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"The Voice of the Waterfront"

February 2019 Vol.20, No.2

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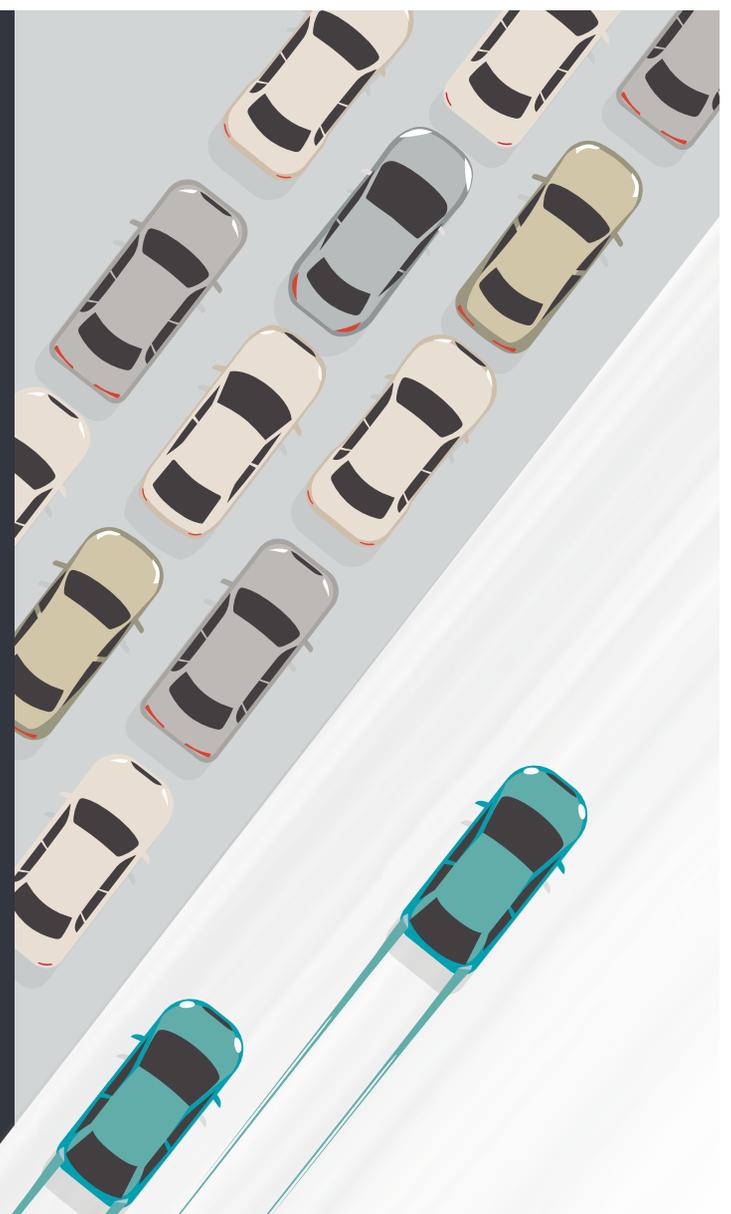
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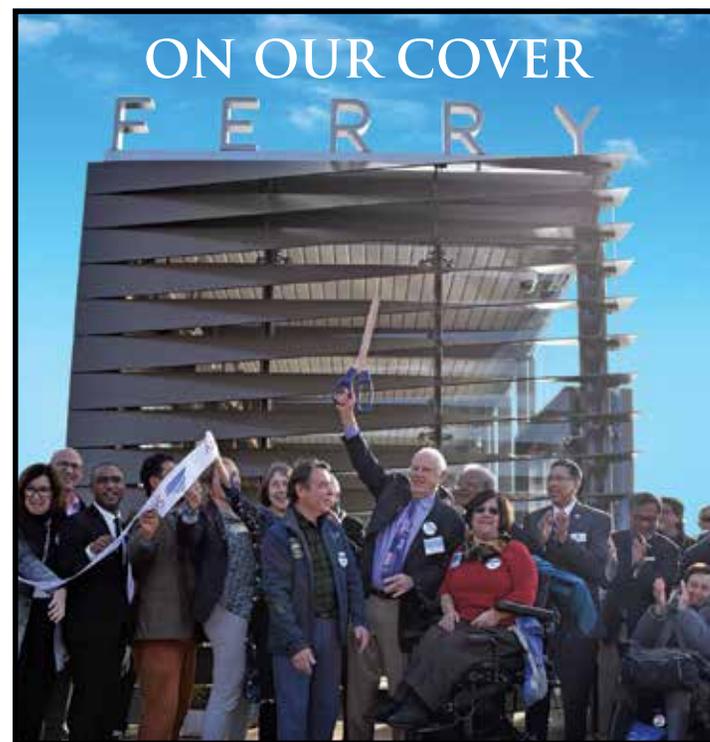
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To see, be, do, know



It was a triumphant day in Richmond as Mayor Tom Butt (holding scissors) and several dignitaries celebrated new WETA ferry service that debuted on January 10. The new Richmond Ferry Terminal project included the construction of an accessible gangway with a new ramping system, float and piles, a passenger shelter and the development and reconfiguration of a 362-space paved parking lot.

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.

BAYCROSSINGS

February 2019 Volume 20, Number 2

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Oakland and Other Golden State Ports Can't Afford to Relax

BY PATRICK BURNSON

All three of California's biggest ocean cargo gateways staged their annual "State of the Port" addresses last month, telling stakeholders that robust throughput numbers reached historic highs over the past year.

The state's third largest port, the Port of Oakland, got things underway first in early January, noting that it had handled the equivalent of 2.55 million twenty-foot equivalent units (TEUs) last year, which was up 5.2 percent from the port's 2017 volume. Furthermore, it was the second straight year of record volume.

According to port figures, 2018 import cargo volume increased 5 percent while exports declined 3.5 percent. The volume of empty containers returned to origin destinations for future import loads increased 19.7 percent.

Port spokespeople told *Working Waterfront* that multiple influences were at work in 2018 shaping cargo flows, including:

- A China-U.S. trade dispute that

prompted shippers to accelerate import orders ahead of anticipated tariffs;

- A strong dollar that made U.S. exports costlier overseas; and
- A buildup of empty containers in the U.S. that required repositioning to Asia because of the import surge.

"Last year was the busiest one ever at the port for a variety of reasons," said Port of Oakland Maritime Director John Driscoll. "Our objective now is to build on this performance to grow import and export volume."

Port of Long Beach Executive Director Mario Cordero weighed in a week later, updating the industry and community on major infrastructure projects, cargo trends, jobs, security and other major achievements in 2018, along with plans for the port in 2019. Long Beach Board of Harbor Commissioners President Tracy Egoscue also chimed in with a bullish forecast.

Meanwhile, the Port of Los Angeles moved more cargo in 2018 than any time in its 111-year history, racking up 9,458,749 TEUs, 1.2 percent more than



Photo courtesy of Port of Oakland

Although the Port of Oakland hit a second straight year of record volume, California ports lost five percent of all North American container market share due to stricter regulations.

2017's record-breaking year. It is the third consecutive year of record volumes for the nation's number-one gateway for containerized trade and the most cargo moved annually by a Western Hemisphere port.

"The Port of Los Angeles continues to be a national leader in cargo volume and innovation," said John McLaurin, President of the Oakland-based Pacific Merchant Shipping Association (PMSA). "These record volumes are a reflection of the dedication and hard work of the port and all of the supply chain partners."

But McLaurin also shared some cautionary advice for shippers this year, noting that California's unstable political environment and regulatory constraints could tarnish these rosy prognostications.

"International trade accounts for one out of nine jobs in Southern California, plays a vital role in the Bay Area economy, and provides the infrastructure for California companies to export products to other states and countries," he said in recent blog post shared with *Bay Crossings*. "However, significant issues need to be addressed by Governor Newsom for California to preserve or enhance its competitive position in international trade."

He further noted that California is losing market share to eastern, Gulf and Canadian ports. In fact, California's ports have lost 5 percent of all North American

container market share—dropping from 35.5 percent to 30.2 percent and current volume numbers are nearly 50 percent below state projections. This amounts to lost opportunities for the state in terms of jobs, personal income and state and local revenues.

"Those that import cargo through California cite higher costs associated with regulations, and increased uncertainty with regard to constantly changing environmental regulations and associated costs as the motivations for re-routing goods," said McLaurin.

For Bay Area shippers, the most disconcerting part of this diversionary trend is that once supply chains are re-routed, they are notoriously hard to reverse. "As a result, California's loss of port, warehouse, trucking and rail jobs, and the associated state and local tax revenues, go to our competitors," said McLaurin.

McLaurin also noted that those cargo diversions also result in higher greenhouse gas emissions for the planet and leave those who have invested heavily in cleaner operations here in California without the additional revenues necessary to offset the higher costs.

Patrick Burnson is the executive editor of *Logistics Management*.
www.logisticsmgmt.com

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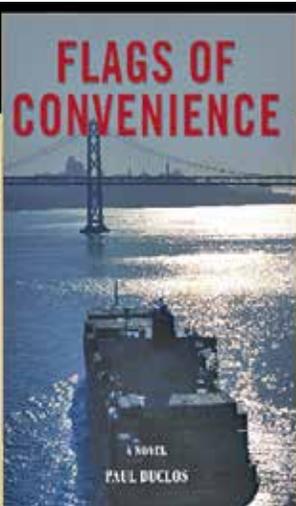
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Public Input Sought on Golden Gate Bridge Toll Increases

Beginning in late January, the Golden Gate Bridge District invited members of the public to provide input on possible Golden Gate Bridge toll increases over the next five years at a series of in-person and digital open houses.

