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March 2011 Vol.12, No.3

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ON OUR COVER



Ross Mirkarimi, who favors investigating the use of barges to move trash out of the City (see page 9), was re-elected fifth district Supervisor in 2008. He was also appointed by the State Senate to the California Coastal Commission in 2009. He has been a longtime champion of environmental protection, consumer rights and public safety. Recently, he helped successfully secure the right to host the America's Cup finals in San Francisco. 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.

New Clipper Kiosk and Store Offer Safe Harbor for Travelers Setting Sail With the All-in-One Transit Fare Card

BY BRENDA KAHN

Commuters setting sail with the ClipperSM transit fare card now have two convenient ports where they can refuel their balance, pick up a fresh card and take care of other Clipper business: the Clipper Customer Service Center at the concourse level of the Embarcadero BART/Muni station in downtown San Francisco, and the Bay Crossings store at the San Francisco Ferry Building.

The Metropolitan Transportation Commission

(MTC) has reengineered and rebranded its Embarcadero BART/Muni transit kiosk to focus on Clipper card sales and service. The kiosk offers a higher level of service and equipment than Walgreens and other Clipper retailers, allowing users to exchange a damaged or defective card for a new one on the spot, instead of having to mail it in to the service center in Concord for a replacement.

Another big bonus: The kiosk is dispensing senior and youth Clipper cards to customers who bring in the required age documentation, saving them from the hassle of

having to go to a transit agency ticket office. The retooled kiosk

and Bay Crossings store are also the only two walk-up locations where consumers can exchange Clipper's predecessor, the TransLink[®] card, for a Clipper card.

Commuters new to electronic fare collection can pick up a fresh Clipper card at the BART/Muni kiosk or Bay Crossings store free of charge (although the current minimum balance for a new card is \$2, and will increase to \$5 on March 1). Whereas value or passes added to the Clipper card online can take several days to register, the kiosk and Bay Crossings store can augment the card balance instantly (as can other participating retail locations).

The BART/Muni kiosk and Bay Crossings store also provide a new level of convenience to commuters

eligible for company transit benefits: Both venues accept both transit benefit vouchers and transit benefit debit cards as valid tender for loading value onto a Clipper card.

"We're bringing Clipper to the commuters, so that they take care of their business on their path to work or home, without skipping a beat," said MTC Project Manager Jacob Avidon.

The staff at the BART station Clipper kiosk and Bay Crossings store also have the training to troubleshoot problems that can arise for commuters new to the fare-collection system. And the staff can explain the intricacies of using Clipper, which functions differently on different systems. Adding to the convenience is the fact that both locations operate for extended hours on



Photo by Noah Berger

The transit kiosk at the S.F. Embarcadero BART station has been retooled as a Clipper Card Customer Service Center that can replace damaged or defective cards, issue senior and youth cards, and replace TransLink cards with Clipper cards.



Photo by Noah Berger

Customers at the Bay Crossings store at the Ferry Building are greeted with a friendly sign announcing the Clipper services available there.

weekdays, while the Bay Crossings store is open on weekends.

MTC has more such enhanced-service Clipper storefront operations in the works, with the next one set to open in downtown Oakland in 2011.

MTC launched the all-in-one, reloadable Clipper card in mid-June 2010 with six participating transit systems — AC Transit, BART, Caltrain, San Francisco Muni, Golden Gate Transit and Ferry, and the Dumbarton Express — and use figures have been soaring ever since. The card is named for the clipper ships of yesteryear, which accelerated travel to San Francisco during the Gold Rush era; in keeping with the nautical theme, the blue-and-white card features a cluster of stylized sails.

In December 2010, SamTrans joined the list of operators using Clipper to collect fares, while Santa Clara County's Valley Transportation Authority launched the electronic fare-collection program in mid-February 2011.

Meanwhile, participating transit operators have been phasing out their proprietary paper passes and tickets, and transitioning their fare systems more fully to Clipper.

There are now more than 625,000 active Clipper cards in circulation around



Photo by Noah Berger

Both storefront locations offer well-trained staff who can troubleshoot problems with the Clipper card.

the region, and weekday trips taken with Clipper now average 374,000, up 480 percent from electronic fare collection levels at the Clipper system's launch in June 2010.

Clipper's New San Francisco Outlets



Embarcadero BART Station Clipper Kiosk

Location: East end of the concourse level
Hours: 5:45 a.m. to 7 p.m. Monday-Friday

Bay Crossings Store

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

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

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

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

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WATERFRONT ACTIVITIES

- Every Saturday** **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.
- March 3** **7PM – 9PM - Tides and Currents - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Kame Richards, owner of Pineapple Sails, shares an exceptional presentation and slide show on the tides and current great advantage; racers to be more competitive and cruisers to reach destinations faster and in more comfort. Don't miss this opportunity in San Francisco Bay. Kame emphasizes how sailors can apply tide and current knowledge to great advantage; racers to be more competitive and cruisers to reach destinations faster and in more comfort. Don't miss this opportunity. Cost is \$20, free to members.
- March 16** **6PM – 8PM - Moonlight Night Sail + Women Only Boat – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is \$40.
- March 17** **6PM – 8PM - Seminar Series (Tides and Currents) - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Understanding San Francisco Tides & Currents Presented by local sailing guru and sailmaker, Kame Richards of Pineapple Sails, as he presents his talk on the tidal currents of San Francisco Bay. Cost: FREE - Everyone welcome. Please call to reserve space.
- March 19** **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.
- March 19** **10AM – 2PM - Bay Cruising Destination Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn about all the great places to go on the Bay from people who have "been there done that." Restaurants, golf courses and anchorages, we've got you covered. Cost: Members \$56/Non Members \$75. Please call to reserve space.
- March 19** **4PM – 6PM - Monthly FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come sail with us on an Introduction to sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- March 20** **9PM – 5PM - Anchoring Clinic - Club Nautique Sailing School & Charters, Sausalito, (415) 332-8001, www.clubnautique.net**
If you've got questions about anchoring or your technique is a little rusty, we've got you covered in this one day on-the-water clinic. Intended for Basic Cruising or equivalently skilled students. Cost: Members \$282/Non Members \$375. Please call to reserve space.
- March 24** **7PM – 10PM - Race Rules 101A - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Whether you are new to the race course or simply feel you need more confidence with the rules to be competitive, this course is for you. We cover only those rules that you, as an amateur racing sailor, need to know in order to navigate the course safely and competitively. Presented by Micheal Whitfield
- March 26** **7PM – 9PM - Knot Tying Seminar – \$25 retail Free for members- OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Take your knot tying skills to a whole new level. Learn all the knots that are utilized in sailing and have all your knot-related questions answered. Cost is \$25, free to members and reservations are required.
- March 30** **6PM – 8PM - Seminar Series (North Bay Destinations) - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Cruising Destinations North of the Richmond/San Rafael Bridge Presented by Club Nautique owners, Don Durant and Dave Moore. Let's go to Petaluma, Vallejo, Benicia and the Delta. We'll talk about these great cruising destinations and pick dates to go sailing! Cost: FREE - Everyone welcome. Please call to reserve space.

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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THE ISLAND'S FOR SALE!

BY CAPTAIN RAY

Got \$22 million to spare? If so, you can purchase a piece of San Francisco Bay: Red Rock. You've almost certainly seen it: a tiny, tall island standing just south of the Richmond-San Rafael Bridge. It got its name from the manganese in its rock, which was mined for a short time after the Civil War. Mining tunnels are still visible on the island's west side.

On a recent morning, we made a trip to Red Rock, departing the Richmond Yacht Club just as the sun was rising. The island lived up to its name, glowing in the early morning sunlight. With a brisk north wind and a strong ebb current setting to the south, we anchored to the south of the island and dinghied up the east side of the island to the red sand beach at the north end.

We considered climbing to the summit, but decided against it because it would disturb nesting birds. (Besides, poison oak is everywhere!) We spent about an hour and a half walking not quite all the way around the island—there is a spot on the southwest side that is impassable. Our group picked up the biggest pieces of trash, marveled at the beautiful but very twisted rock (Franciscan shale, I believe), and enjoyed the views of the Bay from this unique perspective.

Russian and Aleut fur hunters shared this perspective: Red Rock first appears in the written record in 1812 as a camping spot for hunters seeking the once-abundant sea otters. Frederick W. Breechey, a captain in the Royal Navy, drafted the first chart to show the island in the 1820s. He named it Molate Island, a misspelling of the Spanish "moleta," a stone used for grinding pigments.

