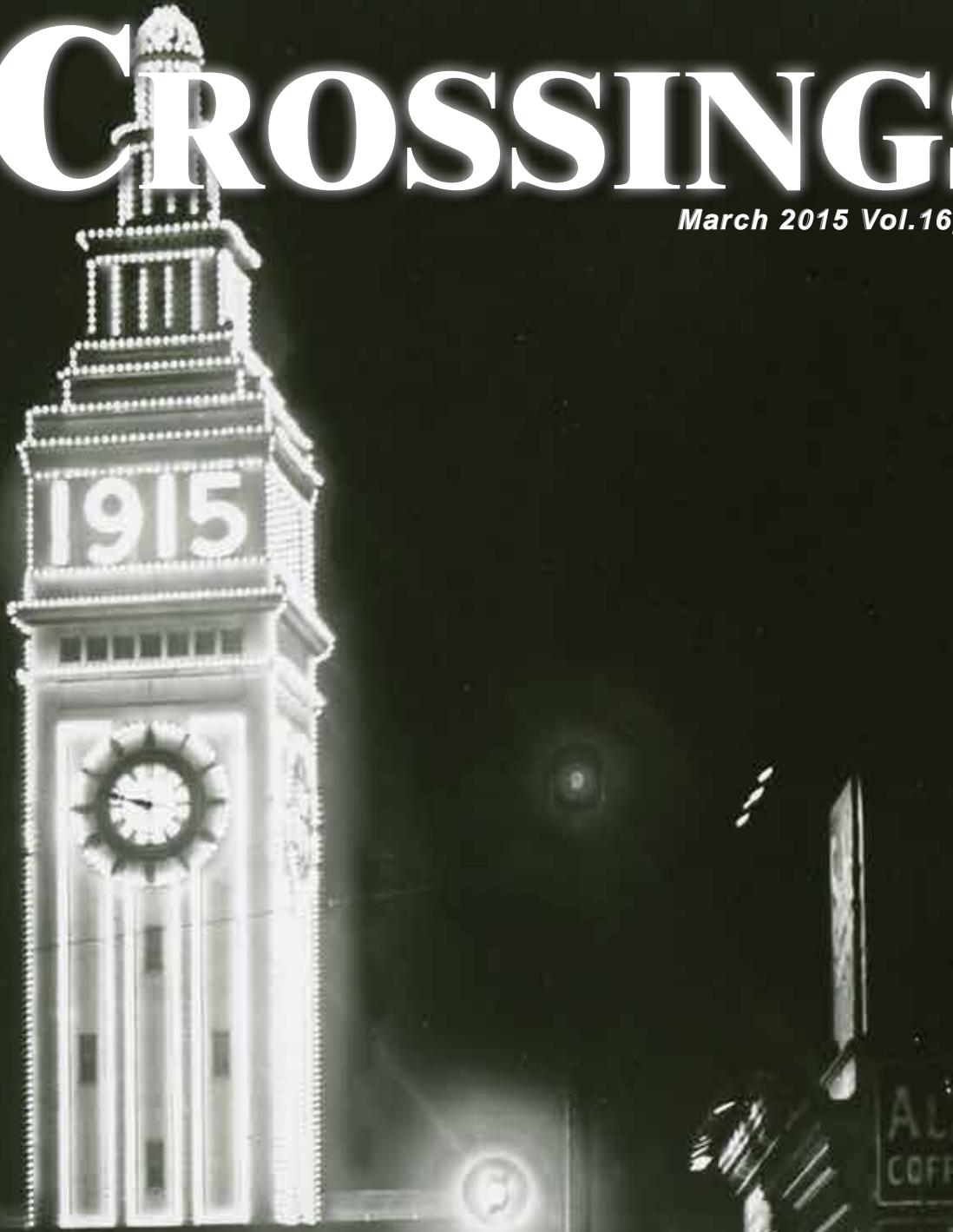




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March 2015 Vol. 16, No. 3



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Bobby Winston, Proprietor
Joyce Aldana, President
Joel Williams, Publisher
Patrick Runkle, Editor