The public outreach plan for a proposed toll increase was approved at the December board of directors meeting as part of the district's five-year financial planning process. The new proposal follows the conclusion of the previous five-year toll program in July 2018.

Members of the public are invited to provide comment on five toll options at open houses in Marin, Sonoma, and San Francisco counties, as well as online. The options provide a variety of rate increases based on three payment methods: FasTrak, pay as you go (one-

time payments or license plate accounts) or invoicing. Detailed information on the toll options and open houses is provided at goldengate.org.

The district is seeking input on which of the five options the board should consider for adoption in spring 2019. Any adopted toll increase would go into effect on July 1, 2019.

"We look forward to hearing the public's input on the options presented in our five-year toll proposal at our open houses," said Denis Mulligan, the Golden Gate Bridge District's general manager. "We take public comment very seriously and welcome the upcoming discussion about how to keep providing excellent service to our customers, whether you drive across the Bridge or ride our buses and ferries."

The district projected it would need to raise \$75 million over the next five

years to match the rising cost of goods and services. That assumes the district maintains current operations and levels of service across the Golden Gate Bridge, Golden Gate Transit, and Golden Gate Ferry.

Any revenue raised beyond the \$75 million needed to fund the district's operations would be used to improve transit service, especially on popular routes such as the Larkspur to San Francisco ferry service. For example, the district is looking to purchase a new ferry vessel and expand the number of daily ferry trips to meet the growing demand for the service.

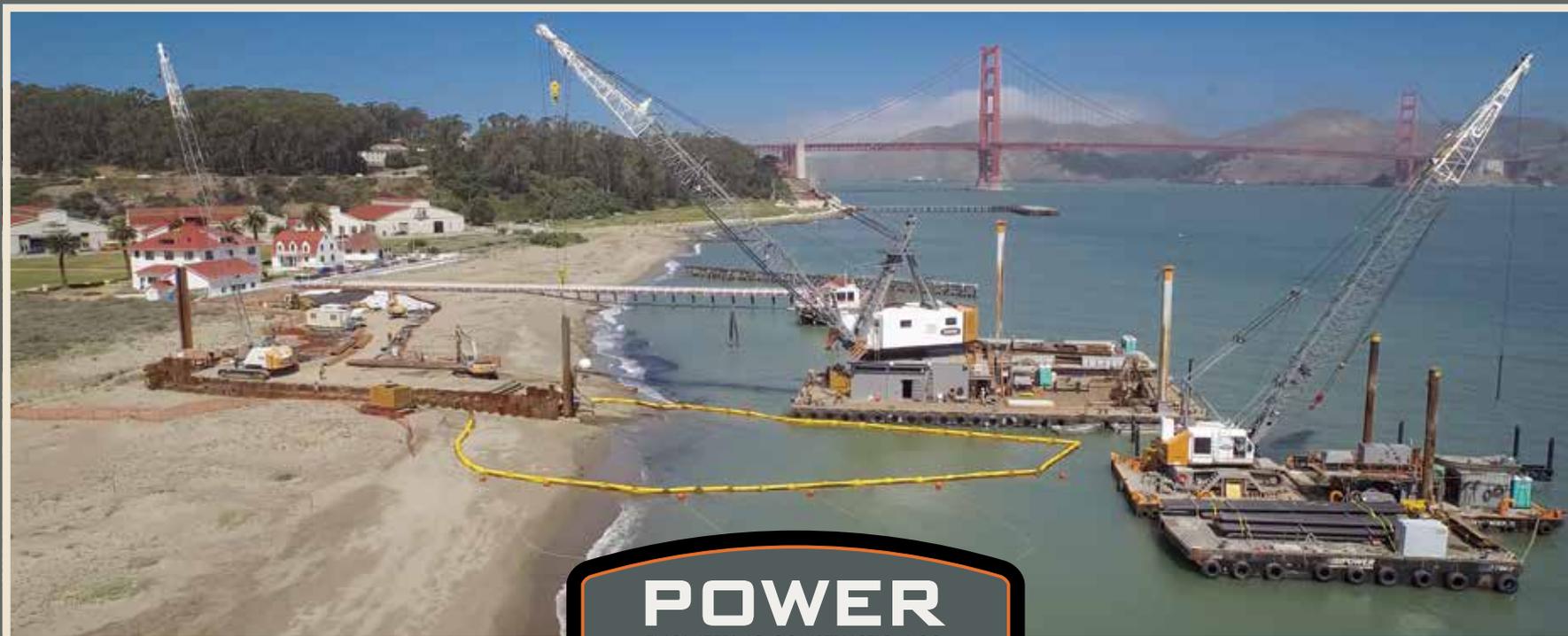
In 2018, Golden Gate buses and ferries removed 20 percent of weekday commute traffic between 5 a.m. and 9 a.m. from the Bridge, easing congestion for people driving from the North Bay into San Francisco.

The district welcomed members of the public in Marin to attend and comment on the proposed toll increases in at an open house on January 30 and will offer the following open houses and an online digital open house in February:

Sonoma County
Tuesday, February 5
from 6 to 8 p.m.
Petaluma Arts Center
230 Lakeville Street, Petaluma

City and County of San Francisco
Thursday, February 7
from 5 to 7 p.m.
Fort Mason Center Landmark
Building C, Room 205

Facebook Live Event
Saturday, February 9
11 a.m.
Find them @goldengatebridge



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Tideline Marine Makes a Move

BY DAN ROSENHEIM

In a purchase rife with implications for transportation on the Bay, small boat operator Tideline Marine Group has announced the acquisition of a 149-passenger craft—more than three times larger than its current vessels.

The new boat, the 75-foot *Peregrine*, is on its way through the Panama Canal and is expected to begin test runs here in February. Tideline said it hasn't decided yet precisely where it will use the new boat, but said the purchase comes in response to growing demand for ferry service from many parts of the Bay.

"We get so many inquiries from private companies and towns," Danielle Weerth, Tideline director of business development, said in an interview. "We're sifting through all the expressions of interest."

The acquisition moves Tideline into a bigger league. While the vessel's 149-passenger capacity keeps it just below the 150-passenger level that is considered the threshold for a "small boat," Tideline now becomes a much more substantial competitor for transit business on the Bay.

"I don't know what they're going to do with it, but it definitely signals a change in their profile," said one transit administrator who asked not to be identified.

Reportedly purchased at a heavily

discounted price, *Peregrine* will be Tideline's fourth vessel on the Bay. With financial backing from investment banker Richard Blum, the company operates two 45-passenger boats, and just began service with a smaller vessel, a 20-passenger catamaran called *Kestrel*.

Tideline's boats provide regular public commuter service between Berkeley and downtown San Francisco (a likely run for *Peregrine*), as well as a private service for the biotech company Exelixis between San Francisco's Oyster Point and Harbor Bay in Alameda. Mill Valley-headquartered Tideline also runs a variety of charters, including weekend viewing cruises with the Marine Mammal Center and other nonprofits, and it is partnered with the city of Napa to provide cruises on the Napa River.

"*Peregrine* is a very special vessel and will also be available for a wide range of charter services," said Taylor Lewis, Tideline's founder and CEO.

Beyond the implications for the company itself, though, Tideline's move points to the complex economic and political dynamics of bay transit, as government agencies, private operators and labor unions all grapple with the best means to expand service.

Currently, the vast majority of Bay Area ferry service is provided by two public entities. The Water Emergency Transit Authority (WETA) operates service between San Francisco, South San Francisco, the East Bay and Vallejo, while Golden Gate Transit provides ferry service between San Francisco and the North Bay.

A variety of alternate transportation services—call them small boats, private ferries, charter ferries or water taxis—have been nibbling around the edges of the main ferry business for years. Right now, most regular small-boat passenger service in the Bay is provided by Tide-



Photo courtesy of Tideline

Tideline currently operates two 45-passenger boats and one 20-passenger boat for public and private ferry service around the Bay.

line and by a company called Prop SF, which operates private runs for biotech employees between South San Francisco and Alameda.

But smaller passenger craft seem certain to play a more important role in the future, as transit on the Bay grows. Tideline's boats are often full (many commuters make reservations in advance), and some WETA lines routinely run out of room, leaving would-be passengers behind at the dock. And private-sector interests that haven't previously been part of the picture are beginning to see opportunities in water transit.

"We designed our cities and roads around the car, but that's not as viable as it once was," said one venture capitalist who is weighing a major investment in the ferry business. "There's a need to expand ferries in a major way, with a role for private enterprise, probably in conjunction with government agencies. If you build it, people will come."

The enlargement of ferry traffic is the seemingly certain response to an ever-louder chorus of demand, not only from commuters trying to squeeze aboard existing vessels at rush hour, but also from businesses and towns that want their own ferry runs. Examples include:

- Major technology and biotechnology companies on the Peninsula that need a faster way to move employees to San Francisco and across the Bay;
- Peninsula towns such as Redwood

City and Mountain View, as well as such cross-Bay neighbors as Fremont;

- San Pablo Bay and Sacramento River communities, including Hercules, Martinez, Antioch and even Sacramento.
- Ultimately, even freight companies, such as UPS, for whom water transit offers an efficient way to move packages and other cargo from one side of the Bay to the other.

