For more information on the EPA Green Power Communities, visit www.epa.gov/greenpower/communities/index.htm



Photo by Joel Williams

Nine of Marin County’s 11 incorporated cities and towns have been recognized by the EPA as Green Power Communities. All nine ranked in the top 15 communities in the country in terms of the percentage of clean energy purchased.

forward-thinking environmental leader,” she said.

For those recognized as Green Power Communities, Lemon says the honor itself is just the tip of the iceberg, benefit-wise. “Being acknowledged as a Green Power Community demonstrates that a community is committed to improving the environment,” she explained. “But the other benefits are reduced greenhouse gas emissions, enhanced community image and increased citizen pride.”

of this September. When the results are finalized, one or more communities will be named “Green Power Community of the Year.”

Could it be Corte Madera? Lemon wouldn’t be surprised. After all, she wasn’t surprised to see so many Bay Area communities at the top of the national list of Green Power Communities.

“California has long been seen as a leader in environmental innovation so it’s fitting,” she said.

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Summer Brings Outdoor Excitement to Jack London Square

Summer has arrived and Jack London Square is the perfect place to start off the season! During the month of June, the waterfront will be packed with free outdoor fun including the signature summer events Dancing Under the Stars and Waterfront Flicks, as well as Jack's Night Market, a local art sale and more.

From experienced dancers to newbies, everyone is invited to an evening of rhythm and grooving when Dancing Under the Stars returns and kicks off its summer series. Dancers will kick up their heels and enjoy free dance lessons provided by the Linden Street Dance Studio. Each Friday night in June at 8:30 p.m., Jack London Square will

host a different dance theme including the cha cha, rumba, salsa and swing.

Waterfront Flicks also begins this month and invites moviegoers to cozy up on the waterfront for free outdoor screenings of hit movies, as part of the Waterfront Flicks series. Jack London Square will host fan favorites at sundown including *The Dark Knight Rises* on Thursday, June 13 and *Life of Pi* on Thursday, June 27. Moviegoers should arrive early with blankets in hand for pre-film festivities including small eats, beer, trivia and giveaways. All beer proceeds benefit the East Bay Bike Coalition.

Also this month, more than 60 local artists will showcase artwork for sale during a free East Bay Pro-Arts Open Studio

including painting, photography, sculpture, jewelry, glasswork and more. These special sales will take place on Saturday, June 1 to Sunday, June 2 and Saturday, June 8 to Sunday, June 9, from 10 a.m. to 5 p.m.

The launch of Jack's Night Market in May was a huge success, and the second one is set to take place on Friday, June 7, from 6 to 10 p.m. Market-goers will delight in a captivating evening on the waterfront filled with merriment and verve. This vibrant outdoor bazaar will light up Jack London Square with an eclectic mix of artisans, music and street performers as



well as a selection of tasty treats, street food, beer and wine. All beer and wine sales from Jack's Night Market benefit the Sustainable Business Alliance and Oakland Grown.

In addition to all the waterfront events, Jack London Square visitors can dine at a variety of contemporary restaurants including Bocanova, Forge Pizza, Haven, Lungomare and more. Visitors can easily bike, ferry or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.

DANCING UNDER THE STARS

JUN 7 SALSA
 JUN 14 CHA CHA
 JUN 21 RUMBA
 JUN 28 SWING
 JUL 5 HUSTLE (4 STEP)
 JUL 12 MERENGUE
 JUL 19 WC SWING

JUL 26 BACHATA
 AUG 2 ELECTRIC SLIDE
 AUG 9 E C SWING
 AUG 16 ARGENTINE TANGO
 AUG 23 NIGHT CLUB 2 STEP
 AUG 30 SALSA

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Destination: Dallas

BY PAUL DUCLOS

A weekend getaway for many San Franciscans seeking a cultural shift might mean a short flight to Los Angeles, Santa Fe or Seattle for their opera fix. But for more reasons than ever, Dallas should also be on the list.

My main objective for making this overdue journey was to see the Dallas Opera production of Dominick Argento's riveting 1988 work *The Aspern Papers*. The rarely-performed masterpiece tells the story of a former opera diva now living as a recluse with her niece in a decaying villa on Lake Como, Italy in the late 19th century. They are visited by a mysterious American writer—he arrives by ferry!—who wants to rent a room. In truth, he is interested in the opera singer's previous affair with a renowned composer, Aspern, and his final work, an opera long-presumed to have been destroyed.