ADVERTISING & MARKETING
Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION
Francisco Arreola, Designer / Web Producer

ART DIRECTION
Francisco Arreola; Patrick Runkle;
Joel Williams

COLUMNISTS
Paul Duclos; Patrick Burnson;
Deb Self; Matt Larson; Captain Ray Wichmann

WRITERS & PHOTOGRAPHERS
Bill Picture; Joel Williams;
Georgia Lambert

ACCOUNTING
Cindy Henderson

Advertising Inquiries:
(707) 556-3323, joel@baycrossings.com

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San Francisco was host to the 1915 World's Fair, also known as the Panama-Pacific International Exposition. For the duration of the exposition, the Ferry Building's tower was festooned with lights boldly proclaiming "1915" to visitors on both sides of the Bay. In early March, that iconic lighting will return thanks to the efforts of some dedicated individuals. Photo: Ferry Building illuminated for Panama Pacific International Exposition, 1915. Courtesy, California Historical Society, Herman S. Hoyt Collection., CHS2013.1269

Corrections & Letters

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

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Precipitous Cargo Decrease at Port of Oakland

BY PATRICK BURNSON

Port of Oakland cargo volume posted dramatic declines in January, the result of an ongoing West Coast waterfront labor dispute. The port reported today that containerized imports were down 39 percent from January 2014. Exports declined 26 percent, and total volume was off 32 percent.

The port attributed the decline to slowdowns arising from a dispute between dockworkers and employers over a new contract. Port operations at 29 West Coast ports have been affected by the impasse, now entering its ninth month.

"With a decline in productivity and a breakdown in vessel schedules at all U.S. West Coast ports, cargo volumes are far from normal," said Port of Oakland Maritime Director John Driscoll.

The port said that importers have begun diverting containerized cargo to gateways outside the West Coast. These include ports in Canada, Mexico and the East Coast. It added that exporters have been challenged in shipping cargo to overseas markets because of vessel delays and diversions.

Navis World Conference Coming to San Francisco

From March 29 to April 1, Oakland-based Navis will once again host the world's leading marine container terminal operators in San Francisco for Navis World, a three-day biennial customer conference that brings together more than 300 marine terminal executives, directors, managers and IT personnel from around the world.

This 10th Navis World will engage participants on the latest advancements in technologies and processes to improve terminal productivity and efficiency. Sessions and activities will focus on the Navis World conference theme: "Connect, Collaborate, Innovate."

For more information, see navis.com.

Transpacific Carriers Propose Rate Hike

The first sign of rate-hike behavior was evident this month when Transpacific Stabilization Agreement (TSA) carriers recommended a GRI of \$600 per 40-foot container (FEU) increase in rates across the board.

"The transpacific freight market is maturing," said TSA Executive Administrator Brian Conrad. "We should not continue to measure it



Photo by Joel Williams

Total volume in January at the Port of Oakland was down by 32 percent compared to last year. The port attributed the decline to the slowdowns that occurred during a dispute between dockworkers and employers over a new contract.

against double-digit annual growth seen a decade ago, but rather in the context of a healthy, steadily improving trade." He added that, similarly, the excess vessel supply reported globally is often overstated in the transpacific market because it does not take into account infrastructure and other operational constraints.

"The primary imbalance in the transpacific is not so much one of supply versus demand," Conrad said, "but rather one of costs versus revenue, that in turn drives service."

Container lines are also forecasting significant increases in shoreside and inland rail, truck and equipment management costs during 2015 and beyond as demand remains strong, cargo and equipment imbalances widen, and locomotive, truck and equipment shortages in key locations push up rates. These conditions reflect long-term operational challenges separate from the prolonged labor problems that have made some carriers reconfigure their deployments away from the West Coast.

No promise of increased reliability can be assured by carriers, however. The latest data shows that the aggregate on-time performance for the transpacific,

Asia-Europe and transatlantic trades dropped to 58 percent in 2015 down from 64 percent year-to-date, according to the London-based consultancy Drewry Supply Chain Advisors.