Because of (completely unsubstantiated) stories of pirate loot buried on the island, it has also been

called Treasure Island and Golden Rock. Periodically, people have dug around on the island, but no treasure has ever been found—no treasure that we know of, that is.

The only person known to have *lived* on Red Rock was Selim Woodworth, who built a small cabin, placed a flagpole on the summit, and called the island home from 1851 to 1856, despite the lack of a permanent fresh water source. Woodworth tried to claim title to the island under the Homestead Act, but the U.S. Land Office Registrar refused the claim, believing the government might want to fortify it or erect a lighthouse. Neither happened, although the Coast Guard did install a fog signal (now abandoned) on a much smaller rock just to the south.

In the early 1920s, during the Harding Administration, Red Rock was sold to a private party. Title changed hands several times and a variety of plans and schemes were proposed for the island. In 1964, a San Francisco attorney acquired Red Rock for \$49,500. In the 1980s, plans were announced to reduce the island's 172 foot height by half and construct a ten-story hotel and casino on the leveled remainder. The plan included construction of a small yacht harbor on

the north side of the island. Power and water were to come from connections to the San Rafael Bridge. Nothing ever came of those rather grandiose plans and, in 2007, the island was put up for sale for \$10 million. By 2010, the asking price had risen to \$22 million.

Before plunking down your money, you should know that because Red Rock's peak was once used as a survey point, the counties of Marin, Contra Costa and San Francisco claim slices of Red Rock's slightly less than six acres. Any proposed project would meet with a horrendous permitting process, not

to mention environmental concerns and other interests.

Perhaps it is best left to the birds.

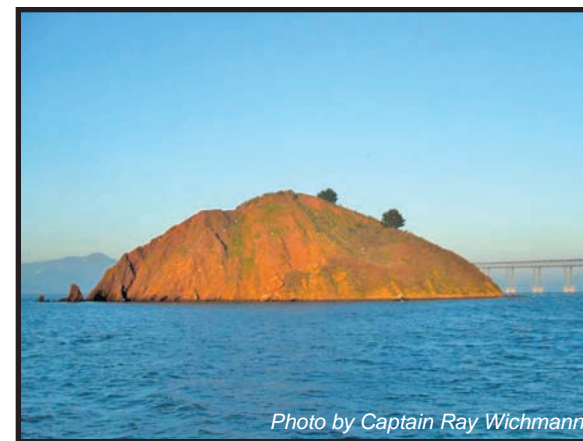
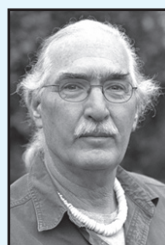


Photo by Captain Ray Wichmann

Red Rock got its name from the manganese in its rock, which was mined for a short time after the Civil War. Mining tunnels are still visible on the island's west side.

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



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A New Chapter for Trade & Shipping

BY PATRICK BURNSON

In a recent briefing at the San Francisco offices of law firm SNR Denton, Hong-Phong Pho, the U.S. Commerce Department's commerce desk officer for Vietnam, Laos, and Cambodia, said shippers should approach the market with a strategic supply-chain goal.

"Companies that seek sharp and clear profit objectives from quarter to quarter will not do nearly as well as those that go in for the long haul and are prepared to gather and carefully analyze information," he said.

The nonprofit California-Asia Business Council (Cal-Asia) held a breakfast briefing for American companies seeking to enter or expand existing operations in the Vietnam market. Steven Potash, a prominent Cal-Asia member, provided "Working Waterfront" with this account:

According to Pho, having a local partner who can help navigate the shoals, including dealing with lingering corruption, "will be critical." He further advised that shippers contact the U.S. Commerce Department for assistance.

A good bit of shipping and port development has occurred in recent years and Pho said there is strong demand for additional shipping infrastructure and capacity. "Market need translates into real opportunity," he said.

Vietnam's economic growth has held up well, although there is a need for the government to balance that against inflationary pressures. He noted that since implementation of the recent bi-lateral accord, Vietnam's exports to the United States have been strong. But the U.S. government is also committed to expanding the export of American goods to Vietnam, as well as services. Trademark and copyright protection are still issues with U.S. exporters, and Commerce Department strongly advises U.S. firms to register their marks in Vietnam for local protection.

One indication of consumer market growth in Vietnam, said Pho, is "teledensity,"

meaning the concentration of telephone connectivity in the population, which has increased from four or five percent in recent years to more than 150 percent. (This reflects the fact that some people maintain more than one telephone.)

Cal-Asia's Executive Director, Jeremy Potash, pointed out that the membership-based group strongly supported the post-war renewal of commercial relations with Vietnam and has taken several trade and

investment delegations into that and other Asian markets. Through regular seminars and briefings, the group provides strategic contacts and market information for U.S. companies doing business in China and the rest of Asia. For further information, visit www.CalAsia.org or call 415-986-8808.

Two Books from Cal Maritime Professors

A pair of Cal Maritime professors have new publications to their credit. The offerings include a book from Professor Tuuli Messer-Bookman, *Close Quarters: A Woman's Guide to Living and Working in Masculine Environments*, and a chapter contributed by Dr. Lui Hebron to the book *China's Energy Relations with the Developing World*.

As the name implies, *Close Quarters* was written to help women work more smoothly, happily, and successfully in any profession where men and women are in close quarters—everything from law enforcement, firefighting and the maritime industry to construction, forestry, and the military. Messer-Bookman said her book challenges the politically correct, hair-trigger sensitivities some women hold regarding sexual harassment and discrimination. It also pays respect to women who have endured sometimes

brutal harassment in order to blaze trails into male-dominated professions.

Captain Messer-Bookman worked as a ship's officer for several years on commercial cargo ships, usually as the only woman aboard. A graduate of the U.S. Merchant Marine Academy at Kings Point, NY, she earned her U.S. Coast Guard unlimited tonnage master's license and sailed over 300,000 sea miles as a merchant marine officer. She then

returned to school and earned her law degree at the USF School of Law. As a full professor at the California Maritime Academy, she teaches all aspects of navigation and U.S. Coast Guard license exam preparation for the Academy's senior cadets. She also trains cadets in the Academy's full-mission ship simulators. Captain Messer-Bookman has written for various maritime publications and is the author of the *Master's Handbook on Ship's Business*, now in its third edition.

She has worked as a maritime consultant and expert witness since

1998, and has testified in both state and federal courts. She and her husband live in Benicia and enjoy sailing regularly. Her newest book can be purchased through the publisher at www.schifferbooks.com, local booksellers, and numerous online retailers.

China's Energy Relations with the Developing World, edited by Carrie Liu Currier and Manocher Dorraj, features input by experts in international relations and Chinese politics. The essays look at China's expanding relations with the Middle East, Africa, Central Asia, Latin America and India; the security implications of China's quest for energy resources; and its impact on relations with world powers such as the United States. The book also examines whether China's competition for energy resources will foster cooperation or conflict with other energy-consuming great powers.

Dr. Hebron, a faculty member in Cal Maritime's ABS School of Maritime Policy and Management and a published expert on Chinese history and foreign policy, contributed the second chapter of the book, which provides a general overview of the changing nature and conditions of Chinese external relations since the founding of the modern Chinese state on October 1, 1949.

More details and purchasing information can be found at www.continuumbooks.com.

Messer-Bookman said her book challenges the politically correct, hair-trigger sensitivities some women hold regarding sexual harassment and discrimination.

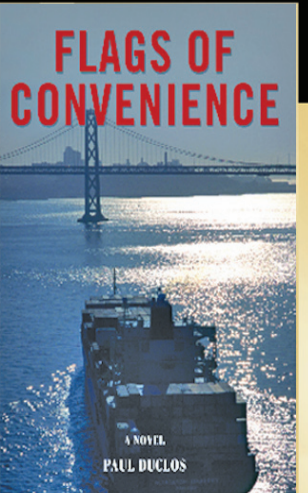
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S.F. Considers Barges for Waste Transportation

BAY CROSSINGS STAFF REPORT

Proposals to use barges on San Francisco Bay to move regional cargo—thereby getting trucks off the road and reducing greenhouse gas emissions—are not new, but may soon get a boost from an unlikely source: San Francisco's garbage contracts.

For years, Bay Area ports, environmental organizations and planning agencies have all talked about a “marine highway” to move freight across the region. This talk has not yet materialized into concrete projects. But at a hearing of the Board of Supervisors Budget and Finance Committee held on February 9, San Francisco Supervisor Ross Mirkarimi quizzed officials from the Department of the Environment about the possibility of using barges to transfer garbage out of the City. Currently, the refuse is taken to a transfer plant in San Francisco for sorting, and then sent on to an Altamont landfill by truck.