This revival starred Susan Graham in her long-awaited Dallas Opera debut as Tina. Graham created the role of Sister Helen Prejean in Jake Heggie's *Dead Man Walking* for San Francisco Opera (SFO). Also featured in this performance was critically acclaimed American baritone Nathan Gunn, who will appear in SFO's new fall season when it stages the classic American theater piece *Show Boat* (containing a theme that should also resonate with ferry riders).

Virgin America—our airline of choice for any domestic journey—has a daily direct flight to Dallas. The airport has been upgraded recently, but alas, Virgin has yet to build an exclusive lounge there.

My two-night stay at the Magnolia, a downtown Dallas boutique hotel located in the Magnolia Petroleum Company Building, was restful and altogether pleasant. Pegasus, “the Flying Red Horse,” shines brightly as the Big Oil icon from atop the one of the city's

most revered structures. Built in 1922, this 400-foot high, 29-story building was the first high rise in the United States to have air conditioning and the city's first skyscraper.

The hotel is within walking distance of the Margo and Bill Winspear Opera house, but should you get lost one evening, the hotel's landmark rooftop beacon will guide you home.

The hotel is also not far from Victory Plaza, where I discovered the Havana Social Club. As with so many “faux clubs” these days, membership is available but not required. It has a full bar, excellent table service and sells premium cigars. The club's general manager, Carlos Rodriuez-Groning, is from Cuba, where he received his business degree from the University of Havana. He clearly knows tobacco and his Mojitos are first rate.

While fine dining may require a cab fare from here, I found the Y.O. Steakhouse to be quite satisfactory, with a menu of wild game rarely available at similar joints in San Francisco. The restaurant claims its true heritage from the noted Y.O. Ranch, located in the hill country beyond the city limits. Try the Buffalo Filet Mignon, seasoned with the house's special blend of spices.

With Father's Day nearly upon us, I headed out of town for something special for dear old dad. The Beretta Gallery, in the exclusive Highland Park area, was just the place, for it exemplifies traditional Beretta quality in every detail. The beautiful, well-stocked gunroom features Beretta's full line of firearms, from pistols to shotguns to side-by-side Express rifles. Today the Beretta Galleries continue Beretta's almost 500-year-old tradition of producing custom-made shotguns and side-by-side Express rifles for the discriminating gun owner.

The gallery also sells vintage country apparel that will keep you warm on fog-bound ferry rides, or when ambling about on Angel Island. Besides Manhattan, only “Big D” provides this

