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"The Voice of the Waterfront"

April 2019 Vol.20, No.4



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"The Voice of the Waterfront"

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ON OUR COVER



The Savage & Cooke Distillery consists of two large buildings that were an important part of the United States Naval Shipyard on Vallejo's Mare Island that closed in 1996. The brainchild of Dave Phinney, Savage & Cooke makes remarkable spirits in an unexpected location. Phinney's vision is poised to help revitalize Mare Island and Vallejo.

Photo by Joel Williams

Corrections & Letters

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Niche Bay Ports Bullish on Cargo, While Oakland Takes a Rest

BY PATRICK BURNSON

The Port of Stockton, which is the fourth largest port in California, reports that cargo volume hit an all-time high in 2018. Although up just slightly compared with 2017, overall cargo volume grew for the third straight year and reached a record-setting 4.7 million metric tons.

The port handles dry bulk, breakbulk, liquid bulk, warehousing and project cargoes, and its services include stevedoring, warehousing, inventory management and transloading.

Cargo growth wasn't the only story here, said port authorities, as the niche gateway also saw its tenant base hit a new record for the second straight year.

"In the current climate of challenging international trade, these accomplishments are precedent setting and once again highlight the unique strengths of the Port of Stockton's staff and facilities," said Port of Stockton Director Richard Aschieris in a statement.

Port of Redwood City Reports Strong Growth

Stockton's report mirrors the good news offered by the Port of Redwood City

when it announced its mid-year results in January, reinforcing continued maritime and foreign trade growth and operational success serving the Silicon Valley region.

For the period ending December 31, 2018, the port's cargo results were 1.36 million metric tons, an increase of 150,000 metric tons from the same period last year, generating \$4.78 million in revenue to the port, an increase of \$470,000 from the same period last year. The mid-year results are ahead of last year's historic levels, setting new record levels in both cargo tonnage and revenue to Redwood City. Last year's fiscal year cargo and revenue results were the best in operational history, generating a 49 percent increase in cargo over the prior year. The port's fiscal year runs from July 1 to June 30.

"The port's mid-year results continue to lay a strong foundation for both cargo and revenue growth. Nearly half a

million dollars better than our best year in operational history is quite an accom-

plishment and furthers our maritime and economic development goals serving Silicon Valley," said Lorianna Kastrop, chair of the port commission. "Construction industry trends indicate continued growth over the next five years and as a result, the port anticipates strong results for the remainder of 2019 due to construction materials continuing to be top ranking port imports. These positive maritime trade results allow us to support the local Redwood City community through an annual payment (or subvention) to support city services and

"These positive maritime trade results allow us to support the local Redwood City community through an annual payment to support city services and activate recreational waterfront uses."
— Redwood Port Commission Chair Lorianna Kastrop

activate recreational waterfront uses."

The port's mid-year cargo and revenue activity highlights its focus on construction materials to the area with top ranking materials imported including sand, aggregates, gypsum, slag and bauxite, with scrap metal as the primary export. Forty-two cargo vessels and seventeen barges called to the port from July to December 2018 generating the maritime cargo tonnage announced. Cargo originates from countries including Australia, Canada and Mexico, while exports travel to Korea, Vietnam, Malaysia, India and Bangladesh.

The Port of Redwood City is the only deep-water port in the South San Francisco Bay, with a channel depth of 30 feet mean lower low water, offering three deep-water berths and five wharves to support international foreign trade and maritime activities of the Silicon Valley region and west coast of the United States.

Oakland Cargo Surge Slows

As with California's other major container ports, Oakland announced that its six-month-long cargo surge came to a halt. This came as no surprise, said Port of Oakland spokespeople, adding that cargo volume was down 1.3 percent from a year ago.

February import cargo decreased five percent, year-over-year, the port reported. It was the first decline in import volume since July 2018. February exports were down 8.2 percent. The shipment of empty containers back to origin destinations increased nearly seven percent.

The port attributed decreased volume mostly to a pause by shippers following a 2018 global trade "frenzy." Shipments spiked last year as importers rushed cargo to the United States ahead of anticipated tariff increases. Analysts have since predicted an import slowdown due to jammed warehouses and delays in tariff hikes.

The port said export volume has been held down by a strong U.S. dollar. When the dollar is strong, American goods are costlier for overseas purchasers. Shipping lines have responded to lower volumes by canceling some Asia-U.S. voyages, the port said. Asia is the port's primary trading partner. Oakland reported a 9.7 percent drop in February vessel calls compared to last year.

Oakland's communications director, Mike Zampa, said in an interview that the moderation of volume has enabled terminals to regain operating equilibrium. "Turn times are down in previous trouble spots," he said.


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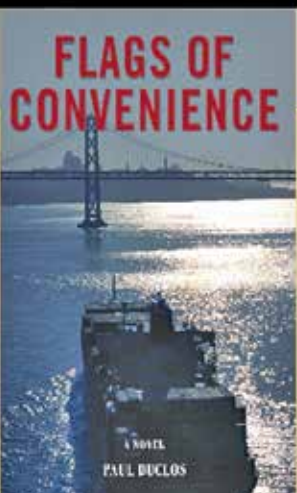
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Patrick Burnson is the executive editor of *Logistics Management*.
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Mary Jbeily

BY MATT LARSON

At the end of May, Golden Gate Ferry Operations Analyst Mary Jbeily will be celebrating her first year working in the maritime industry. Although Jbeily doesn't work on the ferry boats themselves, her role is still a critical one. As an analyst, she streamlines processes, reduces inefficiencies, and helps to provide analytics on ridership, cost tracking, and capital and operations budgets. In other words, she works behind the scenes to make the entire ferry operation run more smoothly.

"I really enjoy getting to work alongside our admin team on special projects with the aim of improving service for our passengers, and I especially enjoy participating in projects with the goal of integrating new technologies or improving existing ones," Jbeily said. "There's so many different things that this position gets involved with, and different departments within the agency I get to communicate with, and that's a really great thing."

To her new job, Jbeily brought with her a wealth of experience and a commitment to public service. She previously worked for the government as an analyst for the California Department

of Health Care Services, specifically dealing with the Medi-Cal eligibility budget, and then as a special projects manager with the California Department of General Services. Jbeily's degree is in organizational communications from Cal State Sacramento.

"I'm always open to new opportunity because I see it as a way for growth, expanding my knowledge and skill set," she said. "So I wasn't hesitant at all to jump into this field. I've commuted on the ferry many times before; when I got the call for the job offer, I was actually riding the ferry into the city." Now that's good timing.

Working out of the Larkspur Terminal and being part of Golden Gate Ferry has been meaningful for Jbeily. "Getting to be a part of the organization—part of that greater community for the commuters and the tourists—is the best part," she said.

Jbeily said she's constantly impressed with her coworkers' ability to work on the fly and improvise to keep the operation running smoothly: "It's really amazing to watch the people here who just know everything like the back of their hand, like how the schedule can be shifted or where the crew can be pulled from. The most exciting and interesting thing has been just seeing everybody come together when things need to get done."



As a Ferry Operations Analyst, Mary Jbeily's duties include streamlining computer processes to reduce inefficiencies and provide analytics to help operations run smoothly.

When she's not analyzing data, helping to streamline computer and electronic document management—or any number of other interesting duties that may arise on an average workday—Jbeily likes to take a break from the water and venture inland for a little off-roading with her fiancé. They used to own a Jeep, but now they've built up their Lexus for adventure, often returning home covered in mud.

"It is so much fun!" she exclaimed. "It's not the most comfortable ride all the time, but you get that adrenaline rush as you're going up or down really steep hills, or when you're on some of the obstacle courses. When you get to

the end of some of the trails the views are amazing; in Tahoe we've gone to one where you're above the clouds a little bit, looking over the lake." They've also taken the Rubicon Trail down to some hidden lakes.

Jbeily sees working with the ferry as part of her adventurous spirit and her love of the outdoors. "Even before working here, I've always thought that it's just a very relaxing service when you're unwinding from a long day of work," she said. "Especially when the weather's nice, getting to go stand outside while you're in the middle of your commute—to have that option is really nice."



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Does a Rising Tideline Float All Boats?

Photo by Joel Williams

Last month, Tideline Marine Group unveiled its new 149-passenger vessel, Peregrine, that will begin service providing charters and special event service soon.

BY DAN ROSENHEIM

Tideline Marine Group is once again expanding its role in passenger transportation on the Bay.

Only two months after announcing it would add a new 149-passenger craft to its fleet, Tideline is establishing another beachhead in San Francisco—a ferry dock at Pier 52 in Mission Bay, just south of the Mariposa Hunters Point Yacht Club.

The dock will be part of regular Tideline commuter service between Berkeley and San Francisco, and it will also provide a landing for basketball fans when the new Golden State Warriors arena opens two blocks away this fall.

Tideline Director of Business Development Danielle Weerth said the company has secured an amendment to its contract with the Port of San Francisco

and, following final review, expects to sign the deal in the short term.

Created in 2008, Pier 52 is San Francisco's only public boat launch (though the Port Authority does offer a ramp for small boats at Pier 1-1/2 north of the Ferry Building). The Pier 52 dock is too small to accommodate larger ferries, but it comes with an ADA-compliant ramp and is suitable, Weerth said, for the 40-passenger ferry that Tideline runs from Berkeley.