But augmenting water transit is already heating up long-simmering debates over many policy issues. Among them:

What is the role for government agencies, such as WETA and Golden Gate, in expanding service and adding small boats themselves?

WETA recently completed an exploratory study of small vessels' potential, which was presented to the agency's directors at their January 10 board meeting. The relatively modest plan called for adding five small boats over the next few years to service Treasure Island and Mission Bay, and to supplement existing ferry runs. A separate phase down the road could add more boats for yet-unspecified purposes. But the study made no mention of expanding service to such ferry-hungry areas as the Peninsula and



Photo courtesy of Tideline

Smaller ferries and water taxis have become more popular in recent years.

far North Bay. And some argue that a more nimble, private-sector approach is better suited to serving businesses and navigating the shallow waters south of the San Mateo Bridge. While stressing that her company works with WETA and does not see the water transit agency as a competitor, Tideland's Weerth added: "We don't want to do long studies and build big terminals."

How does expansion get funded?

WETA, which is heavily underwritten by the Metropolitan Transportation Commission, is in the best position to invest large sums of capital in new ferry boats, docks, berths and maintenance facilities. But WETA has been counting heavily on monies from voter-approved Regional Measure 3, and that money is now tied up in litigation and may not be available for two years or more, even if the agency ultimately prevails in court.

Speaking of those shallow waters, how do hovercraft, ferries that ride on a cushion of air, fit into this picture?

The flat-bottomed boats are the key to ferry service in the South Bay, which can't accommodate the deeper draft of traditional vessels. It's not clear, though, who buys and operates the hovercraft. One option being discussed: WETA buys boats but hires an outside firm to operate them, just as the Blue & Gold Fleet operates ferries for WETA. Jim Wunderman, vice chairman of WETA's board and president of the Bay Area Council, has now formally requested that WETA fund a study on the potential for hovercraft.

What policies should govern the use of publicly funded WETA docks?

Tideline, for instance, has a six-month permit to use public docks for a Harbor Bay-Oyster Point run, but there was lively debate at a WETA board meeting this past fall regarding ADA compliance and safety issues for small boats.

How do the small boats assure a smooth, commuter-friendly trip in the Bay's often-choppy waters—not an unimportant issue for commuters?

"This isn't a Disneyland e-ticket ride," Anthony Bruzzone, who worked on the WETA study as a consultant with the planning firm ARUP, told WETA's board this month.

What is the future for trade unions on the Bay?

Organized labor has jurisdiction over the two big operators, but the smaller private companies are largely non-union. That could soon change. Marina Secchitano, president of the Inlandboatmen's Union of the Pacific (Marine Division of the International Longshore and Warehouse Union), said that after several months of informal talk, formal contract negotiations are just starting with Tideland. In general, she said, unions ought to represent any ferries "carrying passengers commercially."

And while looking to talk with Tideline, Secchitano also spoke in support of major government agencies as the principal ferry operators on the Bay. "I am strongly in favor of continuity through WETA," she said. "I would not want to diminish WETA."

It isn't clear whether unions literally expect collective bargaining at any and all Bay transit companies, but they are a force to be taken seriously on the waterfront—all the more so if some part of the ferry fleet begins to carry packages or other freight. "You ignore labor harmony at your peril," said one longtime waterfront expert. "It doesn't necessarily mean union jurisdictions on every boat, but you can't undercut the unions. You need to find a path to labor harmony."

This list of issues, which is by no means exhaustive, suggests the complexity of ferry policy going forward. And the debate over that policy seems certain to intensify in the months ahead.

In the meantime, though, back at Tideline, Danielle Weerth offered a healthy reminder that along with the matters of economics and jurisdiction, there's an important, underlying human component to the ferry equation: "People love the ride," she said. "They say it's the best part of their day."



The new MV Carina arrived in the Bay Area recently and is expected to begin service on the Alameda/Oakland route soon.

New Ferries Closer to Beginning Service

MV *Carina*, the fourth and final of WETA's *Hydrus* class ferries, arrived in the Bay Area on January 27. Built in Seattle by Vigor and designed by Incat Crowther, *Carina* is a 400-passenger, 27-knot ferry that will primarily handle runs between Alameda, Oakland and San Francisco. *Carina* joins sister ferries *Hydrus*, *Argo* and *Cetus* in the fleet and should enter service by the end of February.

The 445-passenger *Pyxis*, the first of three new high-speed vessels designed primarily for the Vallejo route, is in the process of completing the final phases of sea trials in Anacortes, Washington. Both vessels will need to undergo further tests and inspections in Bay Area waters before entering service on San Francisco Bay Ferry routes.

New South SF to Harbor Bay Route

In response to growing demand for service from South San Francisco to the East Bay from people on the peninsula who work in Harbor Bay Business Park,

San Francisco Bay Ferry is running a pilot program that will feature a single morning commute from South San Francisco's Oyster Point terminal leaving at 8:30 a.m. and arriving at Alameda's Harbor Bay terminal at 9 a.m. There will be one return trip in the evening at 6:30 p.m. arriving in South San Francisco at 7 p.m. This new route eliminates a current deadhead run where a ferry returns to port empty and also enables San Francisco Bay Ferry to add an additional Harbor Bay to San Francisco run in the mornings at 9 a.m.

Electrical Issues Sideline MV *Mare Island*

WETA's MV *Mare Island* was out of service for a little over a week due to an electrical issue discovered on January 16. Due to vessel limitations, bus service replaced one major morning run from Vallejo to San Francisco and two afternoon runs from San Francisco to Vallejo for a week. *Mare Island* was repaired and re-entered service the afternoon of January 25.

Your 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.

What happens if the ferry is full before I board?

WETA: Some of our departures can fill up due to high demand. Due to U.S. Coast Guard regulations, we cannot allow standing room only passage on our ferries, so we restrict boarding when ferries are full. Our vessels have varying passenger capacities, from 199 on the *Taurus* and *Scorpio* to 400 on the *Hydrus*, *Argo* and *Cetus*. Once the maximum number of passengers have boarded, all others in line must wait for the next ferry to their destination. We operate on a first-come, first-served basis and don't allow passengers to save spots in line for others. Our schedules do denote the departures most likely to reach capacity so passengers can plan appropriately. We

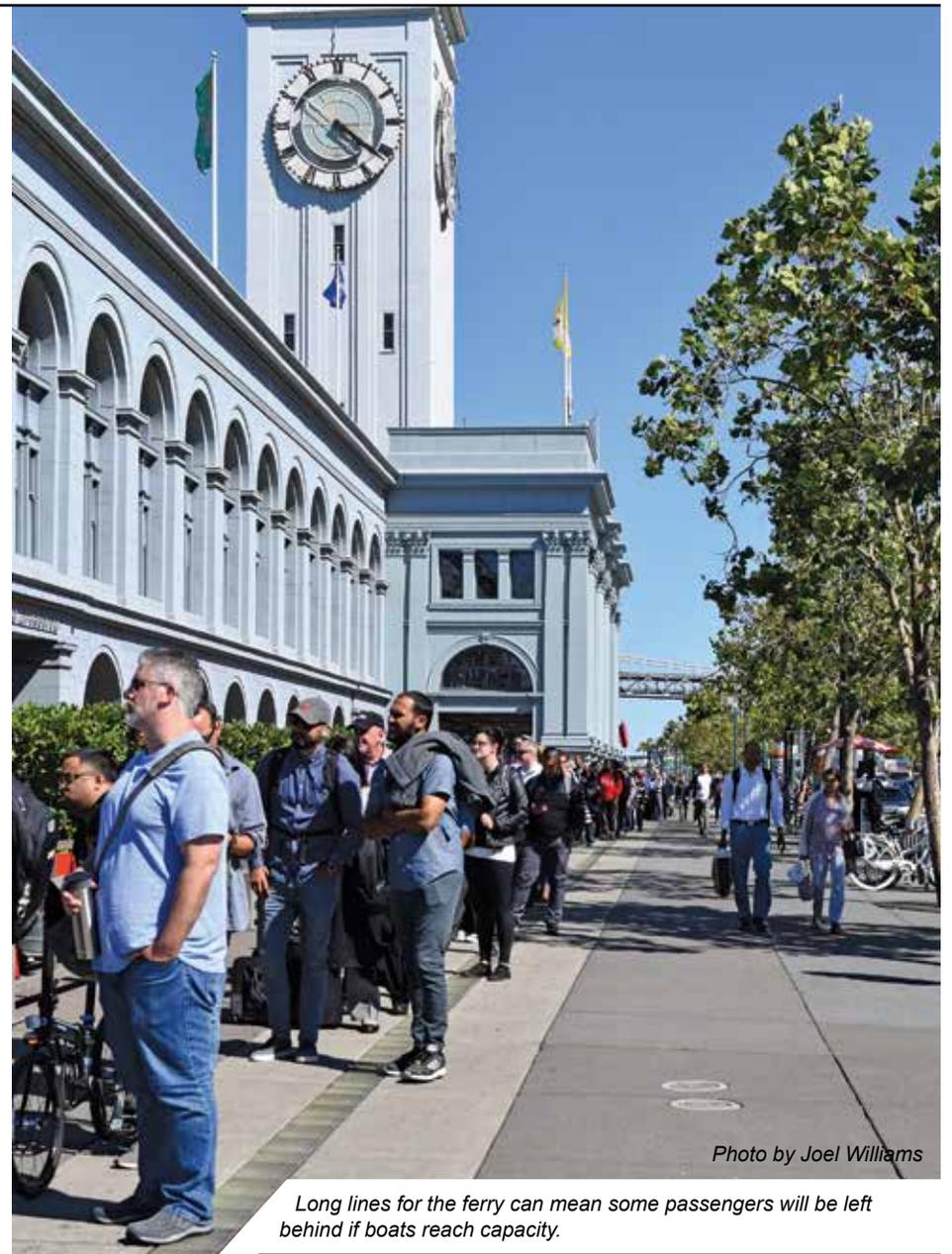


Photo by Joel Williams

Long lines for the ferry can mean some passengers will be left behind if boats reach capacity.