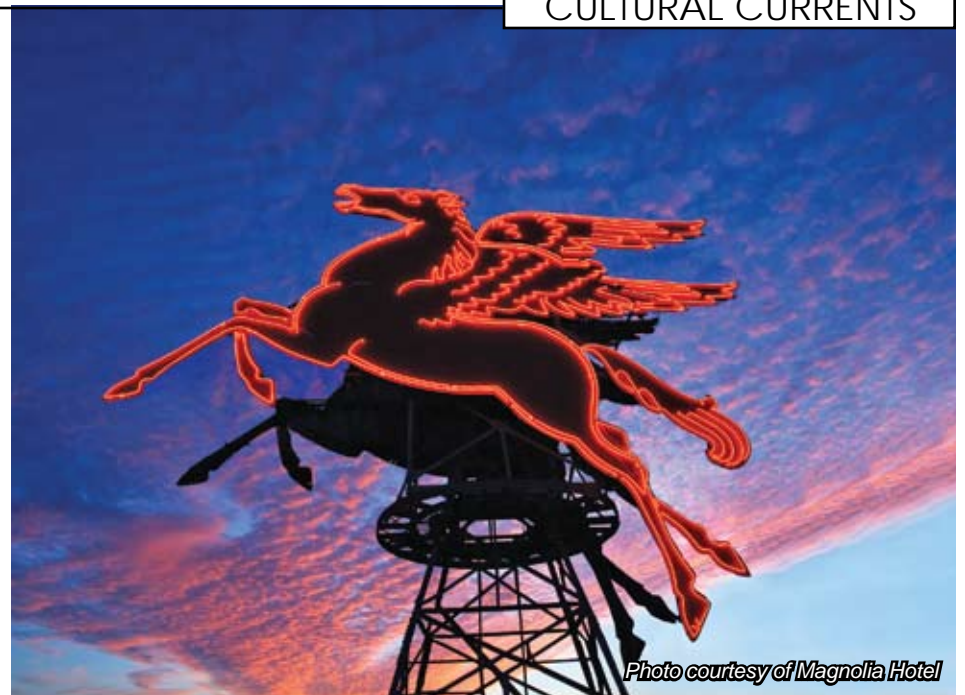


Photo courtesy of Magnolia Hotel

Pegasus, “the Flying Red Horse,” shines brightly from atop the Magnolia, a downtown Dallas boutique hotel located in the Magnolia Petroleum Company Building. Built in 1922, this 400-foot high, 29-story building was the first high rise in the United States to have air conditioning and the city's first skyscraper.

unique destination for those wishing to indulge in the rich heritage of Beretta.

For more information, visit the following sites: dallasopera.org, www.virginamerica.com, www.havanasocialclub.net, yorcheststeakhouse.com, and www.dallas.berettagallery.com.

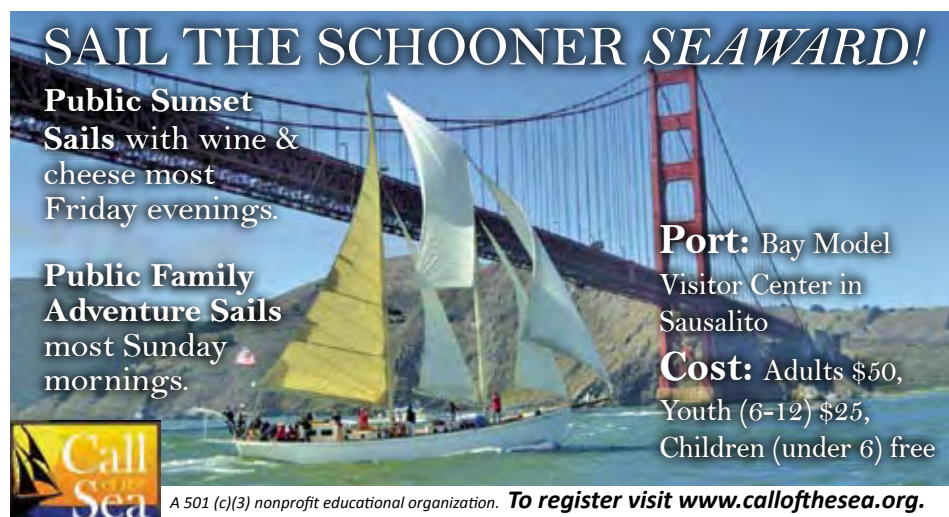
www.virginamerica.com, www.havanasocialclub.net, yorcheststeakhouse.com, and www.dallas.berettagallery.com.



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WATERFRONT ACTIVITIES

- June 2** **10AM – 2PM – Kayak Basics - California Canoe & Kayak, Oakland Estuary, 800-366-9804, www.calkayak.com**
 Are you ready to try kayaking? Maximize your fun on the water! This 4 hour class emphasizes basic water safety using recreational kayaks. You will learn the basic paddle strokes and fundamental kayak maneuvers in a calm water setting. Class fee includes kayak, paddling gear, and a coupon for 50% off a future kayak rental (one hour)! Cost: \$59
- June 8** **1PM – 3:30PM - Stand Up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. (\$60 per person)
- June 10-12** **Radar Observer / Refresher - 3-Day day Renewal Course Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
 This three day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- June 10-14** **Radar Observer - Unlimited Course Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
 This five day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- June 16** **10AM – 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
 Climb aboard the classic schooner *Seaward* and take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and Bay ecology. It is a great sail for families, though everyone is invited! Adults \$50/ Youth (ages 6-12) \$25 / Children (under 6) free
- June 19** **6PM – 8PM – Women’s Wednesday Night Sail! Skippered by OCSC GM Alicia Witham - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 Join the all-women’s Wednesday Night Sail boat, followed by chowder, chili, chips & salsa, and beverages back on shore in our club room. Cost: \$45 OCSC Members, \$60 Non-Members
- June 20** **1PM – 3PM and 5PM – 7PM - Educator Outreach Sail Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
 Calling all educators (and a few of your family and friends)! Join us for a two hour sail around the bay while you learn about our educational programs. Bay Explorations aligns with fourth and fifth grade curriculum standards in social studies and science. We will also describe our custom educational programs. Tickets: \$15 per person.
- June 22** **9:30AM – Noon - Stand Up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. (\$60 per person)



SAIL THE SCHOONER SEAWARD!