“Not to evaluate the merits of a barge pilot project would be a missed opportunity for San Francisco,” Mirkarimi told *Bay Crossings*. “The port is an underutilized asset that is poised to help the city answer important questions relative to how we dispose of our garbage—using barges as a pilot project would likely instruct us as to how we can reduce greenhouse gas emissions while stimulating a maritime port use not seen in years.”

The February hearing was held to consider the awarding of the City's landfill-disposal contract, currently held by Waste Management, to Recology. Recology (and its predecessors) has long been the City's sole garbage collector, having acquired through purchase and consolidation all 97 permits in existence to collect garbage and transport it through the City's streets. The landfill-disposal contract, distinct from the collection contract, governs what happens to the garbage once it is collected from homes and businesses in San Francisco. If it receives the contract, Recology plans to dispose of the City's waste by train to their Yuba County landfill facility, effectively taking trucks off the road.

The discussion about transporting the City's refuse by barge is part of a larger effort by Mirkarimi, Supervisor David Campos and others to mandate competitive bidding for the City's refuse contracts. At the meeting, the committee put Recology's contract award on hold for two months to give time for further consideration.

The baby steps taken at the meeting do not mean that a barge project will become a reality. “The notion of reactivating our port to include a new maritime use for barge delivery will not happen unless the will is there at city hall to change directions,” Mirkarimi said. Still, regional planners are enthusiastic about anything that can reduce traffic, and the San Francisco garbage contract could provide the needed spark.

Insiders say a barge plan could act as a “market maker” that would demonstrate the possibilities of barge cargo and embolden private enterprise to follow suit with more of the same, similar to San Francisco's

traffic on the freeways and bridges is greatly reduced too.”

Environmentalists are tentatively on board the barge plan as well. Stuart Cohen, executive director of TransForm, a respected regional planning organization, said, “We are following with interest proposals to move San Francisco's garbage by barge. The devil is always in the details, but if it results in getting trucks

off one of the most congested roads in the country and improves air quality, then it deserves serious consideration.”

Recology, as of this writing, remains decidedly cautious of the proposal due to unknown costs and environmental issues. Adam Alberti, a spokesperson for



Photo: istockphoto.com

The proposed pilot program would have barges loaded with containerized garbage that would be transported across the Bay, a far cry from the infamous New York City garbage barges of decades past.

For years, Bay Area ports, environmental organizations and planning agencies have all talked about a “marine highway” to move freight across the region.

pioneering use of electric and alternative-fuel vehicles. These barges would be loaded with containerized garbage that would be transported across the Bay, a far cry from the infamous New York City garbage barges of decades past.

One critical question is whether barges can move San Francisco's garbage as well as trucks and trains can. Rich Smith, general manager of Westar Marine Services, said they can. “The laws of physics tell us that weight and volume can be moved over water using barges at a fraction the cost of trucks clogging the roads,” Smith said. “A certain amount of infrastructure work is needed for loading and offloading, but much of that already exists and what is needed beyond that will be paid off over years and years of service. And the environmental benefits are dramatic: ton-per-ton, barges emit 73 percent less greenhouse gas than trucks, and

the company, said that the “impacts are unknown.” Sources, however, tell *Bay Crossings* that Recology may be open to including a pilot project to test using barges.

“Recology has a good record with San Francisco. I like how they've partnered with me and my colleagues on myriad environmental initiatives,” Mirkarimi said. “And yet, we have an obligation to pursue and innovate to find the best waste hauling proposal for our consumers—excluding any assessment of alternative approaches like the barge pilot is unwise.”

Ultimately, it is unlikely that Recology, a company with deep roots in the San Francisco community and a finely tuned political sensitivity, will not win the contract. Yet with an unusual coalition of environmental organizations, transit advocates, unionists and the waterfront

community coalescing behind it, the idea of moving garbage by barge looks to have a chance of coming to pass.

Nor do the unions seem to present a stumbling block as they have in the past. A previous barge proposal—to transport overnight packages by ferry from around the region to Oakland Airport, the Bay Area's air-cargo center—was jettisoned by the powerful International Longshore and Warehouse Union (ILWU), which has jurisdiction over many ferry and barge crews. Overnight express companies, not all unionized, could not come to terms with the union on various aspects of the plan.

But the ILWU has recently proven more flexible on the topic of refuse barges. According to Marina Secchitano of the ILWU Marine Division, “The ILWU welcomes the prospect of moving garbage out of San Francisco by barge. Our members are enthusiastic about this environmentally responsible idea that will reanimate San Francisco's working waterfront while putting our members to work,” Secchitano said. “We believe the project will become a national model for using inland waterways to improve traffic, clean the air and cut down on oil use. Our membership stands ready, willing and able to make it happen in a way that works for everyone.”

The Port of San Francisco's beleaguered working waterfront is unambiguously enthusiastic. Roiled by decades of trials and tribulations and reduced to a shadow of its former self, denizens are crossing their fingers that a revival may be at hand.

50 Films, 5 Days, 1 Ocean:

8th San Francisco Ocean Film Festival Sets Sail

BY KATI SCHMIDT

Majestic. Powerful. Mysterious. Threatened. Endless numbers of words can be used to describe the world's vast ocean, its inhabitants and those who study it, play in it and protect it. Taking filmgoers on a five-day journey from San Francisco Bay to the Baltic Sea, Costa Rica to Antarctica and beyond, the San Francisco Ocean Film Festival will splash into Theatre 39 on PIER 39 from March 9 to 13.

Billed as North America's premier "cinemaquatic" event, the San Francisco Ocean Film Festival, which is presented by National Marine Sanctuaries, The Bay Institute and Aquarium of the Bay, features more than 50 films divided into 12 programs over its five-day run. More than just movies on the screen, the San Francisco Ocean Film Festival continues the conversation long after the credits have rolled, with Q&A sessions and panel discussions by filmmakers, producers and ocean champions.

"With the Bay as our backdrop, it's only fitting that the San Francisco Ocean Film Festival, now in its eighth year, be

the premier film festival of its kind for learning more about the world's ocean, marine life, and environmental concerns as seen through the eyes of accomplished filmmakers from around the world," said Festival Director Ana Blanco. "With the support of our donors, sponsors and volunteers we are excited to take festival goers on an unforgettable five-day voyage of amazing films."

"Our ocean is a place of great power and majesty, but it still needs our help," said Maria Brown, Gulf of the Farallones National Marine Sanctuary superintendent. "Through top-quality films, and through lively discussions related to ocean issues, the festival helps us to realize that we are akin to the sea, and must embrace and protect it."

The San Francisco Ocean Film Festival opens with *Sex Under the Sea*, featured in the Opening Night Filmmakers Reception, and fittingly ends with *Change for the Oceans*—a message that will be shared throughout the various events and film programs.

Wading Through the Reels

Each member of the San Francisco Ocean Film Festival's film committee, led by Keith Howell, M.J. Schramm,



Meet "The Coral Gardener," Austin Bowden-Kerby, who brings together his love of gardening, and passion for the underwater world, to do something very special for the coral reefs, and communities, of Fiji.

Sidney Hollister, Pamela Morse, Diane Brockob, Sarah Haas, Kathi Koontz, Chris Paganelli and Peter Winch, with support from David McGuire, deserves an Oscar for selecting the 2011 lineup from more than 150 films entered.

"As the Surf Program 'ambassador,' I'm pleased the Film Festival has a tradition of screening high-quality, award-winning and action-packed surf shorts and features that raise the stoke and make us think while appealing to the diverse perspectives of the community: the travelers, artists, activists, seekers, weekend warriors, adrenaline junkies and rippers," said Morse. "Features like this year's *The Westsiders* tell stories that give greater meaning to our choice of communion with the sea."

"Danish author Isak Dinesen once said, 'The cure for anything is salt water—sweat, tears, or the sea.' My belief is that our festival goers, and others who love the ocean so fiercely, have a higher percentage of saltwater in our veins than others of our species. That is why the ocean calls so compellingly to us, and connecting

through the festival is one way we can respond," said Schramm.