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I've seen very large backups of bikes waiting in line in Sausalito. What happens if I rent a bike in San Francisco to ride over the Golden Gate to Sausalito and take the ferry back and there is no room for my bike on the return trip?

GG: Both Blue & Gold and Golden Gate Ferry take a maximum of 150 bikes per boat and have up to 17 departures between 11:20 a.m. and 9:10 p.m. during the summer season. The two largest bike rental companies offer their own system of returning rental bikes that are dropped off in Sausalito, allowing their customers to enjoy a ferry ride back to S.F. without their bikes in tow. Sausalito Bike Return has contracts with most of the smaller rental companies to offer the same type

of bike return service. A third option is taxis that can take 4-6 bikes with the renters. All options cost between \$12 and \$20 per bike. Although some riders may have to wait up to two hours during the peak time, we have yet to strand anyone in Sausalito!

What is the ferry's pet policy?

WETA: Service animals and service animals in training are allowed aboard San Francisco Bay Ferry. In addition, small pets in completely enclosed carriers that can fit on the passenger's lap can be transported on San Francisco Bay Ferry as well. These pets must not be disruptive and must remain within the carrier for the duration of transit. Dogs on leashes (other than service animals or service animals in training) are not allowed, even on weekends.

Ashleigh Cofield

BY MATT LARSON

Remember that bartender with the pink hair? Or green hair? Or was it blue, or purple? That was probably Ashleigh Cofield, who just celebrated her two-year anniversary tending bar on the ferry at the end of January. This month she's planning for red hair, in honor of Valentine's Day.

It's all about personality when it comes to Cofield's customer service, and she loves getting to know her passengers. Some of the local commuters, however, know her before they even meet. "My mother drives Lyft in Vallejo, so a lot of the commuters also know my mom," she said. "I remember working one day and this lady walked up to me and goes, 'Your name's Ashleigh. Your mom's Dawn. You have friends in Sacramento,' and I'm like, how do you know all this? She said, 'Because your mom gave me a ride today.'"

So you can hang out with Cofield's mom on the way to the ferry, have a drink with Cofield herself on your way to the City, and sometimes you may even get to see her daughter, Aaliyah, on board for three generations of company. "You get to experience the whole family!" she said. "Some days, if I cannot find a sitter, I'll bring her with me on the boat. I'm very fortunate that that is okay, and the

riders absolutely love her."

Cofield's favorite part of working on the water is probably your favorite part of riding it as well—the views. "It is beautiful," she said. "The best spot to look is right after the Sausalito/Marin area, you get a good shot of the Golden Gate Bridge. It's the best part of the entire day."

Her favorite boat, the *Vallejo*, is no longer in service. It was the first boat she ever rode, the boat she was trained on, and—most importantly—it had a hot pink register to match her hot pink hair at the time. But life goes on.

Born in Oakland and living in Vallejo since she was two years old, this is her first foray into the maritime field. Before this Cofield was working at Panama Bay Coffee at the Vallejo terminal, and was a cook at Rookies Sports Bar & Grill in Benicia. Now after two years on the waterways she's thinking of staying on the water, perhaps becoming a deckhand someday. "It seems like a good way to stay on the boat and not lose contact with the commuters and my work family."

Bloody Marys and margaritas are among Cofield's most requested drinks, and her Bloody Marys have received rave reviews, so keep that in mind next time you're on board; and maybe you could talk Cofield into trying one herself. "It's so funny," she said. "People have complimented my Bloody Marys



Ashleigh Cofield has been a friendly face at the ferry bar for over two years.

numerous times but I have yet to ever drink one."

Having lived in the Bay Area her whole life, working on the ferry has revealed to her how popular the region truly is on a global scale. "I've talked to so many different people, heard so many different accents," she said. "I've met people from Nigeria, Ghana, Switzerland, Australia, Canada—it's kind of mind-blowing sometimes."

Off the clock, Cofield loves spending quality time with her daughter, whose

full name is Aaliyah Nefertiti Jones. She also loves to read, and to color. "I'm a very big little kid," she said. And her favorite books of all time are the Harry Potter series, so feel free to fan out with her next time you're on board.

It's hard to have a bad day if the ferry is your means of transport or, in Cofield's case, your work office. "It is the best way to travel," Cofield said. "We get great views, we are always on time, we have a bar, and clean bathrooms!"



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Long-Awaited Ferry Renaissance Comes to Richmond



Photo by Joel Williams

BY JOEL WILLIAMS

On January 10, with a large dose of pomp and circumstance, the City of Richmond, the Water

Emergency Transportation Authority (WETA) and the Contra Costa Transportation Authority (CCTA) marked the launch of Richmond ferry service and the opening of the Richmond Ferry Terminal with a celebration in the

Craneway Pavilion.

The well-attended event featured Richmond High School's stellar 100-piece marching band and string ensemble; speeches by assorted dignitaries; and a sumptuous spread of tacos, salad and cupcakes. There was even a small group of Richmond's women shipbuilders from World War II—known as the original Rosie the Riveters—on hand for the festivities.

“For as long as I have been on the city council—23 years—we have been advocating for permanent ferry service,” said Richmond Mayor Tom Butt. “It’s been a prolonged effort including many agencies and local officials, but we are finally here. Richmond evolved as a waterfront community, and ferries are a significant part of our heritage. It’s thrilling to be back in business.”

The new Richmond ferry service continues the ambitious expansion of WETA’s regional San Francisco Bay Ferry system, which will help alleviate traffic congestion and increase WETA’s

emergency water transit response capabilities.

“We are thrilled to launch new ferry service between Richmond and San Francisco,” said Nina Rannells, WETA’s executive director. “This new weekday commute service will improve the lives of East Bay residents by getting them off of the congested freeways and onto the Bay with a safe, reliable and enjoyable alternative.”

The San Francisco Bay Ferry Richmond service provides four weekday morning runs to San Francisco, four weekday evening runs to Richmond, and limited return service (see full schedule on page 20). A bulletin board allowed guests at the ceremony to post wish lists in connection with the new ferry service. By far the most frequent wish: “Please expand service to weekends!”

The Richmond Ferry Terminal project included the construction of an accessible gangway with a new ramping system, float and piles, a passenger shelter and the development and



Photo by Joel Williams

A small group of Richmond's women shipbuilders from World War II was on hand for the festivities.

reconfiguration of a 362-space paved parking lot. WETA also installed a new ADA-compliant kayak launch ramp and improved shoreline access at Ford Point.

A Long Time Coming

Richmond has a long history of ferry service dating back to the early 1900s, when the Santa Fe Railroad operated the passenger ferry boats *San Pablo*, *San Pedro*, and *Ocean Wave*, connecting Richmond with San Francisco by water. The boats ran from the San Francisco Ferry Building to the railroad's Ferry Point terminal in Richmond as a continuation of the company's passenger train runs.

Santa Fe's Richmond ferry service was discontinued in 1933 due to the Great Depression and, after the opening of the Bay Bridge in 1936 and the Golden Gate Bridge in 1937, most ferry service in the Bay Area was discontinued. Some of the larger ferryboats were purchased by the Richmond-San Rafael Ferry Company to shuttle automobiles between Richmond and San Rafael, but this service ceased when the Richmond Bridge opened in 1956.

When the Loma Prieta earthquake closed the Bay Bridge for a full month in 1989, emergency ferry service was initiated to several locations, including Richmond. Many people preferred this method of commuting, but once the bridge was reopened, the service was halted.

Ten years later, shortly after the establishment of the Water Transit Authority (WTA), Red & White Fleet began private ferry service between Richmond and San Francisco. There were four departures in the morning and evening with limited weekend service. Without a public subsidy, however, the service faced a steep uphill climb financially. The crossing was long—45 minutes for the short eight-mile run. There was a cult following, but it never gained enough popularity to pique the interest of the WTA at the time and the route ended after just a year of service.

"I was cheering for it but there is just so much you could do," said Butt of the 1999 private ferry service. "There weren't a lot of people, but the ones who rode that ferry were rabid. They loved it and when it ended they started a group to lobby for it, writing letters and showing up at city council meetings."

Even though private ferry service didn't succeed, it did motivate a dedicated group in the Richmond government to begin an almost 20-year quest to get commuter ferry service reestablished from to San Francisco through the publicly funded WTA. Butt, then a councilmember, was one of those committed people.

In the early 2000s, the drumbeat for ferry service had grown louder. The Richmond City Council began adopting resolutions supporting ferry service, and the city's redevelopment agency proactively pursued feasibility studies to bolster their case to the WTA. "That was the time when we decided we were going to make this happen," said Butt.

In 2004, Contra Costa County voters passed Measure J, which provided \$45 million of operating funds for the first 10 years of a future ferry service in Contra Costa County.