Public Sunset Sails with wine & cheese most Friday evenings.

Public Family Adventure Sails most Sunday mornings.

Port: Bay Model Visitor Center in Sausalito

Cost: Adults \$50, Youth (6-12) \$25, Children (under 6) free

Call of the Sea
 A 501 (c)(3) nonprofit educational organization. To register visit www.callofthesea.org.



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WATERFRONT ACTIVITIES

- June 22 2PM – 5PM - OCSC Summer Sailstice Sail on the Schooner *Seaward* - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Celebrate the Summer Equinox with a sail on our 82' schooner *Seaward*. Enjoy 3 hours on the bay, followed by food and drink on our beautiful campus. Cost: \$71.25 OCSC Members, \$95.00 Non-Members
- June 22 7:15PM – 10:15PM – 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. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. (\$65 per person)
- June 22 7:30PM – 10:30PM - California Canoe & Kayak, Jack London Square, Oakland Estuary, 800-366-9804, www.calkayak.com**
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. Cost: \$49
- June 29 9AM – Noon - Stand Up Paddleboarding 101 - California Canoe & Kayak, Oakland Estuary, 800-366-9804, www.calkayak.com**
Give Stand Up Paddling a try in our introductory SUP class. SUPing has become incredibly popular in a few short years because it's so fun, easy, and another GREAT way to get on the water. (It's good for you, too.) No previous paddling or surfing experience is necessary. Our SUP boards are great for novices - great for rentals, too, once you've completed the class. Cost: \$60
- June 29-30 OCSC Flotilla to Petaluma, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join OSCC for a weekend adventure and cruise to beautiful and historic Petaluma. You will enjoy 2 days and 1 night on one of OCSC's most popular 36' yachts, skippered by an OCSC instructor. Price includes all fees and lunches. Cost: OCSC Members \$326.25, Non-Members \$435.00.
- June 30 9AM – 2PM - Tomales Bay Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. (\$85 per person)
- June 30 10AM – 12:30PM - Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and Bay ecology. It is a great sail for families, though everyone is invited! Adults \$50/ Youth (ages 6-12) \$25 / Children (under 6) FREE

Waterfront Adventures is an advertising sponsored section for activities on or around the water in the Bay Area. If you are interested in having your events or activities listed in this section contact Joel Williams at joel@baycrossings.com.

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San Francisco Bay Ferry

VALLEJO		
VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:10 #	11:30 a.m.
11:30	12:45 p.m.	-----
2:00 * p.m.	3:30 p.m.	3:10 ** p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15	6:55 **
Weekends & Holidays		
8:30 a.m. *	10:00	9:40 a.m.
10:00	11:10 # a.m.	11:30 a.m.
11:30 a.m.	12:45 p.m.	-----
2:00	3:10 #	3:30
3:30 #	5:00	4:40
5:15	6:30	-----
7:30 *	9:00	8:40
# To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.		
FARES: One-way		
Adult (13-64)	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry)	\$290.00	
w/Muni	\$349.00	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	
	*see below	60 min. later	
*Ferry departs AT&T Park 30 minutes after the last out.			

FROM OAKLAND/ALAMEDA				
Weekday Night Games 7:15 & 7:35 pm Games				
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
6:05 p.m.	6:20 p.m.	6:55p.m.	*see below	25-30 min. later
ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**				
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below	25-30 min. later
*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants				

VALLEJO - ANGEL ISLAND			
Weekends Only			
Depart Vallejo	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
8:30 a.m.	9:30 a.m.	9:45 a.m.	10:10 a.m.
Depart Angel Is.	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Vallejo
4:30 p.m.	6:00 p.m.	6:30 p.m.	7:30 p.m.

ALAMEDA/OAKLAND			
Weekdays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
6:00 a.m.	6:10 a.m.	6:30 a.m.	--
7:05	7:15	7:35	--
8:10	8:20	8:40	--
9:15	9:25	9:45	10:00
11:00	10:50	11:30	11:45
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	3:20
4:45	4:30	--	5:15
5:50	5:40	6:20	--
6:20^	6:05^	--	6:50
6:55	6:45	7:20	--
7:55	7:45	8:25	8:40
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
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.
1:45	2:00	2:20	2:35
3:45	4:10	4:30	4:45
5:00	5:20	5:40	5:50
5:20	5:40	6:00	6:15
---	6:25	6:45	6:55
---	7:25	7:45	7:55
8:05	8:25	8:45	8:55
^On Giants game days, departure goes directly to AT&T Park instead of Pier 41 from East Bay.			