With the new dock, Tideline's two morning runs from Berkeley to San Francisco will stop first at their current destination, Pier 1-1/2, and then proceed to Pier 52 in Mission Bay. The pattern will be reversed for the ferry company's two evening runs, which will begin in Mission Bay, shuttle to Pier 1-1/2 and then travel across the bay to Berkeley.

And Weerth said it is possible the number of runs will be expanded. "It

depends on demand," she said.

With financial backing from investment banker Richard Blum, Tideline's fleet has doubled from two boats to four since the beginning of the year. In addition to its regular Berkeley runs, the company operates a private service for biotech employees between Oyster Point and Harbor Bay in Alameda, as well as a variety of charters and viewing cruises.

The company remains small compared to the region's two major public ferry agencies, the Water Emergency Transit Authority (WETA) and Golden Gate Transit. And although Tideline has secured permission to use WETA's Harbor Bay dock for scheduled private ferry service, Tideline's latest move in Mission Bay could be viewed as a proverbial shot across WETA's bow.

At WETA's monthly board meeting on March 7, WETA Executive Director

Nina Rannells said the ferry agency has been talking with the Warriors, the Port of San Francisco and Golden Gate Ferry about options for a temporary terminal near the new basketball arena.

WETA has budgeted a whopping \$46 million for a permanent ferry dock at the foot of 16th Street, adjacent to the Mission Rock restaurant and a few blocks south of Tideline's planned landing. But the agency now needs a temporary dock because the large sum for a permanent terminal is tied up in the court fight over Regional Measure 3.

Asked about intensified competition, Tideline's Weerth shrugged it off. "There are plenty of Warriors fans for everybody," she said.

But aside from Warriors traffic, Tideline's augmented commuter service from Berkeley also comes as WETA directors debate whether the public transit agency should provide any service

of its own to and from Berkeley.

WETA is on record supporting Berkeley ferry service; a terminal for that city has long figured into the agency's expansion plans. But at least one of WETA's five directors, Nicholas Josefowitz, is increasingly outspoken about his reservations regarding the Berkeley site, which would be at a rebuilt Municipal Fishing Pier and thus not near any residential or employment center.

"We have to ask ourselves if we are serious about putting terminals within walking distance of jobs and housing," Josefowitz said during a WETA directors planning workshop on March 7. "We're in the business of delivering transit that works, and the evidence is overwhelming that people won't take it if it's not within walking distance."

The Berkeley issue is sure to be debated further when WETA directors set expansion priorities at the agency's next meeting on April 4, and it isn't at all clear that other directors will share Josefowitz's reservations.

As the ferry agency works to sort out its priorities, private sector operators, like Tideline, are on the move. Along with adding boats and runs, Tideline is also actively negotiating a labor agreement with the Inlandboatmen's Union of the Pacific. There's no deal yet. Tideline's Weerth said the sticking point is not base pay rates, but rather Tideline's request for relief from some work rules that apply to larger ferry operators. "We're a different kind of business," she said, "40-passenger boats are different from 400-passenger boats."

But Weerth sounded optimistic about the chances for an eventual deal, saying the two sides are meeting regularly to try to resolve remaining differences. And a union contract would remove yet another factor differentiating private operators from public ferry agencies.

Now, with communities in the South Bay and Sacramento River Delta clamoring for ferry service, growing talk about placing hovercraft ferries on the Bay and developers demanding a

Treasure Island ferry shuttle sooner rather than later, the question is increasingly whether public agencies continue to dominate Bay transit or cede a big chunk of that role to the private sector.

Noted Ezra Rapport, a former transit board member who was instrumental in creating the agency that became WETA, there's no statute making it the ultimate arbiter of ferry traffic on the Bay. Such a role was considered for WETA but rejected when the agency was chartered.

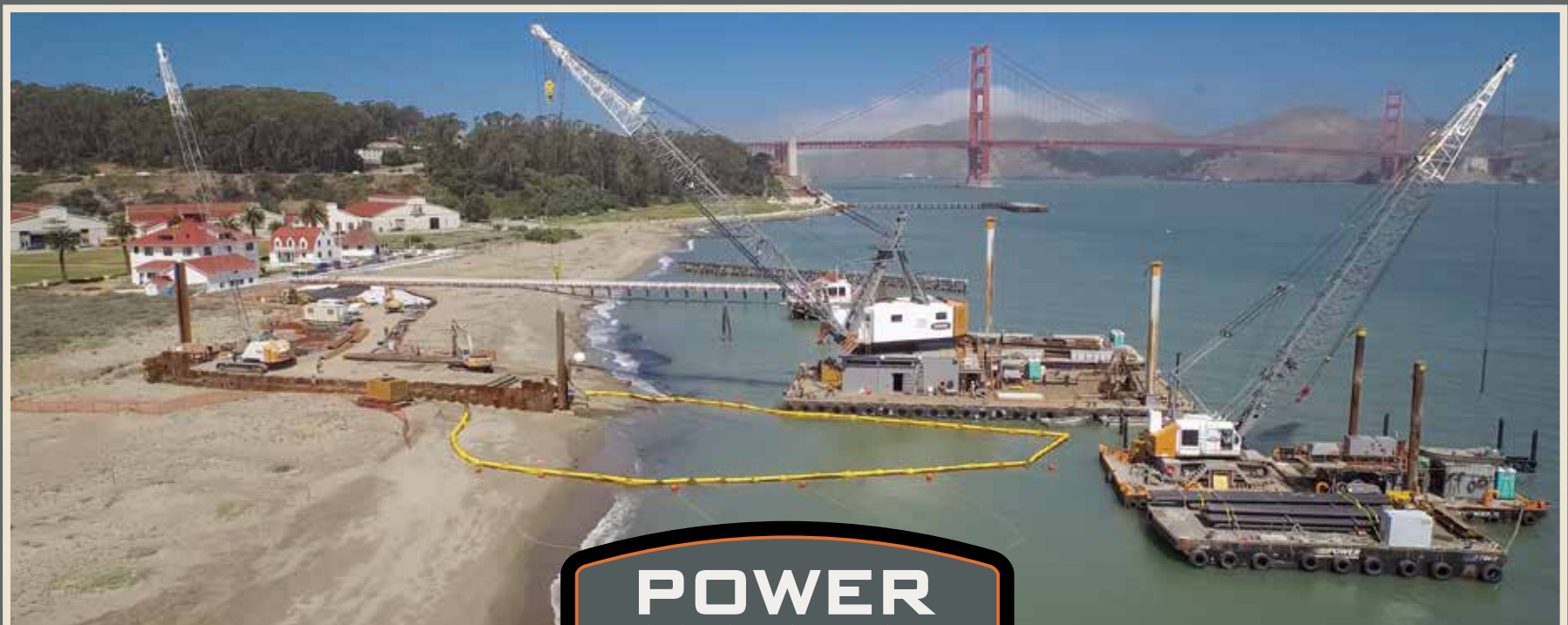
"The only formal regulatory power over Bay transit is the Public Utilities Commission, and they have never really exercised that power," said Rapport. Meanwhile, he continued, "the private companies are finding a way to get it done."

CORRECTION

In last month's article on the investigation into the cause of the ferry accident in November at the San Francisco Ferry Building, the union representing the captain was incorrectly identified as the International Organization of Masters Mates and Pilots (MMP). The union that represents the captain is the Maritime Engineers Beneficial Association.

Errors of fact inevitably creep into any publication. When we make them, we will set the record straight.

Dan Rosenheim is a veteran Bay Area journalist who recently retired after 18 years as Vice President/News for KPIX-5 TV. Prior to going into broadcast, Rosenheim worked as a reporter, city editor and managing editor at the San Francisco Chronicle. Dan and his wife, Cindy Salans Rosenheim, live in San Francisco.



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 **San Francisco Bay Ferry**

Ferry Questions Answered

Ferry Q&A is where you can have your questions about Bay Area ferry service answered by the professionals who speak for the ferry systems on a daily basis. Thomas Hall is the public information and marketing manager for WETA, the agency that runs the San Francisco Bay Ferry service. Priya Clemens is his counterpart at Golden Gate Transit. Their answers to your ferry questions are marked with a “WETA” and a “GG,” respectively.

Please submit your questions today to info@baycrossings.com.

I'm going to use the ferry to connect to BART and go to the airport. Is there a limit to the amount of luggage I can bring with me and is there a place to store it?

WETA: If you are travelling on San Francisco Bay Ferry outside of commute hours, there are typically no issues with bringing standard-size suitcases aboard. As keeping aisles clear for movement is

important, we ask that passengers follow crew member instructions on stowing luggage.

GG: The ferry can be at or near capacity during the morning and evening commute, so planning on an earlier trip and leaving ample travel time is a good idea. For any belongings you are travelling with, keep in mind they should stay within your control at all times—just like the reminder at the airport. Remember too, you have to get your luggage on and off the boat without aid and across Embarcadero to the BART station. Please be aware that the gangways coming off the boat can be steep at high tides. If you have a Clipper Card, be sure to load enough fare to cover your travel on the Golden Gate Ferry and BART. Clipper cards and single-ride ferry tickets can be purchased at the Larkspur Ferry Terminal during operating hours. We always recommend arriving at least 20 minutes before departure times.

Are there group rates available and how does that work?

WETA: San Francisco Bay Ferry offers discounted school group rates on all services. This is available for K-12 school groups only. Reservations are required and available departures are limited to non-commute period times on weekdays only. For commute-only services like Harbor Bay and Richmond, school groups are restricted to the latest morning departure and the earliest afternoon departure. The discounted rates apply to students, teachers and chaperones. Interested groups can call (415) 705-8214 for information and reservations.