"The slower-demand winter season should ease some of the congestion pressures and allow for some improvement in container shipping reliability," said Simon Heaney, senior manager of supply chain research at Drewry. "Falling bunker prices should also help raise the on-time performance as carriers will face a lower fuel bill for speeding up ships that fall behind schedule."

However, the introduction of new alliance service networks in 2015 is a short term risk-to-reliability as new schedules are phased in, said Heaney. "From a shipper's perspective, it's good to have a broad portfolio of carriers to pick from," he said.

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Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco. www.pacifictrans.org

Oakland Ferry Ridership Soars

BC STAFF REPORT

Annual ridership on the San Francisco Bay Ferry service from Jack London Square has increased over 50 percent in the past two years. The service recently reported that the ferries connecting Oakland to San Francisco, Alameda and South San Francisco saw combined boardings of 910,772 last year, up from 597,635 in 2012.

"Ferry service along the San Francisco Bay continues to be incredibly popular, both for daily commuters and weekend travelers and tourists," said San Francisco Bay Ferry Manager Ernest Sanchez. "Providing transportation options along the waterfront better serves

neighboring communities and encourages greater economic development."

Ferry service officials attributed the surge in ridership to a recovering economy, greater awareness of ferries as a travel option and increased traffic congestion on highways and bridges.

The increased ferry traffic has brought greater economic activity to Jack London Square, according to the Port of Oakland, which owns and leases most of the property. Office space is 98 percent leased, bringing more office workers as well as restaurant workers to Jack London Square. Jack London Square is a mix of waterfront dining spots, retail outlets and offices on the Oakland Estuary.

"Jack London Square has seen a significant increase in dining, retail and recreational activity during the past year,"



Photo courtesy of SF Bay Ferry

San Francisco Bay Ferry recently announced that annual ridership from Jack London Square in Oakland increased over 50 percent in a two year period.. The increase stems from several factors including increased traffic congestion and a greater awareness of ferries as an alternative to driving.

said Pam Kershaw, the Port of Oakland's commercial real estate director. "The square is a vibrant destination for commuters and visitors who take the San Francisco Bay Ferry."

San Francisco Bay Ferry operates

four ferry routes, which carry a total of approximately 1.9 million passengers per year. San Francisco Bay Ferry's Oakland operations include two routes: South San Francisco/East Bay and Alameda/Oakland/San Francisco.



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Casual Operations Supervisor

Shayne Velasco

BY MATT LARSON

For over two years, Shayne Velasco has been a casual operations supervisor for Golden Gate Ferry. A casual operations supervisor works in the customer areas of the ferry terminals, ensuring the safety of the patrons and making sure that everything is running correctly and on time.

This is not his first job in the ferry business, however. "I worked for the Angel Island Ferry when I was 16," he said. He started there as a deckhand and worked his way up to first mate, then to captain, then to general manager. He was captain for a few of those years. "I still miss it," he said. "It didn't seem like work."

And now as an operations supervisor? Velasco said it still doesn't feel like work. As a "casual," he may get called to go to Larkspur, Sausalito or San Francisco on any given day. "I could be working in Sausalito one day, Larkspur the next day, San Francisco the next day." So if you don't see him for a while, it's because he's probably working elsewhere. And he likes having that flexibility. "I like to break up the monotony."

The two questions Velasco gets asked most frequently are: "When will the next ferry boat will leave?" and "How do I pay for parking?" "The parking answer for Larkspur is that it's posted on all the green signs throughout the parking lot," said Velasco. But Velasco is happy to answer customers' questions no matter how often they are asked.

Velasco has settled comfortably into his job. "It's where I feel I'm supposed to be," he said. "I love being on the water, my family's always been on the water—my dad was a longshoreman here in the Bay." As a child he would often join his dad on his way to work. "I would ride to work every so often with my dad, on a Friday because that was his late start day. I just loved the boats and loved the water."

Some of his favorite places in the Bay, after seeing so much of it all his life, are Angel Island and the Tiburon and Sausalito waterfronts. "They always remind me of coming home," he said, being a San Rafael resident and Larkspur native. "They're just places where I would always have my happiest memories."