While filmmakers from near and far submit work into the San Francisco Ocean Film Festival, documentaries, movies and shorts by local filmmakers include:

- *A Wave of Change* by Kip Evans
- *Amazing Jellies* by Gabriela Quiros and Lindsay Kelliher of KQED QUEST
- *Birdathlon* by Karen Lewis
- *Change for the Oceans* by Jonah Sach
- *Home for Hawksbill* by Jordan Plotsky
- *Killer Whales* by Kevin Bachar and Joey Allen
- *Sanctuary in the Sea* by Bob Talbot
- *The Bay vs. The Bag* by Jonah Sachs
- *The Great White Shark: Meet the Man in the Gray Suit* by Chris Bauer and Lindsay Kelliher of KQED QUEST
- *The Westsiders* by Joshua Pomer
- *Willem and the Whales* by Kate Miller
- *Yao Ming Shark Fin Soup PSA* by Kevin Donovan



Photo by Jackie Forster

Come face to film with orcas and learn more about these social mammals and effective hunters, during the Film Festival's first family program.

Highlights for the 8th Annual San Francisco Ocean Film Festival Include:

- **Opening Night Filmmakers Reception:** Salty, savory and sultry, partygoers will view *Sex Under the Sea* and a sampling of other short films, before heading next door to party with the sharks, rays and thousands of other local aquatic animals at Aquarium of the Bay. The Opening Night reception includes hosted sips and nibbles by Fog Harbor Fish House, Greens Restaurant, Hog Island Oyster Company, Kermit Lynch Wine Merchant, Promenade Wines, Sweet Things Bakery and others. Tickets are only \$60 for this benefit event.
- **Surf Film program: Friday, March 11 at 7 p.m.:** The program includes the features the San Francisco theatrical premieres of the award-winning *The Westsiders*, *Ocean Monk* and *Monsterboards*. Representatives from each will be in attendance for Q&A.



Photo courtesy of KQED QUEST

The film, "The Great White Shark: Meet the Man in the Gray Suit," will be included in Saturday's "Sharks & Vanishing Marine Life" program, at 1pm.

Off the Screen Conversations

Two topics making recent headlines—protections for dwindling shark populations and establishing an international network of Marine Protected Areas—will be presented to audiences through special panel discussions, complementing the Film Festival lineup.

Friday's 1 p.m. film program features three films focused on: establishing Marine Protected Areas (MPAs) in California; the development of Mexico's Loreto Bay National Park; and ways in which an unlikely alliance of surfers and fishermen successfully battled to save Baja's most iconic spots. Fishermen, scientists and conservation leaders from California and Mexico will lead a panel discussion following the films on the challenges associated with MPAs.

"The ocean is in serious trouble right now. If you consider that 50 percent of the world's coral reefs are in trouble



Photo by Danielle Heinrichs

Manta Rays – huge, graceful and threatened.

and Jared Huffman (D-San Rafael) that would ban the possession, sale, trade and distribution of shark fins in California, will be discussed in a panel discussion following Saturday's 1 p.m. "Sharks & Vanishing Marine Life" film program. Organized by Sea Stewards Director David McGuire, the discussion will be held next door to the theatre in Aquarium of the Bay's Farallon Room.

"With sharks and vanishing marine life increasingly in the news, this is an opportunity to experience the excitement, the beauty, and the issues facing our most precious resource: the ocean," said McGuire.

Visit www.oceanfilmfest.org for a full Film Festival lineup and to purchase program tickets, Film Festival passes, discounted parking passes, specially priced meal packages at Fog Harbor Fish House and more.

8th Annual San Francisco Ocean Film Festival at a Glance

When: March 9 -13, 2011

Where: Theatre 39 at PIER 39

Cost:

- Individual program tickets:
 - Adults: \$12
 - Seniors (ages 65+) and Students: \$10
 - Children (ages 12 and under):\$8

All individual program tickets include free admission to Aquarium of the Bay.

- Family Program tickets (Saturday and Sunday at 10am):
 - Adults: \$10
 - Children: \$5

All family program tickets include free admission to Aquarium of the Bay

- **Family Programs – Saturday, March 12 and Sunday, March 13 at 10 a.m.:** New for 2011, the Film Festival is launching a family-focused lineup, complete with discounted admission rates. Saturday's lineup includes gems such as *The Physics of Surfing* and *Killer Whales*; Sunday's family program features the turtle conservation film *Home for Hawksbill* and the Hawaii big-wave focused *Chasing the Swell*.
- **Continued Underwater Exploration at Aquarium of the Bay:** For the first time, all tickets will include complimentary admission to Aquarium of the Bay, conveniently located next door to Theatre 39.

and that there are growing problems of ocean acidification, overfishing and many other issues, you will see that we need to act now—we are running out of time," said Kip Evans, filmmaker for *A Wave of Change*, one of the films highlighted in the MPA-focused program. "As a filmmaker, I want to highlight the positive steps that are being taken, actions that precipitate significant change. Marine protected areas may be our last chance to protect the ocean before it's too late."

The recent introduction of AB 376, co-authored by California Assembly members Paul Fong (D-Cupertino)

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Bay Area Firm Tackles Festival Trash

BY BILL PICTURE

For most of us, having to choose whether to put trash into the recycling bin or the garbage bin is one of the tedious-but-necessary prices we pay for living in today's world—a simple chore that minimizes our environmental impact. But for Mary Munat, founder of Green Mary, a firm that devises and implements waste-diversion strategies for large events happening throughout the Bay Area, sorting trash is both a passion and a livelihood.

“This is going to sound crazy, but figuring out how to keep more trash from ending up in landfills literally keeps me up at night,” Munat joked.

The Bay Area hosts dozens of large events each year—from the wild-and-crazy Bay to Breakers footrace to the already eco-friendly Green Festival held annually at San Francisco's Fort Mason complex. With attendance figures averaging in the tens of thousands (attendance at last year's Hardly Strictly Bluegrass event in Golden Gate Park drew nearly 750,000 music lovers), a single event has the potential to generate thousands of pounds of landfill-bound waste. Munat offers her expertise in trash, along with the necessary manpower, to the organizers of these events to help ensure



Educating the public about what is recyclable, what is compostable and what is garbage is a large part of the Green Mary mission. Green Mary does that by creating easy-to-understand signage to post near its EcoStations, the trash receptacles strategically scattered throughout an event's footprint.

that a day's worth of fun in the sun doesn't leave a footprint on the planet that can last for decades or even centuries.

Munat works with event producers to determine in advance, based on attendance

projections and event layout, the number and placement of EcoStations (three-bin stations with easy-to-understand signage explaining what kind of trash should be tossed into each container) needed to handle the waste that will be generated. Then, on the day of the event, Munat and her team of earth-loving worker bees set up a sorting station on-site, where they pick through the waste that's collected to make sure that nothing recyclable or compostable ends up in landfill.

“That's the part we love, getting our hands dirty,” she said. “And it's the most important part. The only way we can make sure that things end up in the right place is to get our hands in it.”

Growing up green

Munat credits her passion for waste diversion to her childhood in Vermont, where to this day many residents must haul their own trash to the closest dump and then pay a per-pound fee for anything that can't be recycled or composted.

“They don't come to your house every week to pick up your trash, like they do here,” she said. “You drive it to the dump and sort through it right there yourself.”

Of course, not even Munat could have foreseen her family's weekly trash ritual later becoming a way to help save the planet and put food on the table. In fact, it wasn't until 2001, while volunteering at the Health & Harmony Festival, an annual arts



North-Bay-based Green Mary works with event producers to devise waste diversion strategies and help minimize the environmental impact of large events.



and music festival held in Sonoma County, that she had the moment of realization that led to the founding of Green Mary.

“Julia Butterfly Hill was one of the speakers that year, and she said we need to stop talking about saving the world and actually do something,” Munat explained. “Later that day, I noticed these huge bins of unsorted trash and a light bulb went off.”

Munat pitched her idea for a “zero-waste” event to the Health & Harmony Festival’s organizers first, explaining to them that the idea was both good for the environment and good for the event’s public image. They agreed. And with Health & Harmony onboard, Munat began knocking on the doors of other big events, like San Francisco’s Carnivale celebration.

“And word spread fast,” she said. “Next thing I know, event producers are coming to me to ask for my help, and people are tracking me to down to say they like what I’m doing and want to work for me.”

It takes an army

At the very beginning, the Green Mary team consisted largely of marginalized Bay Area residents, including homeless persons and recovering addicts, for whom the work was a way to help get their lives back on track.

But as word of Green Mary’s noble mission has spread, the team has grown to include more and more “eco-groovy” people, as Munat describes them. “They want to change things,” she said. “Friends are bringing friends in, and people are moving here for the summer season from other parts of the country to help out.”

At last count, Munat’s team numbered more than 100 people, allowing Green Mary to provide its services to multiple events on a given weekend. Last year alone, Green Mary added 150 events to its resume.