GG: Group discounts are available on Golden Gate Ferry. Contact our customer service department at (415) 455-2000 for information on pricing and details.

Ferry Short Takes

RM3 Hearing: A much-anticipated preliminary hearing in the lawsuit over Regional Measure 3 has been scheduled for April 3 in San Francisco Superior Court. The Howard Jarvis Taxpayers Association lawsuit targets both the state legislature, which approved a bill enabling RM3, and the Metropolitan Transportation Commission's Bay Area Toll Authority. The litigants claim that RM3 toll hikes are actually taxes, not fees—and that the measure failed to receive the two-thirds approval from legislators and voters required for new taxes under Proposition 13. The first of RM3's staggered \$1 toll hikes took effect January 1, but the money is being placed into escrow pending the outcome of litigation.

More Problems for MS *San Francisco*: Having returned to service in January following an accident last year that damaged a dock at the San Francisco

Ferry Building, Golden Gate Ferry's *San Francisco* is back in the repair shop with a broken crankshaft. Golden Gate confirmed that the vessel experienced an unintended collision with a submerged object. It was towed to Bay Ship & Yacht, where an initial assessment showed that the gearbox, cardan shaft and propeller require replacement. The vessel's return-to-service date is unknown at this time.

Richmond Run: WETA ferry service between Richmond and San Francisco, which began January 10, continues to exceed expectations. For the two-week period ended March 1, ridership averaged 625 passengers per day. The most popular runs by far remain the 7:10 and 8:15 a.m. trips to San Francisco and the 4:20 and 5:20 p.m. return trips to Richmond.

Reminder for Bike and Scooter Storage: To ensure passenger cabins

remain safe and aisles remain clear, WETA recently sent out a reminder that all bicycles (including folding bikes) and motorized scooters or boards must be stowed in the designated bike rack area on the aft deck. Passengers should ask a crewmember if they need help stowing equipment. Motorized wheelchairs and mobility scooters used by disabled passengers are exempt from the stowage policy. Gas-powered vehicles remain prohibited aboard San Francisco Bay Ferry.

Bogus Passes on Vallejo Route: WETA announced that crew members will be performing random checks of monthly passes on the Vallejo ferry service going forward. This is due to the recent discovery of several counterfeit passes being used in March. Please be prepared to remove your pass from your wallet or lanyard upon boarding if asked by a crew member.

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Savage & Cooke Distillery Brings Distinction to Mare Island

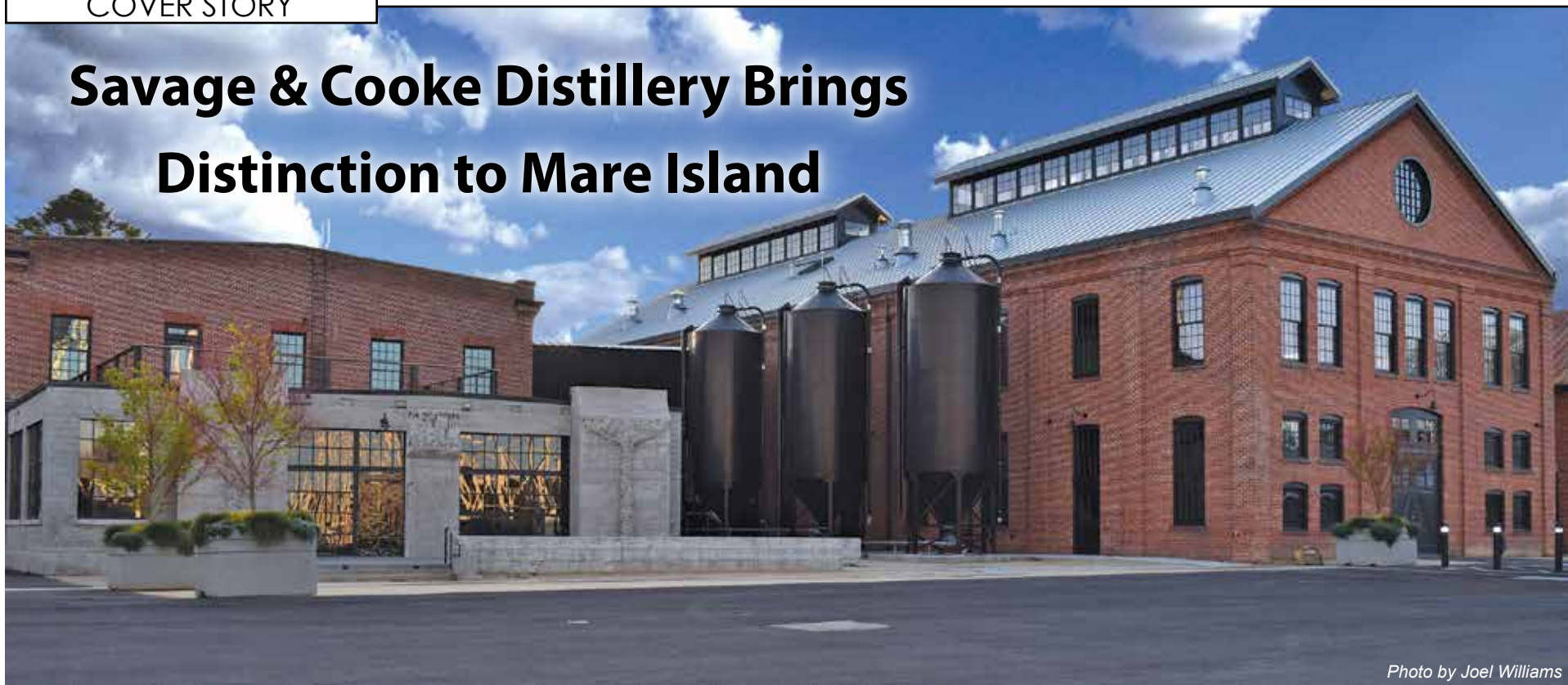


Photo by Joel Williams

BY JOEL WILLIAMS

Frequent *Bay Crossings* readers may already be aware of the controversial Orcem/VMT cement factory and deep-water terminal project that has been proposed for the old Sperry Mill

site at the entrance of the Mare Island Strait leading to Vallejo's waterfront and the Napa River. We have previously covered our objections to the project.

Opposition to the project has been mischaracterized as anti-business. This month, however, we are happy to present the story of Savage & Cooke, the kind of business that will help Vallejo, and Mare Island in particular, to grow and prosper into the destination location that many residents have desired for years. And leave it to a visionary like Dave Phinney to lead the way.

The Savage & Cooke Distillery consists of two large buildings that were an important part of the United States Naval Shipyard on Vallejo's Mare Island that closed in 1996. The north building was a parts facility, while the south building functioned as an administration building with a vault where sensitive government documents were stored. The two buildings are connected by an elevated walkway that links the second floors. The area between the buildings was also the former location of the winch house for the gantry system that was used to pull ships and submarines out of the wa-



Photo by Joel Williams

Jordan Via (right), pictured here with Assistant Distiller Dylan Carney, worked for over two years designing and installing the distilling equipment at Savage & Cooke.



Margaret Pattillo Photography

The distinct shape and style of Savage & Cooke's bottles are a reflection of founder Dave Phinney's innovative flair.

ter for servicing as well as launching new vessels built on Mare Island.

I visited the location recently and was greeted by Jordan Via, who is the master distiller and his assistant Dylan Carney. With a background as a chemical engineer, Via started in the wine industry before moving to distilling 15 years ago at Stillwater Sprits in Petaluma, which he ran for almost five years. He then became an instructor for the American Distilling Institute. Via then ran a distillery in Breckenridge, Colorado for 10 years before being hired by Phinney as a consultant to set up his new distillery on Vallejo's Mare Island.

"He wanted to do everything

right and we took our time with every element," Via says of Phinney, who has worked on this project since 2016. And, as often happens in the alcoholic beverage industry, Phinney thought there would be no one better to run his facility than the person who spent years consulting on the project and overseeing the procurement and installation of all the equipment. So Via was offered the master distiller position and moved to Mare Island in October.

"I put so much into it, it's such a beautiful project and Dave is so inspiring. I couldn't not come and work for Dave Phinney," said Via, adding, "He's a legend!"

In just over 20 years, the native Californian Phinney has reached the level of success that would usually take a lifetime to achieve. Starting in the wine industry during the 1997 harvest at Robert Mondavi, Phinney founded Orin Swift Cellars just a year later, which introduced a blend of zinfandel, cabernet sauvignon, syrah, petite sirah, and charbono called “the Prisoner” that became a runaway smash hit in the industry. He eventually sold the winery to E.J. Gallo, who still employs Phinney to oversee the winemaking production.

Phinney’s plans on Mare Island don’t stop with Savage & Cooke. There has been talk about bringing in a new winery, a rooftop bar, a restaurant specializing in fried chicken and a coffee roaster—along with studios for artists and more public parks. Phinney and his partners are considering restoring up to eight former shipyard buildings to facilitate his visions.

In 2017, San Francisco Bay Ferry expanded its Vallejo ferry service to include Mare Island, providing a direct link for tourists coming from San Francisco to visit what could be the next big commercial expansion in the Bay Area. Phinney told *Bay Crossings*, “My partners and I at the Nimitz Group are hopeful that we can be part of the groundswell that becomes a catalyst for the greater success of not only Mare Island but the entire Vallejo community that we are now proud to be a part of.”