Despite his affinity for the water, Velasco admits that he's currently a bit of a land lover. He spends much of his free time either biking or barbecuing. "I haven't been biking as much because I'm a fair-weather biker," he said with a laugh. When weather permits, he does like to take the trails around China Camp. And when time permits, his barbecue specialty is teriyaki beef. He hasn't entered any barbecuing competitions yet, but "I've been encouraged to," he said. His friends and family would love for him to bottle the sauce. "It's the Velasco family recipe."

With bikes, barbecue and a job by the water, Velasco really seems to have it made. He also has a great support system with his family. "My mother, Doris, lives in Larkspur and has been a great influence and great support throughout the years," he said. "And I thank my wife, Jennifer, for believing in me."



Shayne Velasco works for Golden Gate Ferry as an operations supervisor in Larkspur, Sausalito and San Francisco. He makes sure everything runs smoothly at the terminals and is available to answer questions and assist passengers.

Velasco highly recommends taking the ferry if it works with your schedule. "It's a great way to relax on your way to work," he said. "It cuts you off from all the traffic that's going across the bridge; it's a win-win for everything." Next time you're in the ferry terminal, see if you can find him. "I'm easy to identify," he said. "I'm the big guy with the Hawaiian shirt on all the time. If you see me, go ahead and say hi!"



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IT CAME FROM
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San Francisco Bar Pilots Provide Safety for Ships and the Environment

BY MALLORY JOHNSON

San Francisco Bay is California's most important ecological habitat. It is home to sevengill sharks, Dungeness crab, salmon fisheries and countless other animals that rely on the Bay as a nursery. It is also one of the busiest ports in the state, including the ports of San Francisco, Oakland, Richmond and Redwood City, with over 4,000 ships coming through annually. Navigating through the difficult waters of the Bay is no easy task. Ship captains are forced to encounter strong currents, shallow water and narrow channels—not to mention San Francisco's infamous fog, which can turn the Bay into a white abyss.

That's where the San Francisco Bar Pilots come in. For 165 years, the San Francisco Bar Pilots have guided the world's largest ships through some of North America's most difficult waterways. These highly skilled maritime experts take on this demanding and dangerous job all year long, performing a critical public service. The Bar Pilots navigate oil tankers, container ships, cruise ships and more through the Bay's difficult thoroughfare, delivering passengers, agricultural products, manufactured goods and hazardous materials, all while protecting the Bay, its habitat and its animals.

In 2013, the Bar Pilots partnered with Aquarium of the Bay to sponsor the Sea Lion Center, located just above the California sea lions' hangout on PIER 39. With a common mission to protect the water quality and marine life of San Francisco Bay, the partnership between the Bar Pilots, Aquarium of the Bay and the Sea Lion Center was a natural fit.

I recently spoke with the president of the San Francisco Bar Pilots, Captain Peter McIsaac, to find out more about what it takes to be a Bar Pilot.

Bay Crossings: Why are the San Francisco Bar Pilots important to the Bay?

The San Francisco Bar Pilots provide the first line of environmental protection for the Bay, working to ensure the safe and secure passage of vessel traffic. During the Gold Rush, state lawmakers recognized the importance of safe navigation on the Bay, and in 1850 enacted legislation establishing the pilots and pilot regulation. On the job and in training, we work repeatedly to make sure our pilots use the latest technology and best practices to navigate ships in and out of Northern California waterways.

In the past, the pilots' role was to protect the ship from the environment, but now we see our role as protecting the environment from the ship while still ensuring the efficient movement of goods.

BC: How do the Bar Pilots benefit the economy?

International trade and shipping are vital parts of the California economy. We help facilitate commerce for businesses and consumers here and also ensure that California goods can reach important foreign markets, such as China. We pilot thousands of vessels a year and help keep goods, commodities and products going where they need to go.

BC: In the Sea Lion Center, we have one of your rope ladders on display. What is this ladder used for and how does it work?



For 165 years, the San Francisco Bar Pilots have guided the world's largest ships through some of North America's most difficult waterways. Photo courtesy of SF Bar Pilots.