The establishment of the WETA to replace the WTA in 2007 also helped the cause, as part of its stated mission was (and remains) operating and expanding



Mayor Tom Butt of Richmond (seated next to WETA Executive Director Nina Rannells) has been a longtime supporter of ferry transit and has worked to bring ferry service to the city for more than two decades.

ferry service on the San Francisco Bay: "WETA is committed to working with cities, communities and stakeholders to establish new ferry routes where the proposed route reduces traffic congestion in the transit corridor, is cost effective and financially viable."

The traffic nightmares of recent years have forced Bay Area transit agencies to step up efforts to improve commute times—especially by taking cars off of the I-580 corridor feeding I-80 and the Bay Bridge maze. Given its location, Richmond ferry service seemed like a logical way to get traffic off the highways.

With all of these boxes checked, Richmond was finally designated as a future WETA terminal site and years of planning, debate and delays ensued until officials selected the new location next to the Craneway Pavilion at the waterfront end of the Historic Ford Building. WETA officially approved funding in March 2015 and terminal construction finally began in November 2017.

Contra Costa's Measure J transportation sales tax will fund operations of the Richmond ferry service for at least 10 years through an agreement between CCTA and WETA. This will give the service time to grow without the threat of early termination; new services often experience low ridership at the start until word of mouth leads to widespread acceptance.

"The Contra Costa Transportation Authority is proud to be a funding

partner of this new ferry service, which is creating a stronger connection between Contra Costa County's communities and the Bay Area region," said Federal Glover, CCTA's Board Chair. "Providing commuters with more options to travel to and from work helps make our county a more desirable place to live, to operate a business and to raise a family."

The Future of Ferries

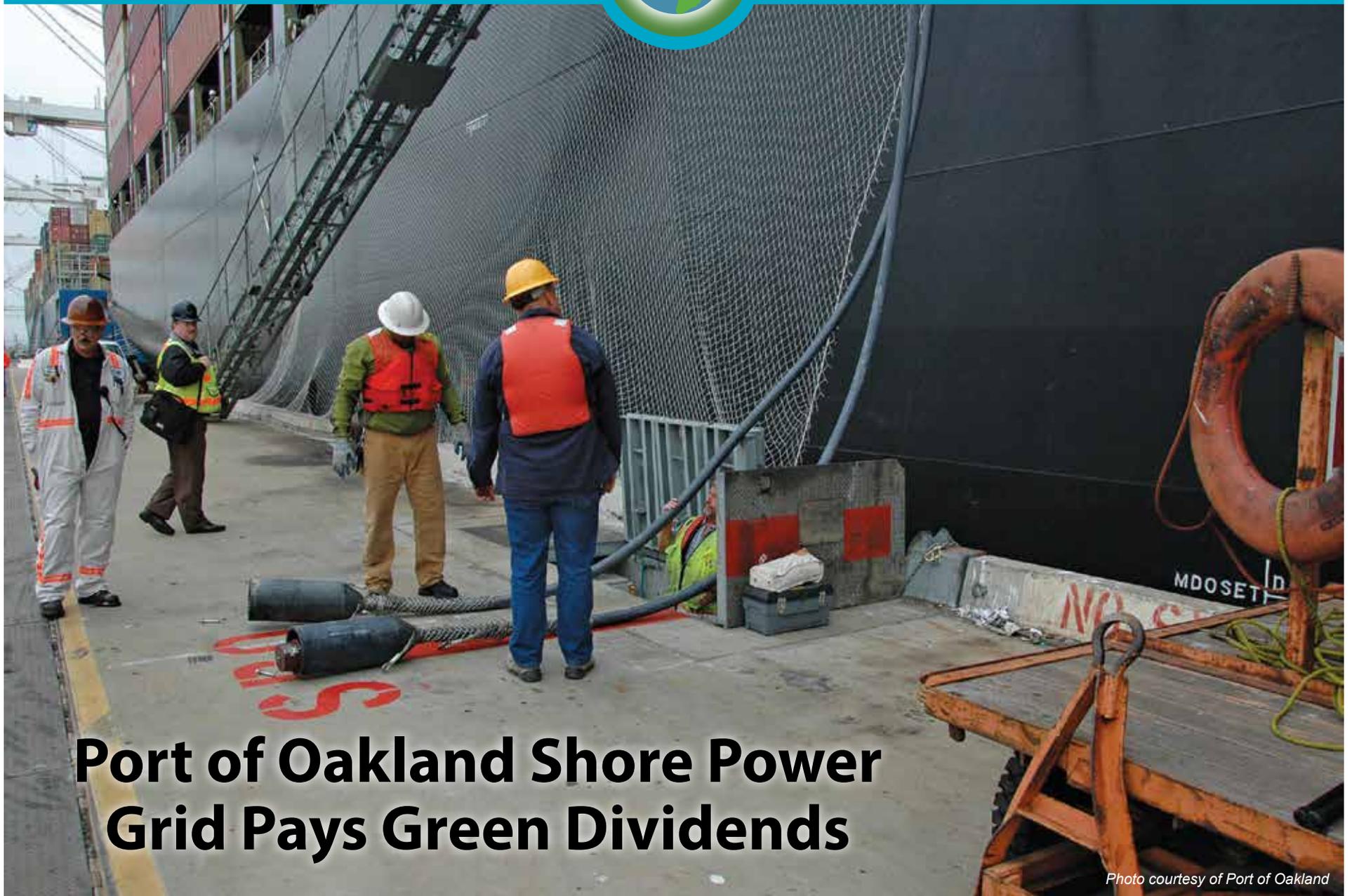
The new Richmond service is just one result of WETA's \$465 million of recent investments in new ferry assets—including new terminals, maintenance facilities and vessels—to support its mission to expand regional ferry service in the San Francisco Bay Area.

Over the last two years, WETA has added three new vessels to its fleet, opened the Ron Cowan Central Bay Operations and Maintenance Facility in Alameda and experienced unprecedented demand for ferry service. WETA now carries nearly three million passengers annually. Two new vessels are on track to join the San Francisco Bay Ferry fleet in the first quarter of 2019, and three more are currently under construction.

Looking to the future, WETA has developed a 20-year strategic plan with an ambitious vision that would expand WETA's regional ferry system to include 44 vessels, 16 terminals and 12 routes that would serve to increase peak period capacity 740 percent by 2035.



Red & White ran the last regular ferry service between San Francisco and Richmond in 1999.



Port of Oakland Shore Power Grid Pays Green Dividends

Photo courtesy of Port of Oakland

BY BILL PICTURE

In positive news for Bay Area air quality, 75 percent of the 1,543 ships that visited the Port of Oakland last year switched off their engines while docked—an increase from 68 percent in 2017.

Using shore power for lighting, temperature control, refrigeration and other electrical onboard systems eliminates tons of diesel particulate matter and greenhouse gases that contribute to climate change and put at risk the health of dock workers and port neighbors. “Shore power is the most effective way we know to reduce vessel emissions,” said Port of

Oakland Environmental Planner Catherine Mukai in a written statement. “We’re pleased because the trends are positive.”

The port’s shore power infrastructure was completed in late 2013 as part of a commitment made five years earlier to reduce seaport-related diesel emissions by 85 percent from 2005 levels by the year 2020. In September of last year, the port reported that diesel emissions had already been reduced by 81 percent of 2005 levels, and expressed confidence that the 2020 goal was in reach.

The California Air Resources Board approved a measure in 2007 requiring that, by the start of 2014, large vessels visiting California’s six major ports more than 25 times a year either turn

off their auxiliary engines while at berth and connect to another source of power or employ a control technology that would achieve similar emission reductions.

In 2007, few of the ships passing under the Golden Gate Bridge were grid-ready. But while the demand for more shore power may not yet have reached the port’s doorstep, the port decided to get ready. And those years of effort have paid off. “The port now has enough electrical shore power capacity to plug in all the ships that call,” said Mukai.



Photo courtesy of Port of Oakland

A single vessel can use more than a megawatt of power, so each berth has its own dedicated high-voltage substation.

But the cost to retrofit an existing vessel for shore power—roughly \$1 million—has prevented some ocean



carriers from meeting the state's requirement. The port is working with these carriers to get them on track and hopes to get 90 percent of at-berth vessels plugged into shore power by 2020. "Success requires major planning, collaboration and investments," Mukai said.

Mukai pointed out that the process of hooking up a vessel to shore power does in itself require collaboration. A single vessel can use more than a megawatt of power; that's a lot of juice, so each berth has its own dedicated high-voltage substation. Container ships connect to the port's on-shore grid via large (and very heavy) cables. Harbor pilots have to bring the vessel in and align it with a dockside electrical vault. Then, landside workers have to connect the cables to the vault.

Last month, the port honored two shipping lines that met the state's challenge head on. Two of the world's largest container lines, Hyundai Merchant Marine and MSC, have both equipped their entire fleets to be ready for shore power. The International Container Terminal, the port's busiest terminal, also got a pat on the back for coordinating vessel arrivals to maximize shore power use. More than 750 ships connected to shore power there last year. The International Container Terminal services 22 shipping lines that serve Asia, Europe and Central America.

In January 2019, shore power at the Port of Oakland reached an all-time high, with 82 percent of vessels plugging into the landside grid. Mukai added that more vessels plugged in at the Port of Oakland last year than did at the Port of Los Angeles, despite the fact that L.A. has more terminals than Oakland.