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
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.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
No weekend or holiday service			
ONE WAY FARES: Regular Clipper			
Adult	\$6.50	\$5.00	
Youth (5-12)	\$3.25	\$3.25	
Children (under 5)	Free	Free	
Disabled / Seniors (62 & over)	\$3.75	\$3.75	
Active Military	\$5.25	N/A	
Commuter (book of 10)	\$55.00	N/A	
Commuter (book of 20)	\$100.00	N/A	
Monthly Pass (book of 40)	\$185.00	N/A	
Free MUNI and AC Transit Transfers Provided			

ALAMEDA/OAKLAND - ANGEL ISLAND				
Weekends Only				
Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:05 am
Leave Angel Island	Arrive Alameda	Arrive Oakland		
3:35 pm	4:10 pm	4:20 pm		
Available May 18 - October 27, 2013				

ALAMEDA/OAKLAND			
Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:00 a.m.	9:10 a.m.	---	9:35 a.m.
10:40	10:25	11:10 a.m.	11:25
12:30 p.m.	12:15 p.m.	1:00 p.m.	1:15 p.m.
2:15	2:00	2:45 PM	3:00
4:25	4:10	---	4:55
5:55	5:40	---	6:25
7:30	7:15	8:00	8:15
9:10	9:00	9:40	9:50
11:25	11:15	---	11:55
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
8:30	---	9:10	9:00
9:45 a.m.	10:00 a.m.	10:20 a.m.	10:35 a.m.
11:35	11:50	12:10	12:20
1:25	1:40	2:00	2:10
3:15	---	4:10	4:20
5:00	5:15	5:35	5:50
6:40	6:55	7:15	7:25
8:20	8:35	8:55	9:05
10:40	10:55	11:15	11:25
ONE WAY FARES: Regular Clipper Book Book Pass			
Adult (13+)	\$6.25	\$4.75	10 Ticket \$50.00 20 Ticket \$90.00 Monthly \$170.00
Youth (5-12)	\$3.50	\$3.50	
Senior (65+)	\$3.10	\$3.10	
Active Military *	\$5.00	N/A	
Child under 5	FREE	FREE	
School Groups*	\$2.00	N/A	
Short Hop**	\$1.50	N/A	
Short Hop Senior	\$075	N/A	
<div style="border: 1px solid black; padding: 5px; text-align: center;"> PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291 </div>			

* Restrictions apply, see sanfranciscobayferry.com for details
 ** One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41. Fares subject to change.

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 ** p.m.	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 *	5:50
6:20	6:55	7:10
*Boat departs from Oakland first. **Boat arrives Alameda first.		
Wednesday & Friday midday SF service		
Depart SSF	Arrive Ferry Building	Arrive Pier 41
9:00 AM	9:30 AM	9:45 AM
Depart Pier 41	Depart Ferry Building	Arrive SSF
Wed. only 1:50 p.m.	Wed. only 2:05 p.m.	Wed. only 2:40 p.m.
Fri. only 3:15 p.m.	Fri. only 3:30 p.m.	Fri. only 4:00 p.m.

One-way FARES:		
Adult		\$7.00
Youth (5-12 years)		\$3.50
Seniors (65+ yrs), Disabled, Medicare		\$3.50
Children under 5 (with an adult)		FREE
Short Hop2		\$1.50
Short Hop Senior, Disabled, Medicare		\$0.75

AROUND THE BAY IN JUNE

WWII Home Front Film Fest in Richmond

Rosie the Riveter/World War II Home Front National Historical Park and the Richmond Museum of History Association will present the Fifth Annual WWII Home Front Film Festival on select Thursdays in June, July and August 2013. The film festival will feature popular, full-length movies that were shown on the home front during the WWII period. Six movies will be screened aboard the SS *Red Oak Victory*, a beautifully restored ship built in Richmond during World War II. The ship is located in historic Shipyard #3, where thousands of Americans labored to build 747 ships over the course of the war. There is a donation of \$5 to board the ship and enjoy ship exhibits prior to the film. Boarding is at 6:30 p.m. and the films begin at 7 p.m.. Visitors must be able to climb gangplank (40 feet of stairs with railings) and steep steps once aboard ship. The first movie, on June 13, is *In Which We Serve* (1941) starring Noel Coward and John Mills. The address of the ship is 1337 Canal Blvd., Berth 6A, in Richmond. For directions to the shipyard, call (510) 237-2933 or visit www.ssredoakvictory.com.