Still, the Green Mary system is a work in progress, she says, and requires constant evaluation and tweaking. The system must constantly be adapted to suit not only the needs of each event, but also the way that cities process trash after it leaves Green

Mary’s sorting station, as methods often vary from municipality to municipality.

For instance, biodegradable corn-based plastics, once touted as the green alternative to petroleum plastics, are no longer being accepted by some composting facilities because they claim corn-based plastics do not completely break down. To ensure that a container of compostables doesn’t end up in landfill, Munat has to make sure that the contents of that container meet the standards set by the composting facility that is to receive it.

Clearing the hurdles

Staying on top of each municipality’s ever-changing rules and standards is just one of the challenges that Green Mary faces. Another one is combating the failure of some municipalities to properly train trash collection drivers and the staff at processing facilities. Munat recently took it upon herself to make a training video, which she has offered for free to waste management companies for them to show to their staff.

“I’ve actually blocked containers in with my car and slept there until the driver shows up so I can talk to him,” she said. “And I hang out at the landfills all the time to watch the trash come in, examine the process and make sure nothing is ending up there that shouldn’t be there. If something’s not right, I’m on the phone to whoever is in charge. I don’t mind being the tattletale.”

Of major concern to Munat lately, however, is littering at events, the instance of which she says is sadly on the rise.

“It’s really depressing,” she said. “People are drunk or maybe they’re just having a good time and not paying attention. Maybe they just figure someone else will pick it up. It’s an assault on the planet. The one thing I haven’t figured out how to do yet is make people care. But I’m working on it.”

For more information on Green Mary, visit www.green-mary.com



Photo: green-mary.com

The Green Mary team sorts through the trash collected at events by hand to ensure that compostable and recyclable materials don’t end up in landfills.

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CULTURAL CURRENTS

Pulp Fact, Pulp Fashion and Photo Dreamscapes

BY PAUL DUCLOS

The book’s title may sound like fiction, but *Gold, Silk, Pioneers & Mail* is a work of true scholarship written by Robert J. Chandler, Ph.D. and Stephen J. Potash. Potash’s name may ring a bell from the “Working Waterfront” column on page 8, where he provided an account of a recent trade event. Potash, you see, is a true believer in the promise—past and present—of free waterborne commerce in San Francisco.

The book, published by Friends of the San Francisco Maritime Museum Library, deals with the bygone days of the Pacific Mail Steamship Company. It is a rousing page-turner, which comes as a surprise because, among other things, primary-source

materials surviving these voyages are rare. The authors note that millions of people entered and exited California by steamer between 1849 and 1869.

“Life aboard steamers was to be endured and not written about,” the authors note. “Men for the most part went east on business and returned. They tolerated travel as one of those things that could not be changed.”

“Pulp Fiction: The Art of Isabelle de Borchgrave” at the Legion of Honor

For more than fifteen years, the Belgian artist Isabelle de Borchgrave has been producing a completely original body of work that is quite easy to explain but very difficult to categorize. Her central project has been to recreate exquisite, life-size historical costumes entirely from

paper. Taking inspiration from the rich depictions in early European paintings, iconic costumes in museum collections, photographs, sketches and even literary descriptions, de Borchgrave skillfully works paper to achieve the effect of textiles: crumpling, pleating, braiding, feathering and painting the surface.

The artist’s exhibition “Pulp Fashion: The Art of Isabelle de Borchgrave” is on view February 5 to June 5 at the Legion of Honor as part of the Collection Connections series. Fine Arts Museums director John E. Buchanan Jr. said of the exhibition, “I am proud to say that this exhibition, so appropriately presented in the galleries of our Legion of Honor museum, is the first to offer an overview of the artist’s most important bodies of work: from the white dresses and *Papiers à la Mode* to the Fortuny and Medici collections and her newest creations.” A special section focuses on the making of a new work inspired by a seventeenth-century Italian portrait in the collection of the Fine Arts Museums of San Francisco

Mario Duse: Pt. Richmond Photographer

Ancient buildings, gnarled trees, waving grasses by the sea—places left unchanged for centuries—are the subject matter for this gifted artist. Duse, who lives in San Francisco, has a studio by the Bay in Pt. Richmond and travels the world to capture new images. He prefers to use a medium format camera along with 120 film because it allows for a sharper, more saturated image.

“I shoot in natural light only, at various times of the day and from different angles, a process akin to meditation,” Duse said.

The photographs are printed on Fuji Crystal Archive Paper and mounted and matted to museum standards using only the finest acid-free materials. In addition to his studio location, Duse’s photographs can be found on the City’s streets and at juried art fairs nationwide.

For more, visit www.luciano-photography.com.

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GEM ON THE BAY

BY FRANCES BELLOWS

The *Potomac*, President Franklin D. Roosevelt's beautifully restored "floating White House," is docked at Jack London Square and provides a thrilling mix of history, fun and a local tie-in to Elvis Presley. What's not to love? As a San Francisco native, I am embarrassed to say that I put off visiting this 165-foot labor of love for far too long.

Since its 1995 public debut, the *Potomac* has offered an amazing chance to experience the end of the Great Depression, the New Deal, and the WWII years while standing on the same decks as the key players. Between 1939 and 1945, FDR used this yacht as a venue to charm visiting royalty and as a treasured escape from White House cooking. The White House head chef believed that if food couldn't be boiled, it shouldn't be eaten. Food aficionados can understand why our 32nd President boarded this cutter at every opportunity to enjoy fresh seafood and a fine martini.

In addition to 24 history cruises a year, the *Potomac* has 14 specialty events that continue the tradition of fine food



The Presidential Yacht, *Potomac* was once used as the "floating White House" by President Franklin D. Roosevelt. These days she can frequently be seen cruising Bay Area waters or visited at Jack London Square but now she needs your help.

in a beautiful setting. Picture a Mothers Day tour of the Bay complete with an excellent buffet and Mimosas. (Yes, dear family, that is a hint.)

Professor Glenn Gordinniere, director of Mystic Seaport's maritime education, recently told me that the City's Hyde Street Pier has the world's largest collection of historically accurate vessels afloat. For a truly unique experience, board the *Potomac* for a water-side view of these vessels, including the 1886 square-rigger *Balclutha* and the colorful Chinese junk *Grace Quan*.

For families, the best news is that the docent-led dockside tour is free to children under 12. The *Potomac* has also been an unsung hero to our public school children by offering 16 cruises a year, complete with curriculum, reading materials and activities for teachers. These are completely free.

The docents are among the dedicated 112 volunteers who keep the *Potomac* shipshape. Just to shake up our image of docents

as kindly retirees, the ship's youngest docent is 14 years old and recently gave his first solo talk to a group of 100 Girl Scouts. The Potomac Visitor Center Museum even has programs for college-age Museum Studies interns.

The private charters, special cruises, and dockside events allow all of us to party like kings and queens. Literally. King George VI and Queen Elizabeth cruised with FDR to George Washington's home at Mt. Vernon. And speaking of kings, Elvis Presley later owned the yacht before donating it to Danny Thomas' St. Jude's hospital. You can stand on the very same deck as the smiling Elvis in a 1964 photo.

What's next for the *Potomac*? There's good news and bad news.

The good news is that there are the incredibly fun events coming up, such as an Opening Day on the Bay cruise with characters such as Emperor Norton, Lily Coit, Jack London and Sarah Winchester. Talks are in the works for a spring micro-brewery dockside event and in honor of FDR's fondness for a really good martini.

The bad news: The *Potomac* is one very classy gem in the crowning glory that is the San Francisco Bay, but it is facing a number of serious challenges. A required dry docking, increased port fees and other expenses have torpedoed it

below the waterline and are threatening its continued operations. Considering all of the benefits the ship offers, its financial needs are very modest—for example, educational programs for a year add up to only \$63,000. The ship and her crew are reaching out to the community for support in these times.

Michael Roosevelt recently stated in a letter to potential donors, "No one planned for two years of recession, which has essentially cut the *Potomac's* operating income by 50 percent and has made it extremely difficult to attract corporate giving. The result is that we have almost completely exhausted our rainy day reserves. It has put us in a position where we must call on all of those who love the *Potomac* and the era she represents to help." If you think that you can help support this worthy cause, please contact Marti Burchell at mburchell@usspotomac.org or (510) 627-1667.