But shore power is just part of a much bigger and greener picture envisioned by Port of Oakland Director of Environmental Programs and Planning Richard Sinkoff. Sinkoff announced last June that the port had embarked on a

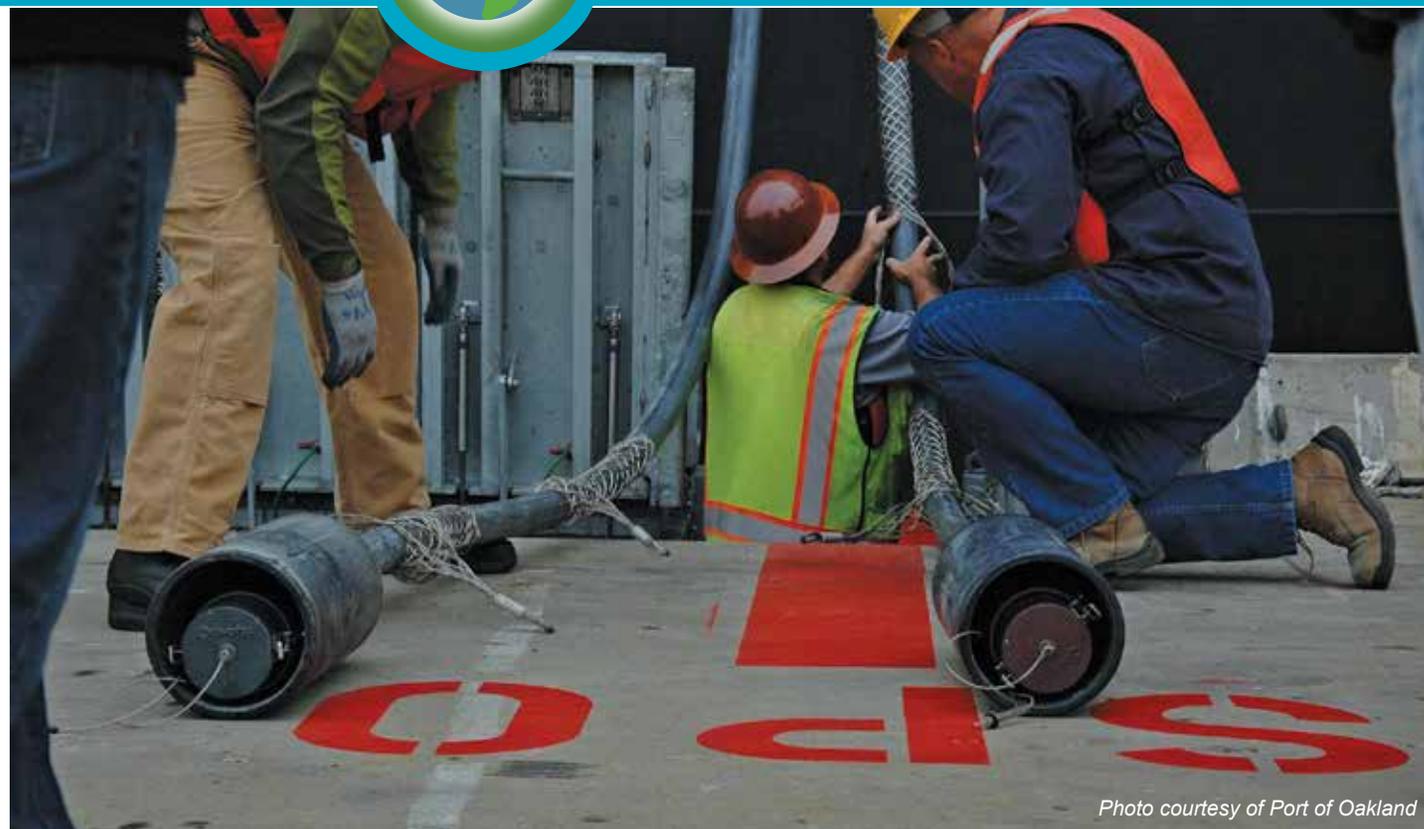


Photo courtesy of Port of Oakland

Using on-shore power requires connecting very heavy cables to electrical power vaults.

path to emissions-free cargo operations. That's "free" as in "zero."

He described the clean-air plan he helped dream up, the *Draft Seaport Air Quality 2020 and Beyond Plan*, as "bold and ambitious." "Achieving a zero-emissions seaport will take years," he said. "But we are 100 percent committed to eliminating emissions related to the movement of containerized trade, wherever and as soon as we can."

Sinkoff also warned it wouldn't be cheap, and would require public sector funding and an investment by businesses that serve the port. Mukai aligns the port's plans and the work being done by shipping lines to clean up their act

with an effort to keep California ahead of the curve when it comes to protecting the environment.

"California is on the forefront of environmental sustainability," she said. "And shipping lines that do business in California and here in Oakland are aware of our culture to preserve the environment for future generations."

"The port now has enough electrical shore power capacity to plug in all the ships that call"

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 **San Francisco Bay Ferry**

Dirty Dinosaurs Lurking Around the Bay

BY SEJAL CHOKSI-CHUGH

Understand the mindset of the people who decided to build dirty, dangerous oil refineries on the gorgeous San Francisco Bay shoreline.

Many decades ago, they likely envisioned sites around the Bay where tanker ships could easily dock and offload crude oil. They saw an endless source of cooling water for refining processes that often reach temperatures over 1,000 degrees. And the waters offered a cheap and convenient place to dump waste.

The oil industry put five refineries in the North Bay, two in Martinez and one each in Richmond, Rodeo, and Benicia. These were optimal sites where they could turn crude oil—the thick, dark liquid pumped up from distant oil wells—into products that included gasoline, motor oil, jet fuel and asphalt. And our fossil-fuel culture relied on these products for decades.

We still depend on the refineries. But our shifting collective wisdom suggests these old dinosaurs may soon become relics. For life on our planet to thrive, they'll need to go extinct and be replaced by cleaner sources of energy.

Oil refineries threaten our lives and the Bay in many ways:

- Hundreds of tanker ships haul oil on the Bay every year. That oil has been spilled in the Bay countless times, including at the Phillips 66 Rodeo refinery in 2016 and 2017.
- A vast network of corroding pipelines



Photo by Robb Most

The Chevron oil refinery on the shoreline of San Francisco Bay in Richmond. Five local oil refineries threaten the Bay in many ways.

carries oil to Bay Area refineries. A pipeline leak can lead to a disaster like the 2015 Santa Barbara spill that polluted scenic beaches with over 100,000 gallons of oil.

- Oil trains bring oil here on tracks along the Bay and through local communities. The 2016 oil train derailment in Oregon caused a 13-hour fire and contaminated the Columbia River.
- While refineries are no longer allowed to dump waste directly into the Bay, they still discharge treated wastewater in our waters. Flawed regulations don't require sufficient removal of toxins like selenium and mercury.
- Refineries emit tiny toxic particles that fall into the Bay and nearby neighborhoods. Meaning people living near refineries have higher rates of respiratory diseases and other serious illnesses.
- Oil refining also creates byproducts that, when burned, contribute to the greenhouse gases that cause climate breakdown.

Despite these enormous risks, the oil industry wants to expand Bay Area refineries rather than bring them to extinction. Incredibly, their goal is to transport millions more barrels of crude oil to the Bay for processing and exporting to other countries.

Baykeeper's lawyers and scientists are standing firm to protect the Bay from the increased threats posed by these growing dinosaurs.

Along with a coalition of environmental and community groups, we're on the front lines stopping industry expansions. We've stopped two growth plans, one proposed for a Pittsburg oil storage facility, the other at the Valero refinery in Benicia. And now we're opposing Phillips 66's proposal to double the number of tanker ships

carrying oil across the Bay to its refinery. To safeguard the Bay from oil spills, we helped pass laws that protect the Bay from oil pipelines and trains. These new laws also improve oil spill prevention measures and cleanup when spills occur. We meet often with government agencies tasked with oil spill prevention and cleanup to ensure they properly implement rules protecting the Bay. And we advocate for tougher restrictions on refinery wastewater pollution.

You can be a part of defending San Francisco Bay from the threat of refinery expansions—and help us bring these dirty dinosaurs lurking around the Bay to extinction. To get started, sign up for Baykeeper's monthly e-news at 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.



SF Beer Week Returns

BC STAFF REPORT

San Francisco Beer Week returns from February 1 through 10 for the 11th installment of this groundbreaking celebration of craft beer, food and community all across the region. SF Beer Week's geographical range includes the greater San Francisco Bay Area, south to Monterey Bay, north to Sonoma County and eastward into the Livermore Valley. Brewers from the region and those planning to visit from beyond are gearing up to present their finest brews during the most epic beer week ever.

SF Beer Week celebrates and promotes the diversity and quality of craft beer in the Bay Area. It's a grassroots collection of over 500 beer events held at over 100 venues throughout the Bay Area, from breweries and brewpubs to restaurants, bars and retail stores.

SF Beer Week events include meet-the-brewer nights, beer dinners, tastings, special beer releases, collaborative brews, tap takeovers, lectures and panel discussions, beer festivals and other fun, including educational events that connect with the existing local beer community while introducing many new people to the world of artisan beer.

The week kicks off with a big bang at the opening gala on Friday, February 1 at Pier 35. This event is the largest, most anticipated and most prestigious annual gathering of the Northern California craft beer community. Nearly every brewery in Northern California serves some of their most sought-after beer to attendees. Over 120 breweries are expected from throughout Northern California—especially Alameda, Contra Costa, Marin, Monterey, Napa, San Francisco, Santa Cruz, San Mateo, Santa Clara, Solano and Sonoma counties—serving over 300 of the most creative and compelling beers the region has to offer.