North Beach Festival Celebrates 15 Years

The popular North Beach Festival returns to San Francisco's own historic "Little Italy" and the birthplace of the Beat Generation on Saturday and Sunday, June 15 and 16 from 10 a.m. to 6 p.m. This treasured tradition features two full days of free quality entertainment, live music, Italian street painting, kids' chalk area, and over 150 booths offering fine arts, crafts, gifts, fabulous food and beverage gardens. Multiple stages will

present live music throughout each day with room to groove or simply listen while kicking back. Beautiful, live Italian street painting by local Bay Area artists will take place both days. The festival takes place on Grant Avenue, Columbus and Filbert; Columbus Avenue between Broadway and Green; and Vallejo and Green Streets between Grant Avenue and Columbus. Parking is available at 735 and 766 Vallejo between Stockton and Powell and on Filbert between Columbus and Mason. For more details, including stage line-up and vendors, please visit www.sresproductions.com or call (800) 310-6563. Also on Saturday and Sunday, from 2-3 p.m., enjoy the long-running tradition of the Blessing of the Animals ceremony in the Shrine of Saint Francis of Assisi, 610 Vallejo Street.

SF Ethnic Dance Festival Returns

The 2013 San Francisco Ethnic Dance Festival opens with a free public performance by Ballet Folklorico Netzahualcoyotl (Mexican folkloric from Zacatecas) and Fogo Na Roupá Performing Company (Brazilian Baile Carnavalesco) on Friday, June 7, at noon in the San Francisco City Hall Rotunda. This year also features a special opening night performance honoring French artist Auguste Rodin by Charya Burt Cambodian Dance Saturday, June 8, at the Legion of Honor Museum, 100 34th Avenue, San Francisco. The performance will be followed by a dialogue with Charya Burt and a viewing of the Legion's Rodin galleries. Thirty-five leading companies and more than 500 dancers and musicians will come together for the month of June to celebrate the 35th

Anniversary San Francisco Ethnic Dance Festival, highlighting the breadth and diversity of the Bay Area's world dance community. The festival runs June 7 through 30 at Yerba Buena Center for the Arts and other San Francisco venues. The June 7 performance is free and tickets are \$38 for June 8. For more information, visit www.sfethnicdancefestival.org or call (415) 474-3914.

Oakland Celebrates Lake Merritt

Enjoy a fun-packed Sunday on June 9 from 11 a.m. to 4 p.m. around Lake Merritt celebrating Oakland's investment through Measure DD that has transformed the lake. The festive event will enrich three miles of car-free streets with recreation and cultural activities for the entire family. At 2 p.m., join Mayor Jean Quan on the south end of the lake for the grand opening of Lake Merritt Boulevard featuring a beautiful new amphitheater and four-acre park. Enjoy live entertainment by Oakland artists, children's activities, Oakland food trucks and information booths and photographs highlighting the many transformative projects brought about by Measure DD, the voter-approved bond for Clean Water & Safe Parks. For more information, visit www.oaklavia.org or call (510) 444-CITY.

Explore the Fate of the Universe

On June 27, two physicists, Maria Spiropulu, Ph.D., an experimental

physicist from the CERN, and JoAnne Hewett, Ph.D., a theoretical physicist from SLAC National Accelerator Laboratory, will offer a discussion at the Exploratorium about the prodigious and startling theoretical leaps and the epic experimental program that produced the monumental discovery of the Higgs boson. Part of the Exploratorium's adults-only Thursday evening hours, the 7:30 p.m. lecture is included with museum admission, and will have limited seating. In the discussion, Spiropulu and Hewett will also explore the implications of what they found for future directions in physics. Beyond shedding light on the way elementary particles acquire mass, understanding the Higgs mechanism will likely push the frontiers of fundamental science towards a greater understanding of our universe.