Photo by Joel Williams

Savage & Cooke’s location is just steps away from the Mare Island Ferry Terminal and in the heart of the newly designated Historic Core of Mare Island.

Savage & Cooke’s products will have a distinctive local feel to them. The distillery is using natural spring water that is uniquely suited for making distillates brought in from a natural spring on Phinney’s property in Alexander Valley. All of the corn used is grown about an hour north of Vallejo in Winters, where the company has contracted for over a million pounds of corn this year alone.

The rye is also grown on that same land in the winter months and malted in Alameda.

After the distilling process is complete, the 120-proof liquid is transferred to wine barrels to be aged five years for whiskey, four years for bourbon and three years for rye whiskey. On-site distilling began in late March, meaning the first barrels of product made on Mare Island will not be available until spring of 2022. However, the products being distilled now are created using the same flavor profile of the blends currently available.

Speaking of the finished products, I was fortunate to be able to sample all of the Savage & Cooke products at my recent visit to the facility and was very impressed.

Barrels of aged whiskey and bourbon sourced from Kentucky, Indiana and Tennessee are hand-selected and blended at the Mare Island facility for a unique finishing process in wine barrels from Phinney’s projects in Napa Valley and Maury, France. The American whiskey and bourbon goes in cabernet barrels and the rye whiskey goes in grenache barrels before being bottled. And even the bottles are unique; they feature an

opaque black matte finish and a custom molded tapered design with Vinoseal glass stoppers instead of cork or plastic seals.

Oh, and then there is the tequila. Even before he came up with the Savage & Cooke project, Phinney made a connection with the Ramirez family in Jalisco, Mexico that runs a tequila distillery way up in the mountains—where the agave grown in high altitudes brings out a crisper, cleaner tasting tequila. He cut a deal to send his Chardonnay barrels to Mexico and ships them back filled with tequila.

The tequila brand is called Ayate, with Reposado and Añejo versions available. Both are of exceptional quality, but I found the Reposado to be extraordinarily smooth and impressive.

Savage & Cooke is located at 1097 Nimitz Avenue in the center of the newly designated Historic Core of Mare Island. It is currently open to the public for tours and tastings by appointment only Thursday through Sunday from 10 a.m. to 5 p.m., and is located just steps away from the Mare Island ferry terminal. For more information, visit savageandcooke.com or call (707) 388-1864.



Photo by Joel Williams

The vault in the former naval administration building now serves as a private tasting room.



San Francisco Bay Trail Celebrates 30 Years

Photo by Ben Bofkin

BY BILL PICTURE

The San Francisco Bay Trail turns 30 this year. The Metropolitan Transportation Commission (MTC) and a number of trail-side cities are celebrating with a photo exhibition, a new social media campaign and the unveilings of

some exciting new sections of trail.

The idea for the trail was first hatched in 1986 by Bill Lockyer, who was then a state senator from Hayward. As the story goes, Lockyer was having lunch at a waterfront restaurant with a journalist friend and said, “What if we tried to develop a pedestrian and bicycle path around the Bay, with access to the shoreline?” The friend loved the idea,

and Lockyer immediately went to work rallying the support of fellow lawmakers to bring the idea to life.

“At that time, there were only about 120 miles of existing paths, few of which were connected in any way,” said Laura Thompson, assistant planning director of MTC’s Bicycle-Pedestrian-Environment Program. “So establishing a contiguous 500-mile-long trail encircling the entire San Francisco Bay was ambitious, to say the least.”

Nevertheless, Lockyer’s idea resulted in Senate Bill 100, which passed in 1987, calling for the Association of Bay Area Governments (ABAG) to create a Bay Trail Plan. The ensuing plan was approved in 1989, and Bay Area cities and agencies rolled up their sleeves and got to work.

“They really hit the ground running,” said Thompson. “The work that ABAG did very early on with shoreline cities to integrate the Bay Trail into their regional plans set the momentum that got us where we are today.”

Three decades after ABAG set the trail’s wheels in motion, 356 of the 500 proposed miles are completed, and the trail is considered a vital public resource by Bay Area residents, many of whom will tell you they can’t imagine what life would be like without it.

“It’s the Bay Area’s heart and soul,” said photographer Kurt Schwabe, whose breathtaking images of the Bay Trail are on display now through the end of September at MTC’s San Francisco headquarters. The opening of Schwabe’s *Half-Light: A Study of the San Francisco Bay Trail* exhibition last month officially kicked off the trail’s 30-year anniversary celebration.

“I identify with [the trail] at a very deep level,” Schwabe added. “I love the energy of urbanity but also the solitude, innocence and purity of nature. The Bay Trail offers me both concurrently.”

Schwabe said he began enjoying the trail almost the minute he touched down in the Bay Area in 1993. “I’d go jogging or walk my dog along the waterfront, or ride the Paradise Loop in Tiburon to train for triathlons. I just didn’t know it was the Bay Trail at the time.”

It was one day when he spotted a Bay Trail marker along a section of the path that Schwabe, whose day job is a marketing manager for an artificial intelligence company, decided to Google “Bay Trail” and learned of the effort underway to connect the cities ringing the Bay. It was that moment that he committed to walking the entire trail in thirty consecutive days and photographing his adventure. Those



Photo by Jay Jones

Thirty years ago, in 1989, the Bay Trail Plan was approved. Today over 70 percent of the 500 proposed miles are complete.



photos were posted on his blog and later exhibited.

“I had been shooting photography seriously for about 15 years, so the idea to photograph and walk the trail was very spontaneous. It was both crazy and doable—perfect for someone like me.” For his second exhibition of Bay Trail images, Schwabe decided to shoot after sunset or an hour or two before sunrise, and to capture the calm of these moments with long exposures.

“The serenity and peace he captures in this show is just one face of the Bay,” said Thompson. There are lots of faces, just like there are lots of ways that people utilize the trail. Local schools use it as an environmental education resource, people ride horses on it, jog on it, birdwatch on it and ride their bikes on it. Quite a few people have told me their kids learned how to ride a bike on the trail.”

It’s these kinds of personal connections with the Bay Trail that

Thompson hopes to capture with MTC’s “30 on 30” campaign.

“We’re encouraging people to incorporate the number 30 somehow into their on-trail activities, and share their experiences via social media,” she said. “That could be walking with 30 friends, riding 30 miles, or taking 30 photos, like Kurt did. We think people will get really creative with the idea and have a good time with it.”

Thompson said the work of completing the Bay Trail continues full-steam ahead. In fact, some new sections of the trail are scheduled to be opened as part of the celebration.

Among them is a new pathway opening this summer that will connect Marin and Contra Costa Counties via the Richmond-San Rafael Bridge. Thompson said that’s a particularly important section, because the ability to cross Bay Area toll bridges on foot and on bike was a key part of the original vision for the trail. The trail currently



Photo by Kurt Schwabe

Five years ago photographer Kurt Schwabe was featured in a Bay Crossings cover story after trekking 330 miles of the Bay Trail in 30 days. Today, his all-new breathtaking images are on display at MTC’s San Francisco headquarters.

crosses 4.5 bridges, the “.5” being the east span of the Bay Bridge.

Another new section of trail is under construction along Albany’s shoreline, behind Golden Gate Fields. “That’ll close a significant gap in the East Bay,”

said Thompson. “And we’re all about gap closures.”

Ground is also scheduled to be broken later this year on a new section of trail in Palo Alto, near the Ravenswood Open Space Preserve. “When it’s complete, it will connect 80 miles of existing trail,” she said. “It’s only a half-mile segment but so significant in the network.”

Thompson believes the local environmental movement drew attention back to the Bay, and that created the support necessary keep the Bay Trail project from losing any steam over the last three decades. “We neglected the Bay for so many years,” she said. “But thanks to environmentalists, we now understand what an important estuary it is, and really appreciate its value. And that’s helped garner support for efforts to restore the Bay and restore public access to it.”

Thompson believes it’s hard to overstate the importance of the Bay Trail. “The Bay is a part of people’s lives, and so is the trail—whether it’s how you get to work, where you take your family on weekends or where you get your exercise.”

“The Bay is why most of us chose to move here, and why everyone else chooses to visit,” said Schwabe. “And the Bay without the Bay Trail would be like having a camera with no lens.”



Photo by Kurt Schwabe

For his second exhibition of Bay Trail images, Schwabe shot photos after sunset or an hour or two before sunrise in order to capture the calm moments with long exposures.

Changing the Fate of the Bay

BY SEJAL CHOKSI-CHUGH

Three decades ago, media reports warned that San Francisco Bay was dying.

Anti-pollution laws were not being enforced. Polluters were dumping waste into the Bay with no fear of detection. The Bay was being slowly poisoned and there was no relief in sight.

No relief, that is, until 1989, when research scientist Dr. Michael Herz determined that the Bay needed a fierce champion—and founded San Francisco Baykeeper. He set the course Baykeeper

still pursues today: patrolling the Bay by boat, finding and stopping polluters, and defending the Bay from the biggest threats.

Baykeeper just turned 30 years old. And over the last three decades, we've changed the fate of San Francisco Bay:

Stopping contamination from oil refineries. The Bay Area's five refineries are significant sources of the pollutants selenium and mercury, toxins that cause severe deformities and illness in wildlife and people. In the 1990s, Baykeeper sued a major Bay Area oil refinery—owned at various times by Unocal, Exxon and Tosco—and forced it to reduce



Photo by Robb Most

For 30 years, Baykeeper's staff and volunteers have been out on the water in the Baykeeper boat, patrolling San Francisco Bay for pollution.

the dumping of selenium into the Bay. We've also strengthened laws that reduce mercury pollution from refineries.