Today, craft beer is more popular than



Beer by BART

San Francisco's Beer Week, celebrating and promoting quality craft beer in the Bay Area, runs February 1-10.

ever, and dynamic craft beer communities are popping up all over the country. SF Beer Week was only the second event of its kind in 2009, and now it serves as a model for regional beer weeks throughout the United States.

SF Beer Week demonstrates the vitality and versatility of craft beer, and nowhere else are those attributes more evident than in Northern California, the birthplace of the modern craft beer movement. Fritz Maytag's purchase of the historic Anchor Brewing Company in 1965 set the stage for a Bay Area-led return to quality, flavorful beer in the United States. Many post-Prohibition firsts came out of Anchor and other local breweries over the next 20 years. New Albion Brewing Company, the nation's first new microbrewery, was opened by Jack McAuliffe in Sonoma County in 1977. Sierra Nevada began brewing in Chico just three years later, while three of the country's first four brewpubs opened in the Bay Area in the early 1980s.

The Bay Area's longtime role as a leader in the production of wine, spirits, cheeses, pasture-fed meats and bread—and any other number of artisan and organic products—dovetails extremely well with the local craft beer culture. Craft beer is now a part of most local restaurants' beverage programs, beer and food pairing opportunities are a regular occurrence and there is a lot of collaboration among

local brewers and other food and beverage producers. While these trends exist and grow year after year, they reach a highly visible, critical mass during SF Beer Week.

For more information, check out the SF Beer Week website, www.sfbeerweek.org, and mobile app. These are the main

portals to the hundreds of events that will take place throughout the Bay Area. Users can find detailed information about events, create itineraries, get directions to venues and follow the latest updates on the blog.

Here are just a few examples:

Popsicle Day, February 2: Woods Island Club, Treasure Island
Pairing popsicles with beers? In February? Don't worry, grab a jacket and come hang out on that island you notice off the Bay Bridge. Favorite beers from this brewery will inspire kid-friendly frozen treats to enjoy while taking in the view.

Puppy Bowl, February 3: Cleophus Quealy Beer Co., San Leandro
Puppy Bowl watching and dog talent-show party. Dogs, laughter and sportsball; alongside the release of a special gin barrel-aged brew with cocktail-like botanical flavors.

Industry Night and Big Band of Brewers, February 4: Harmonic Brewing, San Francisco
Brewers and industry folks from all over the City gather to play a night of music. It's beer, pizza and some crazy-talented

brewing pros from around town for an evening that's all about after-work fun with the people who work in beer.

Groundhog Day, February 6: Airport Stadium 12 Drive-in, Santa Rosa
Get out of your rut and over to a special showing of *Groundhog Day* with a special hazy IPA release from Laughing Monk. If you've seen this movie before, so much the better. If not, get ready for one of Bill Murray's best comedies and a delicious Wednesday evening you'll wish you could repeat.

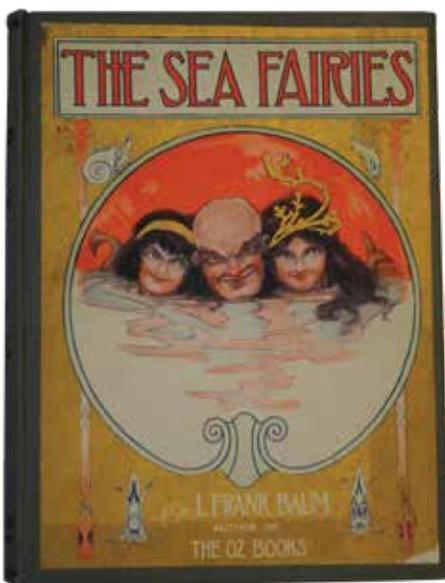
Beer Week Bingo with The Sisters of Perpetual Indulgence, February 9: The Good Hop, Oakland

The Sisters of Perpetual Indulgence have an inimitable way of combining glittery drag queen humor with meaningful fundraising for local nonprofits. This absolutely fabulous bingo game is free to play while you laugh and sip along.

Ferry Journeys to Inspire Reverence for the Arts

BY PAUL DUCLOS

Easily accessible for ferry riders is one of the world's largest and most prestigious exhibitions of antiquarian books, the California International Antiquarian Book Fair, taking place at the Oakland Marriott City Center from Friday, February 8 through Sunday, February 10.



A curated exhibit of first edition books from the Wizard of Oz series will be featured at the California International Antiquarian Book Fair.

Sponsored by the Antiquarian Booksellers' Association of America (ABAA) and the International League of Antiquarian Booksellers (ILAB) and featuring the collections and rare treasures of nearly 200 booksellers from over 20 countries around the world, the three-day fair offers a rich selection of manuscripts, early American and European literature, modern first editions, children's books, maps and autographs, as well as antiquarian books on history, science, law, architecture, cooking, wine and a wide range of other topics.

This year's book fair will include a special exhibit by the Book Club of California, an active association of over 800 major California collectors with interests in rare books and manuscripts of all types. Founded in 1912, the club's library is dedicated to collecting and sharing works of California fine printers;

providing resources on book making, book design, and book history; and preserving books of historical significance.

Joel Harris, a local member of the International Wizard of Oz Club, will be loaning a portion of his collection for a curated exhibit of first edition books by L. Frank Baum and the subsequent authors of the *Wizard of Oz* series.

For more information, see www.bccbooks.org.

King of the Yees Comes to S.F. Playhouse

How often have we taken the ferry to or around Angel Island and considered what a dire destination it was for emigrants from China? This theme and others are explored in Lauren Yee's *King of the Yees*, headlined by Obie and Lucille Lortel Award-winning actor and San Francisco native Francis Jue.

The play, centered on San Francisco's Chinatown, was inspired by Yee's family and their deep connections within the community.

Joshua Kahan Brody will direct the Playhouse production. The fictionalized play follows playwright Lauren Yee's father Larry (played by Francis Jue), who has been a driving force in the Yee Family Association—a Chinese-American men's club formed 150 years ago in the wake of the Gold Rush. But when her father goes missing, Lauren (played by Krystle Piamonte) must plunge into the rabbit hole of San Francisco's Chinatown and confront a world both foreign and familiar. At once bitingly hilarious and heartbreakingly honest, *King of the Yees* is an epic joyride across cultural, national and familial borders that explores what it truly means to be a Yee.

For more information, see www.sfplayhouse.org.

New Gauguin Exhibition at de Young Museum

Surrounded on three of its four sides by the sea, the ferry is an obvious option

for going to Brittany from the UK and Ireland. Paul Gauguin painted many of most famous works while residing in this harsh coastal region of France.

Now at the de Young Museum is the first exhibition at FAMSF dedicated to the work of Paul Gauguin. It explores two themes central to his career: the relationships that shaped his life and work, and his quest to understand spirituality—both his own and that of other cultures he encountered.

Through a partnership with the Ny Carlsberg Glyptotek in Copenhagen, more than 60 Gauguin works will be on view—ranging from oil paintings and works on paper to wood carvings and ceramics—alongside art of the Pacific Islands from the FAMSF collection. Combined, these works encompass distinctive phases of Gauguin's career to

show the development of his ideas, the scope of his oeuvre, and the inspiration he found in Brittany, New Zealand, the Marquesas Islands and Tahiti.

"The Fine Arts Museums of San Francisco have the largest repository of works on paper in the western United States, including numerous works by Gauguin—among them *The Woman from Arles*, one of his most important drawings," said Melissa Buron, Director of the Art Division at FAMSF.

For more information, see deyoung.famsf.org.

Follow Paul Duclos' Cultural Currents online with his blog at: www.duclosculturalcurrents.com



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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	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	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		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	
12:40 p.m.	1:15	1:25	2:00	Youth (5-18)/Senior/Disabled		\$ 5.75	
2:15	2:50	3:00	3:30	Children 4 and under		FREE	
2:50	3:25	3:30	4:00	(limit 2 per fare-paying adult)			
-----	-----	4:00	4:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
3:40	4:15	4:30	5:00	Visit goldengateferry.org for updates.			
-----	-----	5:30	6:00	Contact Information Toll free 511 or 711 (TDD)			
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.	-----	-----	10:40 a.m.	11:10 a.m.
8:15	8:45	10:00	10:30	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	4:40	5:10
3:15	3:45	4:00	4:30	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35 *	6:05	---	---
6:10	6:35	6:45	7:10	6:45 *	7:15	---	---
7:20	7:50	7:55	8:20	* The 5:35 and 6:45 trip do not return to Sausalito			

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

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

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

San Francisco:
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Richmond:
1453 Harbour Way South

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

Blue & Gold Ferry

TIBURON – Pier 41

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
9:45 a.m.	10:30 a.m. *	10:40 a.m.	11:10 a.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20	12:05 p.m. *	12:15 p.m.	1:05 p.m. ^	11:20 a.m.	12:25 p.m.	12:40 ^^	1:05 p.m.
1:15 p.m.	2:00 *	2:10	2:55 ^	1:15 p.m.	2:20 ^^	2:30	2:55
3:05	3:50 *	4:00	4:45 ^	3:05	4:10 ^^	4:20	4:45
4:55	5:45 ^	5:55	6:25	4:55	5:25	5:35	6:25 *
8:05 #	8:35 #	8:45 #	9:15 #				
^ Via Angel Island, * Via Sausalito # Only available on Fridays				Weekends and Holidays			
TIBURON – Pier 41				Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
Weekends and Holidays				11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm**
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 *
11:10 a.m.	12:20 p.m. *	12:30 p.m.	12:55 p.m.	2:15	2:45	2:55	3:55 ^ *
1:05 p.m.	1:55 *	2:05	2:35	3:35	4:45 ^ *	4:55	5:25
2:15	3:25 *	3:30 ^	3:55 ^	4:50	5:40 *	5:50	6:20
3:35	4:25 ^	4:35	5:25 *	6:30	7:20 *	7:30	7:55
4:50	5:20	5:30	6:20 *	* Via Tiburon, ^ Via Angel Island			
6:30	7:00	7:10	7:55 *	Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 19) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)			
8:05	8:35	8:45	9:15	FARES: One-way Round-trip			
^ Via Angel Island, * Via Sausalito				Adult	\$12.50	\$25.00	
FARES:				Child (5-11) SENIOR (65+)	\$7.50	\$15.00	
Adult	\$12.50	\$25.00		For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			
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	

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

FARES: All prices include audio tour.		
Adult	\$33.00	Child (5-11) \$22.00
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 \$39.00 Child (5 - 11) \$26.00
Junior (12 - 18) \$31.00 Senior (65+) \$31.00

ANGEL ISLAND - S.F.