Another easy, free and enjoyable way to get acquainted with the *Potomac* is to enter a contest to win four free tickets to Fleet Week (a \$500.00 value). You can upload a photo or short video on, beside or about this gorgeous, floating National Historic Landmark by June 30 to info@usspotomac.org. Facebook friends will vote on the winner and get the chance to win two free dockside tours. For more details, visit www.usspotomac.org.



The *Potomac* also offers 16 free cruises a year to our public school children, complete with curriculum, reading materials and activities for teachers.

Islands of San Francisco Bay

BY SEJAL CHOKSI

Shivery winter weather has been the daily forecast this season, with snowstorms in the East and even the occasional blustery winds and rains around the Bay Area. For many people, cold weather brings to mind warm comforts of hot cocoa, slow-cooked soups, fleece blankets and wishful thoughts of island getaways. But Bay Area residents may not have to book a flight to the tropics to enjoy an island experience. There are more than 15 islands right here in San Francisco Bay, and some of these picturesque habitats are worth visiting:

The best known Bay Area island experience is **Alcatraz Island**. A former prison whose most notable inmate was Al Capone, the facility was closed in 1963

due partly to the sewage pollution to the Bay created by the 250 prisoners. Now part of the Golden Gate Recreation Area, the island is home to the California slender salamander and is visited yearly by throngs of sea birds (including cormorants, western gulls, night herons), as well as harbor seals and tourists.

Another popular destination is **Angel Island**, part of the California State Parks system. Formerly an immigration station that housed more than a million Asian immigrants through 1940, the island has two active lighthouses and is now a central spot in the Bay for hiking, biking, camping and picnicking.

Alameda Island on the Oakland Estuary boasts a population of more than 70,000 residents, quaint Victorian architecture and a popular Independence Day parade. Wind surfers and kite boarders



One of the most unique islands in the Bay is East Brother Island, located just off the Richmond shoreline. The tiny island is home to a historic lighthouse that has been converted into a bed and breakfast with spectacular 360-degree views.

frolic along the shoreline of Crown Beach, one of the best urban beaches around the Bay with vistas of the Bay Bridge and San Francisco. The Island is also now home to the museum ship *USS Hornet*, a former aircraft carrier. In addition, Alameda's shoreline supports the important and rare eelgrass habitat. The adjacent **Bay Farm Island** is not actually an island.

Brooks Island is located just south of the Richmond Inner Harbor and is part of the East Bay Regional Park District. Once home to Native American Ohlones, it also has housed a sheep farm and shrimp factory. The island now provides salt marshes and tidal flats that are a protected nesting site for many of the Bay's birds, including egrets and herons. The island is now accessible only with a regional park permit.

The **Brothers Islands** (East and West) are located in the Bay near the Richmond Bridge. They were historically designated military property in the 1860s but were never put to use. East Brother Island is now owned by a non-profit that runs a historic lighthouse and a Victorian bed and breakfast with spectacular 360-degree views of the surrounding shorelines.

Red Rock Island is the Bay's only privately owned island and is located near the Richmond-San Rafael Bridge. Developers have tried in the past to create a luxury hotel and casino, but because the three counties of San Francisco, Contra Costa and Marin all converge on the island, there has never been a consensus for approval. As of last year, the island was for sale, listing price: \$22 million. See Captain

Ray's column on page 7 for more on Red Rock Island.

Artificially created from dredged fill to host the 1939-40 World's Fair, **Treasure Island** has great views of the San Francisco skyline. San Francisco had plans to locate the new airport there after the Fair, but then decided that more space was needed. Now the island houses around 2,000 residents and is a popular filming location for movies and television shows. According to the EPA, however, the site of the former naval facility contains highly contaminated soil and groundwater, which is scheduled for cleanup.

The **Marin Islands (East and West)** are located in the waters near San Rafael and, along with the surrounding tidelands, are part of a 340-acre national wildlife refuge. The islands are only accessible with a U.S. Fish and Wildlife permit, but kayakers can witness the largest egret and heron rookeries in the region.

So the next time the skies are blue and the wind is calm, you can hop on a boat, ferry or in a kayak and experience local island life for yourself. And for information on how Baykeeper works to protect the Bay's islands and many other diverse habitats from pollution, please visit our website at www.baykeeper.org.



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Sejal Choksi, is the Senior Program Advisor at Baykeeper, which uses science and advocacy and the courts to protect the Bay.



Delta Wine Lovers Rejoice

BY JAH MACKEY

Napa Valley has long claimed dominance over the California wine industry, but the Delta is also an emerging wine lovers' paradise. Napa vintners should rest easy that their reputations are intact; however, their wines are not without equals.

Farming in the Delta has a long and glorious past, with farmers from all over the world settling the area over the past two centuries. In my explorations of these intimate family-owned vineyards, I discovered two locations in particular—Scribner Bend Vineyards in Sacramento and Bogle Vineyards in Clarksburg—that share a similar foundation while offering vastly different interpretations of the gods' nectar.

The Bogle family has been farming in the Delta since the mid-1800s, but it wasn't until 1968 that the father-and-son team of Warren and Chris Bogle planted their first 20 acres of wine grapes. Today Bogle farms over 1,200 acres of wine grapes and is the fourteenth-largest winery in the United States. Patty Bogle, longtime owner and winery manager, died while this issue was going to press; her son, sixth-generation farmer Warren Bogle, is the vineyard manager.

"While being a family-owned winery is a common theme in the Delta, Bogle has committed itself to producing an exceptional wine at a very reasonable price," said Shaun Kelish, Bogle Vineyards' tasting room manager. "I believe our varietally correct wines, the Bogles' day-to-day participation and a strong wine club membership have been keys to our success."

Family farming is not only a repeated theme throughout the Delta, it is a shared foundation. Mark Scribner of Scribner Bend Vineyards represents the seventh generation of Delta farmers in his family. The Scribner family patriarch, George Washington Scribner, settled on the Sacramento River in 1893. The original barn built in 1918 was renovated in 2002

and now serves as the tasting room and event center.

But Delta winemaking is not just for the old guard. "I was a flight attendant for 17 years prior to arriving here. My only professional experience with wine was the ability to pour a glass 37,000 feet and not spill a drop," said Sue Gothberg of Scribner Bend Vineyards. "I really wanted to learn something new and Mark gave me the opportunity."

So what is special about these wines? Well, the proof is in the awards cabinet. Most recently, Bogle's 2009 Chardonnay took home the "double gold" in the 2011 San Francisco Chronicle Wine Competition for the Best Chardonnay up to \$9.99, and the 2008 Merlot took home bronze honors for the Merlot up to \$9.99. Scribner Bend's 2007 Tempranillo took home the silver medal in the Tempranillo class, and their 2009 Fiano took the silver in the Italian Other White Varietals and Blends class.

You can acquaint yourself with these special wines by joining Bogle's wine club, the Band Wagon, and Scribner's wine club, Benders. The clubs are a great way for guests to sample the many varietals and blends produced by each vintner, typically at a reduced price.

"My wife Stacey and I love to get away from our 60-hour plus work week and our family responsibilities to enjoy a really relaxing atmosphere so close to home," said Timothy Harrington, a Band Wagon member. "The fifteen-minute drive from our Sacramento home makes visiting Bogle like having a vineyard in our backyard."

Both vintners have developed very successful marketing niches as well as very affordable award-winning wine. If you are an aficionado, I would highly recommend a Google search for Delta wineries. If you are up for an adventure, then I recommend that you mark your calendars for April 2 and 3 from 11 a.m. – 5 p.m. for the Clarksburg Wine Growers' "Spring Fling" or the California Delta Chamber of Commerce fund raiser "Taste of the Delta" on July 17 from 1 p.m. – 4 p.m.



The Bogle family has been farming in the Delta since the mid-1800s, but it wasn't until 1968 that they planted their first 20 acres of wine grapes. Today, Bogle Vineyards is the fourteenth-largest winery in the United States.