Fighting expansion of coal and oil around the Bay. In recent years, Bay Area oil refineries have proposed to expand, and developers have pushed to make the Bay Area a hub for the export of dirty coal. Baykeeper joined with community groups and together, we've stopped two major oil refinery expansions—and no new coal terminals are being built.

Making the Bay safer from oil spills. When the container ship *Cosco Busan* spilled 53,000 gallons of oily fuel into the Bay in 2007, Baykeeper discovered significant weaknesses in how local, state and federal agencies responded to oil spills. Because of those weaknesses, oil contaminated and closed 50 beaches, damaged wildlife habitat and killed thousands of birds.

Baykeeper patrolled the Bay, advocated for better cleanup, kept the public informed, and organized community members and boaters to help. Then we won 13 new state laws that prevent oil spills and ensure local agencies respond more effectively to future spills.

Getting rid of the Ghost Fleet. For decades, 57 decaying surplus military ships stored in San Francisco Bay poisoned the ecosystem. Baykeeper sued, and over a seven-year cleanup period, the federal government was forced to

remove all the toxic ships. The cleanup will prevent 50 tons of dangerous heavy metals, 38,000 cubic yards of toxic PCBs and 14 million gallons of oil and wastewater from entering the Bay.

Reining in industrial pollution. More than 1600 industrial facilities operate in the Bay Area. When they're not operating responsibly, they dump water contaminated with toxic chemicals and metals into local creeks and the Bay. We've held more than 250 of the biggest polluters legally accountable to ensure they're reducing their pollution.

Keeping raw sewage out of the Bay. The Bay Area's aging sewer systems need significant repair. Every rainy season, local sewer systems discharge raw sewage into the Bay and local creeks. It harms wildlife, swimmers and others near the contaminated waters.

Baykeeper identified the top polluting cities. Our strategic lawsuits have helped them leverage financing for system-wide repairs and upgrades that prevent millions of gallons of sewage pollution from entering the Bay every year.

For 30 years, facing down constant threats and major polluters, Baykeeper has been a fierce champion for San Francisco Bay. And for the next 30 years, we'll continue to protect the Bay we love. You can be a champion of the Bay, too. Find out more by signing up for Baykeeper's e-news at baykeeper.org.

SUPPORT THE BAY.



Support San Francisco Baykeeper.

San Francisco Baykeeper is the pollution watchdog for San Francisco Bay. Since 1989, we have been patrolling the Bay for pollution, strengthening clean water laws, and holding polluters accountable. Baykeeper is dedicated to restoring the Bay to a healthy, thriving estuary.

We rely on the support of people like you who care about the health of the Bay and its wildlife. Visit us online at www.baykeeper.org and become a member today.

SAN FRANCISCO
BAYKEEPER
www.baykeeper.org

Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and holding polluters accountable. To report pollution in the Bay, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



Spring Reading

BY PAUL DUCLOS

With the advent of spring and rebirth, we wish to share a number of publications and a literary event that deserve attention.

While one could hardly describe Claude Monet as a late bloomer—he was one of those rare painters who had won widespread recognition in youth—his work in his “late years” is now being celebrated again in a stunning exhibition at San Francisco’s de Young Museum.



In the later years of his life, Monet, who lived from 1840 to 1926, stayed close to home, turning to his extraordinary garden at Giverny for inspiration. Those of you planning on seeing this show before it closes on May 27 are also well advised to purchase *Monet: The Late Years*, a beautiful 208-page hardcover selling for around \$50.

This book demonstrates how the garden became a laboratory for the artist’s concentrated study of natural phenomena—and for a revolutionary shift in the appearance and execution of his paintings. It also examines the last phase of Monet’s career, beginning in 1913, bringing together approximately 60 of his greatest works from this period.

More specifically, Monet: *The Late*

Years focuses on the series that Monet invented and reinvented at Giverny, reevaluating many large-scale works that have long been considered preparatory studies, reexamining their relationship to and status as finished works.

Essays by a roster of distinguished scholars address topics such as Monet’s plans for displaying his late paintings, the mechanics of his painting technique, and the critical and market reception of these works. Through this visually engaging reassessment, Monet’s late works, still astonishing a century later, recast the titan of impressionism as a radical modern painter.

For more information, see yalebooks.yale.edu and www.famsf.org.

Book Club of California Update

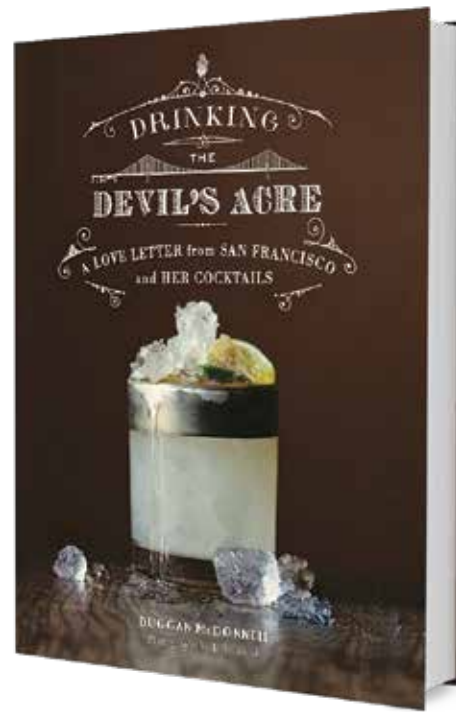
A visit to the Book Club of California is always edifying—and often amusing. We were most recently charmed by a Monday evening event featuring Duggan McDonnell, author of *Drinking the Devil’s Acre: A Love Letter From San Francisco & Her Cocktails*.

As most ferry aficionados know, the Devil’s Acre was the nickname for a single waterfront block within the notorious Barbary Coast, densely packed with “bar-bars” and drinking dives. In his lecture, McDonnell shared many colorful anecdotes about some of the more notorious joints, and the cocktails invented there.

Contained in this handsome tome are 25 iconic cocktail recipes including Pisco Punch, the Mai Tai and Irish Coffee, the rediscovery of the Gold Rush-era Sazerac and the whimsical Lemon Drop. These are accompanied by an additional 45 recipes and McDonnell’s “bartender’s secret formulas,” including contemporary San Francisco classics such as the Revolver and La Perla.

On a more sobering note, the Book Club of California will be hosting its 2019 Oscar Lewis Awards on Monday, April 8. This year the club will honor Dr. Rose Marie Beebe and Dr. Robert Senkewicz for their contribution to western history, and Fred and Barbara Voltmer for their contributions to the book arts.

For more information, see www.bccbooks.org.



Lawrence Ferlinghetti Turns 100

When we last interviewed Lawrence Ferlinghetti, just four years ago, he

had just finished *Writing Across the Landscape*, which chronicled his physical and spiritual journeys around the world. At that time, he told us that “a new book was in the works,” but had no idea when it would be finished.

Ferlinghetti just turned 100, and we never guessed that the book he was writing would be called *Little Boy*, but there you have it. What comes as little surprise, however, is the widespread praise critics from all over the world have lavished on it. Here’s what our own Michael McClure (author of *The Beard*) has to say about it:

“A Goethean poly-directional consciousness on an exciting journey through time and space, Ferlinghetti’s unclassifiable act is delightful, tragic, magical. Here is seriousness at play with all the power of a spontaneous concert. Bravo Maestro Lawrence!”

For more information, see www.citylights.com.



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Opening Day on the Bay



Photo by Mia Berni S/C PICYA

The Blessing of the Fleet is held in Raccoon Strait between Tiburon and Angel Island.

BC STAFF

Opening Day on the Bay takes place on the last Sunday in April. This year, it's on April 28, and it marks the official beginning to the boating season in the Bay Area

and an annual celebration of the boating community.

Opening Day on the Bay includes traditional festivities like the Blessing of the Fleet and an official parade of boats along the San Francisco waterfront—but mostly, the day serves as an opportunity for local boating enthusiasts to enjoy a

wonderful day on or near the water.

The Blessing of the Fleet, hosted by the Corinthian Yacht Club, takes place from 10:30 a.m. to 12:30 p.m. in Raccoon Strait between Angel Island and Tiburon aboard the MV *Aurora V*. Unfortunately, this portion of the festivities is difficult to view from the shoreline, but many gather at Sam's Anchor Café in Tiburon to catch a glimpse of the procession.

At noon, the Pacific Inter-Club Yacht Association (PICYA), which represents over 100 yacht clubs in Northern California, will present its 102nd annual Decorated Boat Parade. This year's theme is "Holidays on the Bay," with boats decorated to depict various holidays—from flag-flying holidays to traditional celebrations, days to honor historic figures and commercially-created calendar holidays. The parade will feature historic workboats, fireboats, towboats, and other classic and contemporary craft decorated to the theme. There will be both power and sailboats competing for best decoration honors.

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



Photo by Mia Berni S/C PICYA

The Decorated Boat Parade can be seen from many vantage points along the San Francisco shoreline from Marina Green to Pier 39.

based spectators can enjoy the event.