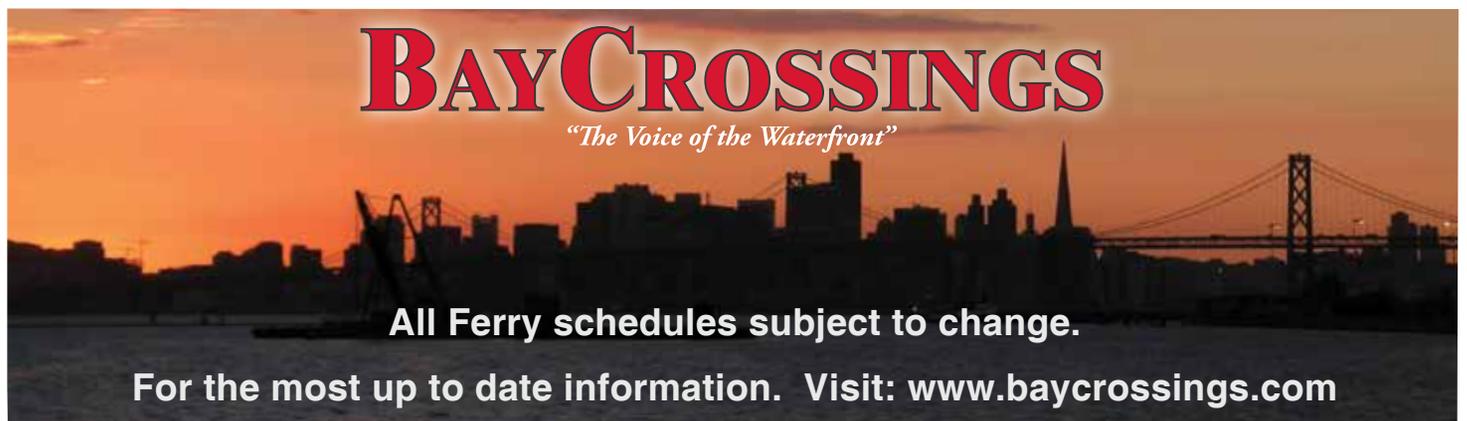
Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 * a.m.
11:20	11:45	11:55 p.m.	1:05 p.m.*^
1:15 p.m.	1:40 p.m.	1:50	2:55 ^*
---	---	3:40	4:45 ^*

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 State Park Fees / Weekend Schedule on President's Day (February 19) / Memorial Day (May 28) / Independence Day (July 4) and Labor Day (Sept 3)



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 FEBRUARY

Trivia Tuesdays at Rosenblum

It's as easy as "drink, play, win." Five rounds of 10 questions on pop culture, music and more, now with free popcorn. Every Tuesday, just buy a drink to play and win. Rosenblum Cellars is located on the waterfront, right in front of the Jack London Square ferry terminal. Trivia begins at 6 p.m. with Nicole, your host. Check out the Rosenblum Facebook page for weekly topics and clues. Must be 21 years old to compete. For more information, call (510) 601-2200 or visit www.rosenblumcellars.com.

Tulipmania

PIER 39 comes alive from February 9 to 18 with the vibrant colors of more than 39,000 blooming tulips and seasonal garden favorites during Tulipmania! Enjoy the flowers' beauty and learn helpful gardening tips with the self-guided tour anytime during Tulipmania or take a free guided tour that begins daily at 10 a.m. from the Crab Statue at PIER 39's Entrance Plaza and concludes with a special treat from Trish's Mini Donuts. For more information, visit www.pier39.com.

SF Giants Fan Fest

It's not quite baseball season yet, but the Giants and their fans are going to kick into action this month with their annual fan fest event on February 9. This is your chance to meet players like Madison Bumgarner and Buster Posey, get their autographs, take photos with the World Series trophies, play catch on the field and purchase new merchandise. Admission is totally free, so get on your orange and black and get ready for a fun-filled day at beautiful Oracle Park (formerly AT&T Park) from 10 a.m. to 3 p.m.

Ocean Film Fest Premier

Join the International Ocean Film Festival's Bay Area premier screening of *Canada C3: Coast to Coast to Coast* at San Francisco's Cowell Theater on Wednesday, February 6 from 6 to 9 p.m. followed by a Q&A session. The

movie follows a 150-day expedition aboard the *Polar Prince* which began in Lunenburg, Nova Scotia and ended in Victoria, British Columbia. Traveling over 25,000 kilometers along Canada's coastline, the longest of any country in the world, over 400 people participated in the journey, including Prime Minister Justin Trudeau. The journey engaged thousands of citizens living in the over 75 coastal, mostly indigenous, communities as well as millions who engaged virtually through various social media and digital learning platforms. Connecting Canadians through shared stories of community, place and culture, the expedition focused on reconciliation, the environment, diversity and inclusion. Ticket prices are \$20 or \$10 for students and \$40 for a VIP reception in the lobby from 5 to 6 p.m. featuring wine, beer and light appetizers as well as preferred seating in the theater. Visit intloceanfilmfest.org/events for more information.

Flyway with Me

Both birds and people will be flocking to Mare Island in Vallejo to celebrate what has become a special annual winter ritual. The 24th Annual San Francisco Bay Flyway Festival, February 8 to 10, includes guided hikes and outings, tours, workshops and an exhibition area. The three-day event celebrates the return of over one million shorebirds and hundreds of thousands of ducks, geese and hawks that migrate through or winter in the San Francisco Bay Area. The main Flyway Festival headquarters is at the former Mare Island Naval Shipyard in Building 34 (and an adjacent tent) at 1080 Nimitz Avenue in Vallejo. The Wildlife and Birding Expo includes exhibits and interactive activities offered by non-profit, natural and historical resource agencies, slide shows, commercial art, birding suppliers and digital equipment and optics vendors. For more information, visit www.sfbayflywayfestival.com or call (707) 249-9633.

Violet Comes to Town

Bay Area Musicals presents *Violet*, a multi-award-winning musical, at the Alcazar Theatre from February 16 through March 17. The musical follows a scarred woman who embarks on a cross-country bus trip to be healed by a minister, discovering the true meaning of beauty along the way. Featuring a folk/bluegrass/gospel-flavored score from Tony Award-winning composer Jeanine Tesori and book and lyrics by the acclaimed Brian Crawley, *Violet* has been astounding critics and audiences alike for over two decades. The Alcazar Theatre is located at 650 Geary Street in San Francisco. Tickets are \$35 - \$65 and may be purchased online at www.bamsf.org/violet.

Orchids of the Enchanted Forest

The San Francisco Orchid Society's *Orchids of the Enchanted Forest* brings a new and exciting vision to the mystical world of orchids for the 67th annual Pacific Orchid Exposition. More than 150,000 gorgeous, unusual and rare orchids will be on display and for sale at the Hall of Flowers in Golden Gate Park from February 21 to 24, presented

by the finest local and international vendors. Three days of fun and adventure for the entire family await, with daily demonstrations on how to successfully grow orchids in the Bay Area, hard to find supplies, companion plants, and a new feature that kids will just love called Orchid-gami. There will be a preview night gala on Thursday, February 21 beginning at 6 p.m. where attendees will be the first to enjoy the orchid displays with reduced crowds of a few hundred rather than a few thousand people. Gala attendees will have first pick of the show vendors' most beautiful and exotic orchids while enjoying live music from the Letterboxers, wine and hors d'oeuvres. Admission is free for children 16 and under when accompanied by an attending adult. General admission is \$15. The preview gala is \$75 per person (must be 21 or over) at the door. The event runs from 9 a.m. to 6 p.m. on Friday and Saturday and from 10 a.m. to 5 p.m. on Sunday. The Hall of Flowers is located at 1199 9th Avenue on corner of Lincoln. Visit pacorchidexpo.org for more information and to purchase discounted tickets in advance.

Chinese New Year's Parade

The Chinese New Year celebration in San Francisco is one of the largest in the world. The main draw of this celebration, the Grand Parade, will be held on Saturday, February 23. It starts at 5:15 p.m. at the corner of 2nd and Market. It then weaves its way through Chinatown and ends at Jackson and Kearny around 8 p.m. There are more than 100 parade entries—including several floats, the largest and most popular of which is the 28-foot-long Golden Dragon. It takes a team of more than 100 people to operate and move it through the streets of San Francisco.



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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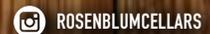
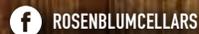
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