This is a pilot ladder and it is essentially a series of wooden or fiberglass steps held together by side ropes. The pilot uses it to embark or disembark from our boat (the pilot boat) to the ships in the middle of the Bay. It is meant to be flexible so it can be rolled up and stored on the deck of the ship when not in use. When deployed, it rests against the hull of the vessel and is latched at the top. The ladder is the most physically demanding and dangerous aspect of piloting.

BC: Why do the Bar Pilots drive the ships rather than the ship's captain?

It may be the captain's first and only visit to San Francisco Bay. The pilot provides the local expertise to ensure a safe and efficient passage. Not only do we know the grounds like the backs of our hands, but we also know the local regulations, communication protocols and more. The pilot assumes navigational control, although it's still the captain's ship.

BC: Navigating these waters sounds like no easy task. What kind of training goes into being a Bar Pilot?

First, there is a competitive exam process administered by the California Board of Pilot Commissioners (BOCP). If accepted into the training program, it takes from one to three years before the pilot trainee is commissioned by the BOCP. After that, there is a two-year professional development program mandating that the pilot work under the direction of a senior pilot on some challenging transits. We also go through classroom, simulated and manned model training on a regular schedule.

BC: What made you decide to become a Bar Pilot?

My maritime career started on the Great Lakes over 35 years ago during a summer break from my rather unfocused college studies. I ended up as a quartermaster on a tug towing oil barges around the lakes. Two years later I went to work in Alaska for Crowley Maritime. After a stop in Seattle, I ended up in San Francisco working at Pier 9, of all places, as a senior port captain. My stint in management lasted two years before deciding to focus on becoming a pilot.

BC: Is there anything else people should know about the San Francisco Bar Pilots?

Many of our pilots are sailors, surfers, Bay swimmers and conservationists who are passionate about protecting San Francisco Bay. The Bay is where we work, live and play. Additionally, pilots generously donate their personal time to mentor area youth who may be considering a maritime career. We are proud of our 165-year history of serving the citizens of California and the Bay Area.

You can learn more about the San Francisco Bar Pilots online at www.sfbarpilots.com.

Mallory Johnson is the Public Relations Coordinator for Aquarium of the Bay, a nonprofit organization dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



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BAYCROSSINGS
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AN ENDURING ICON: THE FERRY BUILDING'S 1915 LIGHTS RETURN

BC STAFF REPORT

San Francisco was host to the 1915 World's Fair, also known as the Panama-Pacific International Exposition (PPIE). For the duration of the exposition, the Ferry Building's tower was festooned with lights boldly proclaiming "1915" to visitors on both sides of the Bay. In early March, that iconic lighting will return thanks to the efforts of a few dedicated individuals and the gifts of many others.

In addition to commemorating the completion of the Panama Canal, the 1915 exposition celebrated San Francisco's recovery from the ashes of the 1906 earthquake and its emergence as a center of world trade, beauty, progress and innovation. "San Francisco's innovation, imagination and vision were on full display at the World's Fair in 1915, and these qualities are at the heart of our City then, now and tomorrow," said Mayor Ed Lee.

San Francisco's Ferry Building, a beaux art masterpiece designed by architect A. Page Brown and completed in 1898, was one of the few structures that was not seriously damaged during the earthquake. In 1915, this vital transportation mecca served as a welcoming center for all who visited San Francisco to attend the PPIE—over 18 million visitors!

Until the completion of the Bay Bridge (which originally carried railroad traffic) and the Golden Gate Bridge in the 1930s, the Ferry Building was the second busiest transit terminal in the world, second only to London's Charing Cross Station. In the 1950s, the Ferry Building fell into disrepair, but in 2002 under the leadership of Mayor Willie Brown it was restored to its original glory.

As a volunteer, San Francisco native Donna Ewald Huggins led the successful campaign to restore the Palace of Fine Arts, and the 1915 exposition has always captured her imagination. Her maternal grandparents courted there, and they told Huggins tales of the wonders they saw. Due to her experience and enthusiasm, Mayor Lee appointed Huggins his mayoral liaison for the 1915 exposition centennial, and she saw an opportunity for a dream of hers to come true—to recreate the Ferry Building's historic 1915 lighting.