For those who want a front-row seat for this beautiful parade, you can join with about 200 others aboard the official committee boat on the Commodore Cruises vessel *Cabernet Sauvignon* for a great ride on the Bay, parade commentary, a sit-down lunch and parade viewing. This is the only boat allowed inside the parade route and will have PICYA officers, judges, dignitaries and the grand marshal—but anyone is welcome to purchase a ticket. The boat departs from Commodore Cruise's home port in Alameda, which has free parking. Tickets are \$85 each or \$825 for a table of 10.

To join the parade with your vessel or join PICYA on the Commodore Cruises Committee Boat, visit www.picya.org or contact PICYA Staff Commodore Linda Blue at linda.a.blue@gmail.com for more information.



From the Sausalito Ferry, take a left, two blocks south.

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Photo courtesy of WETA

WETA Welcomes New 445-Passenger Ferry *Pyxis*

In early March, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) welcomed *Pyxis*, a new 445-passenger ferry, into the San Francisco Bay Ferry fleet. *Pyxis* is the first new vessel added to Vallejo ferry service in 15 years.

Pyxis is the fifth new ferry WETA has added to its San Francisco Bay Ferry fleet since 2017. *Carina*, a 400-passenger

ferry, entered service in February 2019. *Hydrus*, *Cetus* and *Argo*—all also 400-passenger ferries—joined the fleet in 2017 and 2018.

“Vallejo ferry passengers are going to love riding *Pyxis*,” said Nina Rannells, WETA’s executive director. “Our ridership has doubled since 2012, and we are working to grow our fleet to accommodate this growth. *Pyxis* is



Photo by Joel Williams

The 445-passenger *Pyxis* is now the largest vessel in the WETA fleet.



Photo by Joel Williams

From left to right, WETA’s Executive Director Nina Rannells, former Vallejo Mayor and WETA board member Tony Intintoli, Blue & Gold President Patrick Murphy and WETA General Manager of North Bay Operations Marty Robbins raise a glass at a small christening event for *Pyxis* attended by captains, crew and staff.

perfectly suited for Vallejo service with the highest passenger capacity in our fleet and a 34-knot speed.”

Pyxis is the first of three vessels in its class under construction for WETA by ship builder Dakota Creek Industries in Anacortes, Washington. Sister ships *Lyra* and *Vela* are expected to be delivered within the next year. Those vessels will augment WETA’s North Bay (Vallejo and Richmond) ferry services. WETA’s fleet now has 14 ferries.

The design and construction of *Pyxis* included solutions to the many needs of a modern ferry in the San Francisco Bay Area, including:

- A speed high enough to complete a trip between Vallejo and San Francisco in one hour;

- Pollution control systems strong enough to meet California’s tough emission limits;
- A capacity high enough to accommodate growing passenger numbers;
- Comfort and safety for San Francisco Bay Ferry passengers and crews.

Pyxis was designed and built at a cost of \$23 million. Funding sources included Federal Transit Administration grants, bridge toll revenue, State Proposition 1B and State Transit Assistance.

Pyxis, pronounced “pik-sis,” is named for a small constellation in the southern sky. The constellation’s full name, *Pyxis Nautica*, is Latin for a mariner’s compass.

All Bay Area Ferry Schedules in One Place!

San Francisco Bay Ferry

VALLEJO							
Effective through April 26, 2019							
VALLEJO/SAN FRANCISCO - Weekdays							
Depart Mare Island	Depart Vallejo	Arrive Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Pier 41	Depart Pier 41	Arrive Vallejo	Arrive Mare Island
5:10	5:30	6:30	-----	-----	-----	-----	-----
5:40	6:00	7:10	-----	-----	-----	-----	-----
6:10	6:30	7:30	6:35	-----	-----	7:35	-----
6:40	7:00	8:10	7:15	-----	-----	8:25	-----
-----	7:45	8:45	8:15	-----	-----	9:15	-----
-----	8:30	9:40	9:00	-----	-----	10:00	10:15
-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
-----	12:00	1:10	2:30	-----	-----	3:40	-----
1:40	2:00	3:20	3:30	3:00	3:10	4:30	-----
2:50	3:10	4:10	4:30	-----	-----	5:30	-----
3:40	4:00	5:00	5:15	-----	-----	6:15	-----
-----	4:45	5:45	5:30	-----	-----	6:40	6:55
-----	5:45	7:05	-----	6:45	6:55	-----	-----
-----	-----	-----	6:00	-----	-----	7:00	7:15
-----	-----	-----	7:15	-----	-----	8:15	8:30
-----	6:45	7:55	8:15	-----	-----	9:15	9:30
Weekends & Holidays							
-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
11:00	11:30	12:30	12:45	-----	-----	1:45	2:00
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
3:10	3:30	4:30	4:40	-----	-----	5:40	5:55
-----	5:30	6:55	7:15	6:30	6:45	8:15	8:30
FARES: One-way							
Adult	\$14.60	Child (under 5)	FREE				
Adult (Clipper Only)	\$11.00	Mare Island Short Hop5 Adult	\$1.70				
Youth (5-18)	\$ 7.30	Mare Island Short Hop5 Youth	\$0.80				
Senior (65+)/Disabled/Medicare	\$ 7.30	Senior (65+)/Disabled/Medicare	\$0.80				
School Groups	\$ 4.80						

Take the Ferry to GIANTS BASEBALL AT ORACLE PARK			
FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive Oracle	Depart Oracle	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 Oracle	Depart Oracle	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 ORACLE	Arrive Vallejo	
	*see below	60 min. later	
* Ferry departs Oracle Park 20 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs Oracle Park no earlier than 20 minutes after the conclusion of the display but in no case later than 12:00 midnight.			
FARES: One-way Roundtrip			
Adult	\$15.90	\$31.80	
Youth (5-18)/Senior (65+)/Disabled	\$11.80	\$23.60	
Child (under 5) (when accompanied by an adult)	FREE	FREE	
FROM OAKLAND/ALAMEDA			
Weekday Night Games 6:45 PM Game Start Times			
Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle
5:35 p.m.	5:55 p.m.	6:25 p.m.	*see below
Weekday Night Games 7:15 PM Game Start Times			
Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see below
ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times			
Leave Oakland	Leave Alameda	Arrive Oracle	Depart Oracle
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see below
FARES: One-way Roundtrip			
Adult	\$ 9.60	\$19.20	
Youth (5-18)/Senior (65+)/Disabled	\$ 7.20	\$14.40	
Child (under 5) (when accompanied by an adult)	FREE	FREE	
*Ferry departs Oracle Park 30 minutes after last out, but no later than 11:30 PM. Fireworks: When there is a fireworks display, the ferry departs Oracle Park 30 minutes after the conclusion of the display, but no later than 11:30 PM.			

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Effective through April 26, 2019				Effective through April 26, 2019			
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.	6:20 a.m.	---	9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
6:30 a.m.	6:40	7:00	---	11:30	11:15	11:55	12:15 p.m.
7:00	7:15	7:35	---	12:00 p.m.	11:45 p.m.	12:25 p.m.	12:40
7:35	7:45	8:05	---	1:55	1:40	2:20	2:40
8:10	---	8:40	---	2:55	2:40	3:20	---
---	8:20	8:40	---	4:35	4:20	---	5:00
8:40	8:50	9:10	---	6:05	5:50	6:30	6:45
9:15	9:25	9:45	---	7:45	7:30	8:10	---
10:15	10:25	10:45	11:00	Weekends and Holidays from S.F.			
11:00	10:50	11:20	11:35	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
11:40	11:30	12:15 p.m.	12:20 p.m.	10:35 a.m.	10:50 a.m.	11:10 a.m.	11:25 a.m.
1:55 p.m.	1:45 p.m.	2:15	2:30	---	11:20	11:40	11:55
2:40	2:25	3:05	---	1:00 p.m.	1:15 p.m.	1:35 p.m.	1:50
3:50	3:35	4:20	---	2:00	2:15	2:35	2:50
4:30	4:15	5:00	---	3:40	3:55	4:15	4:30
5:05	4:50	5:30	---	5:10	5:25	5:45	6:00
5:55	5:45	6:20	---	6:50	7:05	7:25	7:40
6:20	6:05	6:50	---	FARES: One-way			
7:05	6:55	7:30	---	Adult	\$7.00	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
8:45	8:55	9:25	---	Adult (Clipper Only)	\$5.30		
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Youth (5-18)	\$3.50		
---	6:25 a.m.	7:10 a.m.	6:55 a.m.	Senior (65+) Disabled	\$3.50		
---	7:05	7:40	7:30	Child under 5	FREE		
---	7:35	8:05	8:00	School Groups	\$2.30		
---	7:45	8:05	---	Short Hop - Adult	\$1.70		
---	8:10	8:45	8:35	Short Hop - Youth	\$0.80		
---	8:45	9:20	9:10	Short Hop - Senior (65+), Disabled	\$0.80		
---	9:40	10:20	10:10				
---	10:30	10:45	10:55				
10:50 a.m.	11:05	11:25	11:35				
12:30 p.m.	12:45 p.m.	1:20 p.m.	1:05 p.m.				
1:45	2:00	2:20	2:35				
---	3:15	3:30	3:45				
3:30	---	4:10	4:20				
---	4:00	4:20	4:35				
---	4:30	4:45	5:00				
---	5:20	5:40	5:50				
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:30	6:50	7:00				
---	6:55	7:15	7:25				
---	7:35	7:55	8:10				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Effective through April 26, 2019			
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.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
9:00	9:30	---	---
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
Depart SSF	Arrive Harbor Bay	FARES: One-way	
8:30 a.m.	9:00 a.m.	Adult	\$7.30
		Adult (Clipper Only)	\$5.50
		Youth (5-18)	\$3.60
		Disabled / Seniors (65+)	\$3.60
		School Groups	\$2.40
		Children (under 5)	FREE
Depart Harbor Bay	Arrive SSF		
6:30 p.m.	7:00 p.m.		