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GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	09:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur Sausalito			
11:10	11:45	11:55	12:30 p.m.	Daily Daily			
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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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	Weekends and Holidays from San Francisco					
4:40	4:30 [^] *	5:10	-----	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland		
5:50	5:40 [^] *	6:15	-----	9:15 a.m.	9:25 a.m.	10:10 a.m.	9:55 a.m.		
6:20	6:10*	-----	7:00	10:50	-----	11:20	11:30		
6:55 [^]	6:45 [^] *	7:20	-----	1:00 p.m.	1:10 p.m.	1:30 p.m.	1:45 p.m.		
7:55 [^]	7:45*	8:20	-----	3:30	3:45 p.m.	4:05	4:15		
8:55 [^]	8:45*	-----	9:25	5:00	5:15	5:35	5:45		
				6:30	6:40	7:00	7:10		
Weekdays from San Francisco				No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day. Regular weekday service on Martin Luther King Jr. Day					
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	FARES:					
-----	6:30 a.m.#	7:15 a.m.	7:05 a.m.	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass	
-----	7:35#	8:20	8:10	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
-----	8:40#	9:25	9:15	Junior (5-12)	\$3.50	\$7.00			
10:15 a.m.	10:30	10:50 [^]	11:00 [^]	Child under 5*	FREE	FREE			
12:00 p.m.	12:15 p.m.	12:35 p.m. [^]	12:45 p.m. [^]	Senior (65+)*	\$3.75	\$7.50			
1:45	2:00	2:20 [^]	2:30 [^]	Disabled Persons*	\$3.75	\$7.50			
3:45	4:10	4:30 [^]	4:40 [^]	Active Military	\$5.00	\$10.00			
-----	5:20	5:40	5:50	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.					
5:20	5:45	6:10	6:20						
-----	6:25	6:45	6:55						
-----	7:25	7:45	7:55						
-----	8:25	8:45	8:55						

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

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

Blue & Gold Ferry

BAY CRUISE

Depart Pier 39

Weekdays		Weekends and Holidays	
12:00 a.m. 1:15	2:30 p.m. 4:00	10:45 a.m. 12:00 1:15 p.m. 1:45	2:30 p.m. 3:15 4:15

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

FARES: All prices include audio tour.

Adult	\$24.00	Junior (12-18)	\$20.00
Senior (62+)	\$20.00	Child (5-11)	\$16.00

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

ANGEL ISLAND - S.F.

Weekdays - Daily Departures Pier 41

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:00 a.m.	10:20 a.m.	3:10 a.m.	3:50 a.m.

Weekends - Departures Pier 41

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35 a.m.	11:00 a.m.	11:05 a.m.	12:20 a.m.
-----	-----	3:50 p.m.	4:55 p.m.

ANGEL ISLAND FARES*

	SF PIER 41 (One Way)	SF PIER 41 (Round Trip)
Adult (12+)	\$8.00	\$16.00
Child (ages 6-12)	\$4.50	\$9.00
Child (5 & under)	FREE	Free

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

TIBURON COMMUTE

TIBURON - S.F. Ferry Building

Weekdays

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

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:40 a.m.	11:45 a.m.	12:05 p.m.
12:10 p.m.	12:50 p.m.	12:55 p.m.	1:15
1:20	2:05	2:10	2:30
2:35	3:25	3:30	3:50

Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:35 a.m.	11:50 a.m.	11:55 a.m.	12:20 p.m.
12:30 p.m.	1:20 p.m.	1:25 p.m.	1:50
2:00	2:45	2:50	3:15
3:20	4:25	4:30	4:55

No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day

FARES: One-way Round-trip

Adult	\$10.00	\$20.00
Child (5-11)	\$5.75	\$11.50

For the most current schedule, visit <http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm>

TIBURON - Pier 41

Weekdays

Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
11:00 a.m.	11:20 a.m.	11:25 a.m.	12:05 p.m.
12:10 p.m.	12:30 p.m.	12:35 p.m.	1:15
1:20	1:40	1:45	2:30
2:35	2:55	3:00	3:50
4:05	4:45	-----	-----
-----	-----	7:45	8:05

TIBURON Weekends and Holidays

Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
10:35 a.m.	11:20 a.m.	11:35 a.m.	12:20 p.m.
12:30 p.m.	12:55 p.m.	1:05 p.m.	1:50
2:00	2:25	2:30	3:15
3:20	4:05	4:10	4:55

FARES: One-way Round trip

Adult	\$10.00	\$20.00
Child (5-11)	\$5.75	\$11.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

Baylink Ferry

VALLEJO

VALLEJO - SAN FRANCISCO

Weekdays

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

Weekends and Holidays

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
10:00 a.m.	11:10 a.m.	11:30 a.m.
1:00 p.m.	2:10	-----
4:30	6:00	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.

Red & White

BAY CRUISE

Pier 43 1/2

Monday through Sunday

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

FARES:

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

Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.

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

No weekend service

FARES:

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

Fare:

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

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays (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)

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

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



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www.baycrossings.com

Two More Challenges Officially Accepted: France and Australia

Teams from France and Australia officially registered as America's Cup challengers in January, bringing with them long histories of competitive sailing.

Energy Team, the new French challenge headed by famed sailors Bruno and Loïck Peyron, was officially registered as a challenger at the end of January and will benefit from the prestigious support of the Yacht Club de France.

Russell Coutts, CEO of Oracle Racing, said, "It's fantastic that we've got another team in the America's Cup and what should be a very competitive one. Obviously Loïck and Bruno Peyron have a lot of multihull experience and they know how to campaign these boats and Loïck was very involved in the last America's Cup. So I think it's fantastic that they are in this. I know they have wanted to get into this and it's great to see they have lodged their entry."

The Yacht Club de France, founded on 15th June 1867 under the patronage of Emperor Napoleon III, it is one of the most prestigious yacht clubs in France. Among its members, it has included such famous people as Jules Verne, Virginie

Hériot, Alain Gerbault, Commander Charcot, Marin-Marie and more recently Eric Tabarly.

To mount its challenge, Energy Team has signed an exclusive partnership with Multiplast, a boatyard based in Vannes (Brittany) that is one of the international references in the world of multihull construction. The Multiplast yard will be reserved for Energy Team, and construction of the first AC72 catamaran will begin in September, with her launch planned for April 2012. Yann Penfornis, managing director of the yard, will be coordinating the AC72 design and construction teams under the supervision of Loïck Peyron.

The first AC45, the little sister to the AC72, will be delivered to Energy Team in March 2011, so they may begin training in Auckland.

Elsewhere, Australia is returning to Cup competition for the first time in over a decade. Australia has a storied history with the America's Cup, with a memorable 1983 victory. Australia has also challenged for the Cup on seven previous occasions and sought to challenge on another three.

The Australian Team is progressing

with intensive work on all fronts: Crew selection is taking place, the technical programme is underway and the formal structure, including legacy provisions, is being cemented in collaboration with Deloitte. Further announcements, including the name of the challenging Australian yacht club and key appointments, will be released shortly. Check out www.ausac34.com for ongoing information on the Australian challenge.

Boat One Officially Commissioned Upon Its Handover to America's Cup Race Management

With its technical shakedown now complete, the prototype for the new AC45 wing-sailed catamaran was delivered in February to the America's Cup organization, marking the beginning of the next era of the America's Cup. America's Cup Race Management will now manage the logistics, care and maintenance of the prototype as competitors test the boat over the coming weeks in New Zealand. The AC45 is the forerunner to the larger AC72, which will be used in the 34th America's Cup.

A traditional Maori blessing started the day as competitors, prospective competitors and New Zealand dignitaries converged to see the latest in America's Cup technology and celebrate the tireless effort of the New Zealand marine industry to make this occasion possible.

"To see the AC45 come together from just a concept in September to a full-fledged racing machine by February is a true testament to the skill of the New Zealand marine industry," said Iain Murray, America's Cup Race Management CEO and Regatta Director. "In particular we would like to thank the team at Core Builders Composites, who have produced an incredible boat that is fast yet robust. They remain hard at work on the balance of the AC45 fleet, which will be delivered to the teams for testing



Photo courtesy of Gilles Martin-Raget / www.americascup.com
Among the unique features of the new AC45 are the more rigid wing sails.

through April, before we leave Auckland to compete in the 2011 America's Cup World Series."



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

The prototype for the new AC45 wing-sailed catamaran was delivered in February to the America's Cup organization, marking the beginning of the next era of the America's Cup.

Nearly 160 years old, the America's Cup is the oldest trophy in international sport. Initially a one-on-one competition between teams representing foreign yacht clubs, the America's Cup has evolved into one of the world's leading sporting competitions—featuring the best sailors on the world's fastest boats, the wing-sailed AC45 and AC72 catamarans. The Louis Vuitton Cup—the America's Cup Challenger Series, which decides what team will be the ultimate challenger for the Cup—will be held July 13 to September 1, 2013. The 34th America's Cup Finals will be held in San Francisco September 7 – 22, 2013. Bay Crossings will be following the extensive preparations for the Cup over the next two years.