Picking on the Potomac

The 165-foot long USS *Potomac* or "floating White House" will be hosting a series of Bluegrass concerts dockside aboard FDR's former yacht. The June 14 event features Irish country folk band Celtic Heart. The boat will open for tours at 6:30 p.m. and the concert is from 7:30-9:30. Tickets cost \$25 with beverages and food, including beer and wine, available for purchase onboard. The USS *Potomac* is docked in Oakland's Jack London Square at 540 Water Street right next to the Oakland Ferry Terminal. For tickets visit www.ticketweb.com, or call (510) 627-1215 for more information.



FRIDAY NIGHTS ON MAIN

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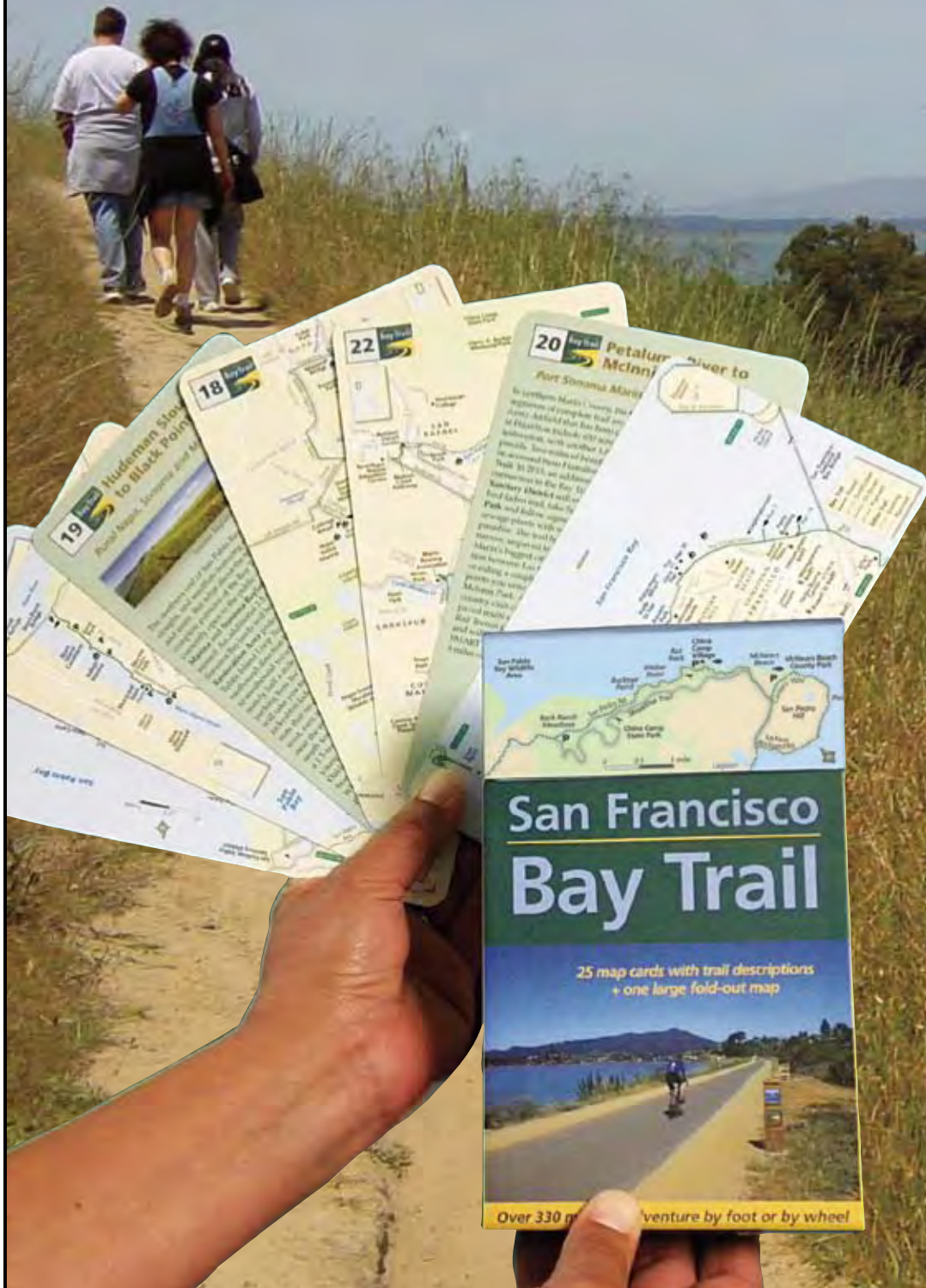
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To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

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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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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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