RICHMOND			
Effective through April 26, 2019			
Weekdays			
Depart Richmond	Arrive SF Ferry Bldg.	Depart SF Ferry Bldg.	Arrive Richmond
6:10 a.m.	6:45 a.m.	6:25 a.m.	7:00 a.m.
7:10	7:45	7:55	8:30
8:15	8:45	4:30 p.m.	5:05 p.m.
8:40	9:15	5:20	5:55
5:15 p.m.	5:50 p.m.	6:35	7:10
6:05	6:40	6:50	7:25
FARES: One-way			
Adult (cash fare)	\$9.00		
Adult Clipper Card	\$6.75		
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.50		
Children under 5	FREE		
School Groups	\$2.90		

SOUTH S.F.		
Effective through April 26, 2019		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00	5:55
7:00	7:50	7:35
FARES: One-way		
Adult	\$8.80	
Adult (Clipper Only)	\$7.90	
Youth (5-18 years)	\$4.40	
Seniors (65+ yrs), Disabled	\$4.40	
School Groups	\$2.90	
Children (under 5) (with an adult)	FREE	

Red & White				
BAY CRUISE Pier 43 1/2				
Monday - Thursday		Monday - Thursday		
10:00 a.m.	2:30	10:00 a.m.	1:10	3:45
11:15	3:45	10:30	1:40	4:15#
12:30 p.m. #	5:00	11:15	2:15 #	5:00
1:10	6:00^	11:45	2:30	6:00^
2:15 #		12:30 p.m. #	3:00	
FARES:				
Bay Cruise	Adult (18+) \$33.00	Youth (5-17) \$23.00	^ Sunset Cruise	
			Adult (18+) \$70.00	
			Youth (5-17) \$48.00	
# Bridge to Bridge	Adult (18+) \$42.00	Youth (5-17) \$30.00	Child (under 5) Free	

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
5:45 a.m.	6:15 a.m.	6:20 a.m.	6:50 a.m.	9:30 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.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:50	9:20	-----	-----	Larkspur		Sausalito	
9:20	9:55	10:10	10:45	Daily			
10:10	10:45	10:55	11:30	Adult Cash Fare (19 - 64)		\$11.50	
11:10	11:45	11:55	12:30 p.m.	Clipper		\$ 7.50	
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled		\$ 5.75	
12:40 p.m.	1:15	1:25	2:00	Children 4 and under		FREE	
2:15	2:50	3:00	3:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
2:50	3:25	3:30	4:00	Visit goldengateferry.org for updates.			
-----	-----	4:00	4:30	Contact Information Toll free 511 or 711 (TDD)			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

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

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.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Berkeley
K Dock at Berkeley Marina in front of Harbormaster's office

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Richmond
1453 Harbour Way South

San Francisco:
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf
Pier 1½ just north of SF Ferry Building
Pier 52 in Mission Bay

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

South San Francisco
911 Marina Boulevard

Tiburon Ferry Terminal
Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON - S.F. Ferry Building

Weekday Service ONLY			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
5:30 a.m.	6:00 a.m.	6:00	6:30
6:40	7:10	7:15	7:45
7:55	8:25	8:30	9:00
9:10	9:35	---	---
---	---	4:25 p.m.	4:55 p.m.
5:05 p.m.	5:35 p.m.	5:45	6:15
6:20	6:50	6:55	7:25
7:30	8:00	8:05	8:35

FARES:		One-way	
Adult (19-64)		\$12.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.00	
Child (age 4 & under)		FREE	

TIDELINE

BERKELEY/SAN FRANCISCO

Weekdays			
Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:10 a.m.	7:40 a.m.	8:00 a.m.	8:30 a.m.
8:35	9:05	9:20	9:50

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
4:00 p.m.	4:35 p.m.	5:00 p.m.	5:25 p.m.
5:30	6:05	6:20	6:45

Advance reservations recommended, purchase tickets at www.tideline.com.

Blue & Gold Fleet

Good through April 28

TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m. *	10:40 a.m.	11:10 a.m.
11:20	12:05 p.m. *	12:15 p.m.	1:05 p.m. ^
1:15 p.m.	2:00 *	2:10	2:55 ^
3:05	3:50 *	4:00	4:45 ^
4:55	5:45 ^	5:55	6:25
8:05 #	8:35 #	8:45 #	9:15 #

TIBURON - Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:10 a.m.	12:20 p.m. **	12:30 p.m.	12:55 p.m.
1:05 p.m.	1:55 ^	2:05	2:35
2:15	3:25 **	3:30	3:55 **
3:35	4:25 *	4:35	5:25 ^
4:50	5:20	5:30	6:20 ^
6:30	7:00	7:10	7:55 ^
8:05	8:35	8:45	9:15

^ Via Sausalito, * Via Angel Island # Only available on Fridays

FARES:

	One-way	Round-trip
Adult	\$13.00	\$26.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

BAY CRUISE

Depart PIER 39		
Daily Monday - Thursday	Friday - Sunday	
10:15 a.m.	10:15 a.m.	2:15 p.m.
1:15 p.m.	11:00	3:15
3:15	12:15 p.m.	4:30
4:30	1:15	5:30

For the most current schedule, visit www.blueandgoldfleet.com. Bay Cruise does not operate during inclement weather.

FARES:

Adult	\$34.00	Child (5-11)	\$23.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Monday - Thursday (depart PIER 39)	
11:30 a.m.	
Friday - Sunday & Holidays (depart PIER 39)	
11:30 a.m.	3:45 p.m.
Ticket Prices: Adult	\$42.00
Junior (12 - 18)	\$31.00
Child (5 - 11)	\$28.00
Senior (65+)	\$31.00

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20 a.m.	12:25 p.m. x*	12:40	1:05 p.m.
1:15 p.m.	2:20 x*	2:30	2:55
3:05	4:10 x*	4:20	4:45
4:55	5:25	5:35	6:25 *

Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm x*
1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 *
2:15	2:45	2:55	3:55 x*
3:35	4:45 x*	4:55	5:25
4:50	5:40 *	5:50	6:20
6:30	7:20 *	7:30	7:55

x Via Angel Island, * Via Tiburon

FARES:

	One-way	Round-trip
Adult	\$13.00	\$26.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

For the most current schedule, visit www.blueandgoldfleet.com

There will be no Sausalito / Tiburon / Angel Island service on Thanksgiving Day. The day after Thanksgiving, all services will operate on a Holiday schedule. There will be no Blue & Gold Services on Christmas Day. On New Year's Day, Sausalito / Tiburon / Angel Island will operate on a Holiday schedule. On President's Day, all services will operate on a Holiday schedule.

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:20	11:45	11:55 p.m.	1:05 p.m. **
1:15 p.m.	1:40 p.m.	1:50	2:55 **
---	---	3:40	4:45 **

Weekends & Holidays (Depart Pier 41)

9:45 a.m.	10:15 a.m.	10:25 a.m.	10:55 a.m.
11:10	12:00 ^	12:10 p.m.	12:55 p.m.
---	---	3:15 ^	3:55
---	---	4:15	5:25 **

* Via Tiburon ^ Via Sausalito

ANGEL ISLAND PRICES

	One Way	S.F. Pier 41 (round-trip)
Adult	\$ 9.75	\$19.50
Child (5-11) SENIOR (65+)	\$ 5.50	\$11.00
Child (5 & under)	FREE	FREE

All prices include general state park entrance fee.

BAYCROSSINGS
"The Voice of the Waterfront"

All Ferry schedules subject to change.
For the most up to date information.
Visit: www.baycrossings.com

AROUND THE BAY IN APRIL



The new J/99 will make its debut at the 2019 Pacific Sail & Powerboat Show in Richmond April 4-7.

Pacific Sail & Powerboat Show

The 2019 Pacific Sail & Powerboat Show will return to Richmond from Thursday, April 4 through Sunday, April 7. The show celebrates sailing, boating and the marine sport lifestyle over four days in Richmond. Boats and equipment will once again pack the 45,000 square-foot historic Craneway building overlooking San Francisco Bay, with an additional 21,000 square feet of outdoor space surrounding the pavilion. The Marina Bay Yacht Harbor will enchant audiences with this year's in-water exhibits and additional on-land exhibitors. Thousands of boating enthusiasts are anticipating the arrival of two new boats, the J/99 and the RS21, as the show continues to attract new exhibitors and attendees from across the nation and around the world. The show is in its fourth year at Craneway Pavilion and Marina Bay Yacht Harbor in Richmond and will be open Thursday, Friday and Saturday 10 a.m. to 6 p.m. and Sunday 10 a.m. to 5 p.m. Details are online at www.pacificboatshow.com, on Twitter @PacificBoatShow and on Facebook @PacificSailandPowerBoatShow.