PORT OF OAKLAND \$5 MILLION CLOSER TO CLEAN SHORE POWER

The Port of Oakland moved closer to clean shore power with approval last month from the Bay Area Air Quality Management District (BAAQMD) of \$5 million from the Mobile Source Incentive Fund for the Port of Oakland's shore power project. Shore power provides grid-based electric power from land to vessels, allowing those vessels to turn off their diesel-fueled auxiliary engines when they are at dock, saving on fuel and eliminating what would otherwise be diesel emissions associated with health risks.

Shore power is a key element of the State's Goods Movement Emission Reduction Program, the Port of Oakland's Maritime Air Quality Improvement Plan adopted in 2009, and one of the principal methods of compliance with the California Air Resources Board regulation

for "vessels at berth." The \$5 million will contribute to the construction of shore power infrastructure at the first three berths in the port's shore power project.

"In March 2008, the Oakland Board of Port Commissioners set the goal of reducing the health risk from seaport sources of diesel emissions by 85 percent by 2020," said Port of Oakland Executive Director Omar R. Benjamin. "We want to thank the Air District for helping us get closer to reaching that goal with this funding." Benjamin added, "Shore power is critical to both cleaning up the air and maintaining revenues at the port so we can continue delivering economic benefits to the region and State."

In December 2007, the California Air Resources Board approved a regulation to reduce emissions from diesel auxiliary engines on container, passenger and refrigerated-cargo ships while berthing at

California ports. Fifty percent of a fleet's visits to a port must be shore power visits by 2014. Eighty percent of a fleet's visits must be shore power visits by 2020. Fleet operators visiting California ports will be required to turn off auxiliary engines and connect to clean shore power (most likely an electrical grid) or use alternative control technique(s) that achieve equivalent emission reductions.

According to the Air District, installation of shoreside power at three berths at the Port of Oakland will eliminate an estimated 33 tons of pollutants and particulate matter annually.

The port and its tenants will need significant funds to help finance shore power infrastructure and ensure delivery of this important initiative. Historically the port's principal funding sources for maritime environmental improvement activities have been operational revenues

and bond funding secured by such revenues. Because these revenue sources are insufficient to meet the needs of the new shore power project, the port is pursuing and leveraging new funding and financing mechanisms, including grant funding such as the MSIF. So far approximately \$40 million has been identified in grant funding, of which approximately \$13 million has been secured by the port, including the \$5 million just approved.

"We estimate that it will cost \$90 million for planning and building the land-side infrastructure needed to supply shore power at the Port of Oakland," said Port of Oakland Senior Maritime Projects Administrator Delphine Prévost. "Additionally, the maritime industry is reportedly investing approximately \$1 billion in private funds to retrofit their vessels docking at California ports."

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GOLDEN GATE BRIDGE

AROUND THE BAY IN MARCH

Dancing in the Streets

On March 18, dancers worldwide will come together simultaneously in dance to create a global public art performance. In its seventh year, this worldwide public art event will take place at noon pacific daylight time (PDT), 3 p.m. EDT, and 8 p.m. in Paris and Rome. Since 2005, dance anywhere has had thousands of performers participate on the streets, bridges, in schools, subway stations, museums and galleries. Dance anywhere integrates art into everyday public spaces and exposes unsuspecting audiences to dance. It brings everyone's awareness to the space they are in: the street, the office, the library, the grocery store or park. Anyone is encouraged to participate, and the project involves people of all ages, abilities, nationalities, and backgrounds. Last year, the program was an enormous success – dancers participated on six continents in 27 countries from the United States to Slovenia, Tanzania, Turkey, Estonia, Sweden, Spain, Ireland New Guinea, Namibia, to name a few. For more information about participating go to www.danceanywhere.org or email Beth Fein at bethfein@danceanywhere.org.

Beers to You!

Marin's favorite rite of spring, the 16th Annual Fairfax Brewfest, will take place on Saturday, March 19. The event features 17 of the best California microbrewers (and one cider maker) personally pouring the freshest batches of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends! Taste the brews ... and meet the brewers who make these amazing libations during this annual rite of spring in Fairfax! Tickets are \$25 in advance and \$30 at the door. Visit www.fairfaxbrewfest.com for more information.

Flower Power

The San Francisco Orchid Society invites you into a world of natural wonders, a world where the lines of fantasy and reality are blurred, a world where you can practically taste the colors of each bloom, and what you see is too extraordinary



Photo by Eric Hunt
The Pacific Orchid Exposition boast over 150,00 orchid flower from all over the world.

to believe ... this world is the Pacific Orchid Exposition. The 59th annual Pacific Orchid Exposition, held at Fort Mason Center's Festival Pavilion on March 3-6, is themed "Natural Wonders," encouraging all attendees to plunge into a scenic wonderland and be awed by the raw power of Mother Nature. The Pacific Orchid Exposition is the largest orchid show in the country and is aptly named for the extraordinary, lush displays of organic beauty that are showcased every year. The event boasts more than 150,000 orchid flowers from all over the world and offers educational exhibits from local, national and international orchid growers. Because of its diverse microclimate, the Bay Area is widely acknowledged as one of the best orchid growing regions and is home to an array of exotic species. Each day, docent tours and cultivation tips are given to thousands of visitors as they peruse this magical orchid extravaganza, perfectly pairing visual beauty with expert horticultural education. Professional and amateur growers, as well as orchid societies from across the state, will be displaying their unique orchids and rare hybrids, allowing any nature lover the chance to purchase a one-of-a-kind treasure. The

event begins Thursday, March 3 with the anticipated Gala Benefit Preview night, giving collectors and orchid enthusiasts the first chance to browse and purchase some of the best selections of orchids before the show opens to the general public. The Gala Benefit Preview will feature live music, delicious hors d'oeuvres, fabulous raffle prizes, a silent auction, and wine tasting from over 20 of northern California premier wineries, including winners from the San Francisco Chronicle Wine Competition, the largest competition of American wines in the world. Tickets for the Gala Benefit Preview are \$35 in advance and \$40 at the door. Tickets for the Expo are \$12 in advance or \$14 at the door and \$8/\$10 for seniors. Children under 12 are free (except preview night). For more information, call (415) 665-2466 or visit www.orchidsanfrancisco.org.

It's Not Easy Being Green

The San Francisco Green Film Festival being held March 3-6 will be the first-ever festival of its kind on the West Coast, presenting inspiring programs and discussions that link films and media arts with environmental advocacy and activism. Promoted as the Bay Area's new, leading festival for innovative film, television, and digital media that explore green and sustainability issues, the Festival will include screenings of over 60 premieres from around the globe during four days of film showcases, panels, workshops, networking and special events. Meet with filmmakers and green experts to discuss, share and inspire change and see how you can get involved! The events kick off with an Opening Night Green Carpet Gala on Thursday, March 3 at the beautiful LEED-certified Bently Reserve (formerly the City's U.S. Federal Reserve). In celebration of the Opening Night's "plastic pollution theme," the Festival will screen the Bay Area premiere of the award-winning film *BAG IT*, in partnership with Berkeley's Plastic Pollution Coalition.

Other highlights of the festival include a live satellite feed Q&A with iconic writer and environmentalist Margaret Atwood; the West Coast premiere of Werner Herzog's new feature documentary *Happy People*; visiting filmmakers from China, Sweden, UK, Canada, Brazil, Argentina, Germany and across the USA and more. Festival screenings and events will take place at the Landmark Theatres Embarcadero Center Cinema and the Bently Reserve. These venues, in close proximity to each other, will create a dynamic hub at the Embarcadero, with an exceptional inaugural line-up including Bay Area premieres of award winners and audience favorites from the world's top film festivals including Sundance, Berlin, SxSW and Toronto. For more information visit www.sfgreenfilmfest.org.

The Wearing of the Green

The 160th Annual St. Patrick's Day Parade in San Francisco is a well established event with historic ties to the city. The parade itself is a huge draw for attendees from all different demographics and ethnicities and the addition of a festival after the parade provides a great opportunity for attendees to learn more about Irish history and culture while having fun experiencing the event. A full day of activity is planned for the St. Patrick's Day Festival at Civic Center Plaza and on Grove Street, Polk to Larkin Street. The colorful festivities surrounding the parade will showcase Irish Culture through live performance and entertainment, arts and crafts exhibitors, food and beverage concessions, children's rides and inflatables, cultural displays, a petting zoo and pony ride and a number of non-profits booths representing the Irish community. The festival will take place before, during and after the Parade on Saturday. The Parade begins at 11:30 a.m. on Saturday, March 12 at the corner of Second and Market, where more than 5,000 participants will reel about with laughter and revelry all the way to City Hall. This is the largest St. Patrick's Day event west of the Mississippi!

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

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