Polk Street Wine Walk

The third annual Polk Street Spring Wine Walk will take place on Friday, April 12 from 4 to 8 p.m. in San Francisco. This tasting event will include merchants offering wine samples inside their stores throughout Polk Street from Post to Filbert Streets; there will also be a free cable car shuttle from 5 to 8 p.m. Participants will receive a wine glass and map with all of the tasting locations. At-

tendees wishing to participate in the sampling program may purchase advance tickets for \$25 via the website www.sresproductions.com or day-of tickets for \$30 (cash only). The on-site ticket table is located at 1475 Polk Street. The ticket price includes wine samples at all of the sampling locations.

Shakespeare Shorts

A Night of Shakespeare Shorts is a celebration of short scenes from the plays of William Shakespeare in the spirit of a competition at the iconic Phoenix Theater in Petaluma on April 6 at 8 p.m. Participants will perform a short scene from one of Shakespeare's plays no longer than 10 minutes long. The scenes will be interspersed with music performed by local musicians. Scenes will be judged by a panel of Shakespeare-savvy experts and the audience will vote for a people's choice winner. Tickets are just \$10 for adults and \$5 for those under 18. For more information, visit petalumashakespeare.org.

Cider Summit Returns

California's premier artisanal cider festival Cider Summit SF returns for its sixth annual showcase of Northern California's foremost craft ciders and international classics at the Presidio Civil War Parade Ground in San Francisco on Saturday, April 13. Amidst stunning views of the Golden Gate Bridge and the Bay at the historic Presidio, Cider Summit SF is the west's best-in-show festival for handcrafted ciders with more than 50 exclusive cidemakers featuring nearly 200 premium ciders. For more information and to purchase tickets, visit cidersummitnw.com.

Pitch In on Earth Day

On Saturday, April 13, volunteers will come together to make a difference in state parks across California for the annual Earth Day celebration. Register to join them for special volunteer projects focused on climate resiliency or

at one of the new family-friendly open houses. The Earth Day celebration is being expanded to include open houses at five state parks across California, offering guided park explorations, arts and crafts, science projects, games, music and dance performances, and much more. Or sign up to volunteer and help complete essential projects and critical maintenance to support climate resiliency. These projects will address climate-related damage and volunteers will restore natural ecosystems, maintain trails to prevent erosion and remove debris to reduce fire risk. Volunteers will also plant native trees, pick up trash, beautify picnic areas and make our parks cleaner, healthier and more accessible to all. Learn more about Earth Day open houses and volunteering at calparks.org/earthday or call (415) 262-4400. Space is limited, so advance registration is required. Free parking is available for all open house participants on a first-come first-served basis.

Petaluma's Butter & Egg Days

Petaluma's Butter & Eggs Parade and Celebration on Saturday, April 27 is in its 38th year and is one of the most beloved traditions in downtown Petaluma. It celebrates the region's rich agricultural history as one of the premier dairy regions in the country. Together with the Petaluma River, eggs and dairy products created an economy that turned Petaluma into one of the most prosperous communities in the state in the early 1900s. The event typically draws over 10,000 attendees and the 100-unit parade features over 3,000 participants and more than 100 volunteers. Activities before, during and after the parade include four blocks of exhibit space for arts and crafts exhibitors, food vendors, sponsor booths, community and nonprofit booths and a large area to entertain youngsters with inflatables, rides and hands-on activities. This is a free event held from 10 a.m. to 5 p.m. in Petaluma's historic downtown with the parade starting at noon.

Bug Day!

The bugs are back! Check out the incredible extravaganza of insects at the Randall Museum's annual Bug Day on Saturday, April 27 from 10 a.m. to 2 p.m. Celebrate everything insect with hands-on science and art activities, games, entertainment and more. Join in the insect-inspired fun and learn how important these little creatures are to our planet and to our survival here. Kids and their families can make their own fabulous bug-related crafts to take home, see and touch live exotic insects, take a scientific look at insects through microscopes, compete in the Insect Olympics and perhaps even eat a bug or two. The San Francisco Beekeepers Association will have a hive of live honeybees on display. Kids can watch beekeepers at work and decorate containers of freshly made beeswax lip balm to take home. There will also be honey collected from hives all over San Francisco and other bee-made products for sale. Randall Museum is a facility of the San Francisco Recreation & Park Department located at 199 Museum Way in San Francisco. Admission is free with low-cost activities also available. Call (415) 554-9600 or visit www.randallmuseum.org for more information.

Presidential Opening Day

Board the Presidential Yacht *Potomac* for a three-hour cruise on San Francisco Bay to celebrate Opening Day on the Bay Sunday, April 28 at 10:30 a.m. Enjoy a gourmet box lunch and view over 300 boats participating in the official start of the 2019 boating season. Some of the Bay Area's most notable and notorious characters will be on board to entertain you. The cost is \$85 for adults, \$80 for seniors 62 and over and \$50 for children 12 and under. For more info visit www.usspotomac.org. The USS *Potomac* is located at 540 Water Street in Oakland's Jack London Square.

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.



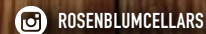
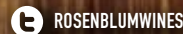
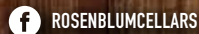
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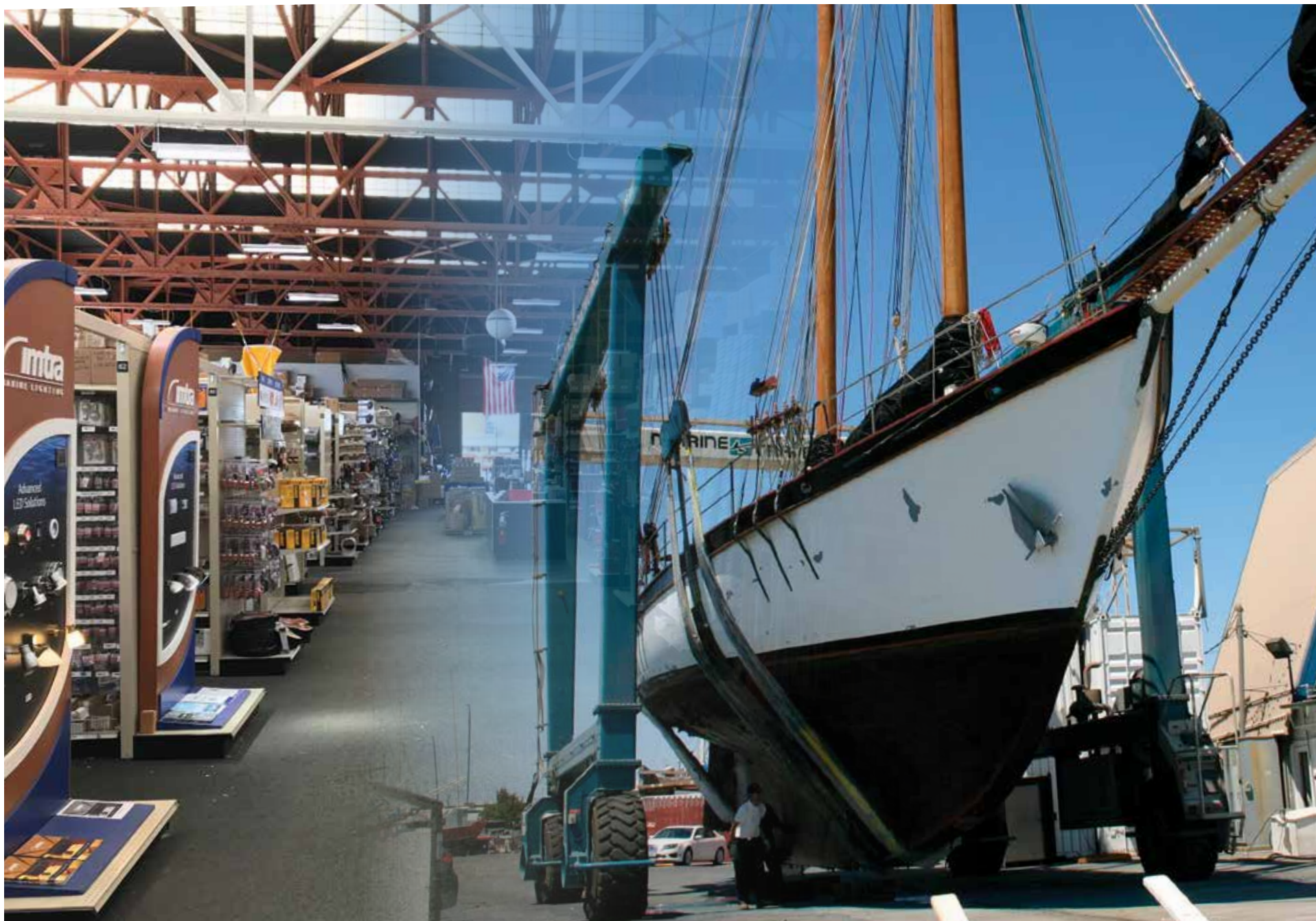
TAKE GOLDEN GATE LARKSPUR FERRY TO ORACLE PARK!

*Enjoy a one-hour scenic bay trip,
arriving within steps of Oracle Ballpark.*

GO GIANTS!



For ticket, reservation, and schedule information
call toll-free **511** (TDD 711) & or visit **goldengate.org**



See you at the 2019 Pacific Sail & Power Boat Show



**SVENDSEN'S MARINE
& INDUSTRIAL SUPPLY**
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BAY MARITIME GROUP

April 4-7, 2019 • Craneway Pavilion • Booth N-3

Find extended in-store offers, unbeatable deals on Zihk & Gill gear and enter for a chance to win a free haul out for your sail or power boat. See booth for more details.

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