Mayor Lee, Chief of Protocol Charlotte Shultz and Mayor Brown have been ardent supporters of Huggins' efforts to relight the Ferry Building for



Jim Phelan, a steplejack familiar with climbing around on tall buildings, is in charge of replicating as closely as possible the lighting of the Ferry Building in 1915.



Jim Phelan escorts photographer Lea Suzuki to the top of the Historic San Francisco Ferry Building to view the installation of lights.

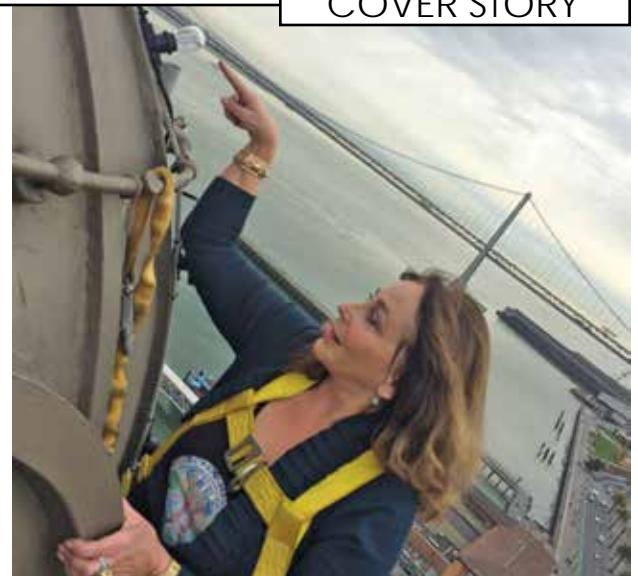
the exposition centennial. These public officials approved the project, and all of the project's supporters will soon see their efforts come to fruition. Jim Phelan and Company has designed and installed the lights, replicating as closely as possible the lighting of 1915. Phelan was assisted by Metropolitan Electric and Data Communications and Sunward Flag.

The lights will be turned on once again on Tuesday, March 3 in a public ceremony. Crowds will gather at 5:30 p.m. with the actual relighting taking place at 6:15. The lights will remain on until December 4, the day in 1915 that the Exposition closed. Don't miss the magical moment when the Ferry Building once again invites the world to 1915!

Donors who made the project possible include the Port of San Francisco, the Ferry Building, California Historical Society/PPIE100.org, Maurice

Kanbar, Platinum Advisors, the Friend Family, Sterling Bank/Seligman Family Foundation, Autodesk, the Maybeck Foundation, Michele and Chris Meany, Bay Crossings and Pier 39. Lead donor Taube Philanthropies—who also made the lead gift to the Bay Lights and facilitated the gift to light the Palace of Fine Arts for the centennial weekend—stepped in and made the generous closing gift that truly made this historic event possible.

Information for this story was obtained from several sources including portions by Laura Ackley, Donna Huggins and Jason Herrington.



Mayor Ed Lee appointed Donna Huggins his mayoral liaison for the 1915 exposition centennial, and she saw an opportunity for a dream of hers to come true—to recreate the Ferry Building's historic 1915 lighting.

Lighting the Expo

Among its many attractions, the 1915 World's Fair featured indirect lighting for outdoor effects used for the first time at an exposition. General Electric Illuminating Engineer Walter D'Arcy Ryan designed the elaborate and groundbreaking lighting effects. He created, for the first time, a "Total Illumination Plan," which skeptics claimed could not be realized.

The special lighting effects included the Great Scintillator, the Tower of Jewels and the

Electric Kaleidoscope. The Great Scintillator was a battery of 48 spotlights that were projected through colored gels and moved through the famous San Francisco fog to form effects with such evocative names as "Devil's Fan" and "Fighting Serpents and Octopus."

Specially designed two-inch cut glass "Novagems" were hung from the central Tower of Jewels to create a constant shimmering effect under the colored spotlights, and a contraption called the Electric Kaleidoscope

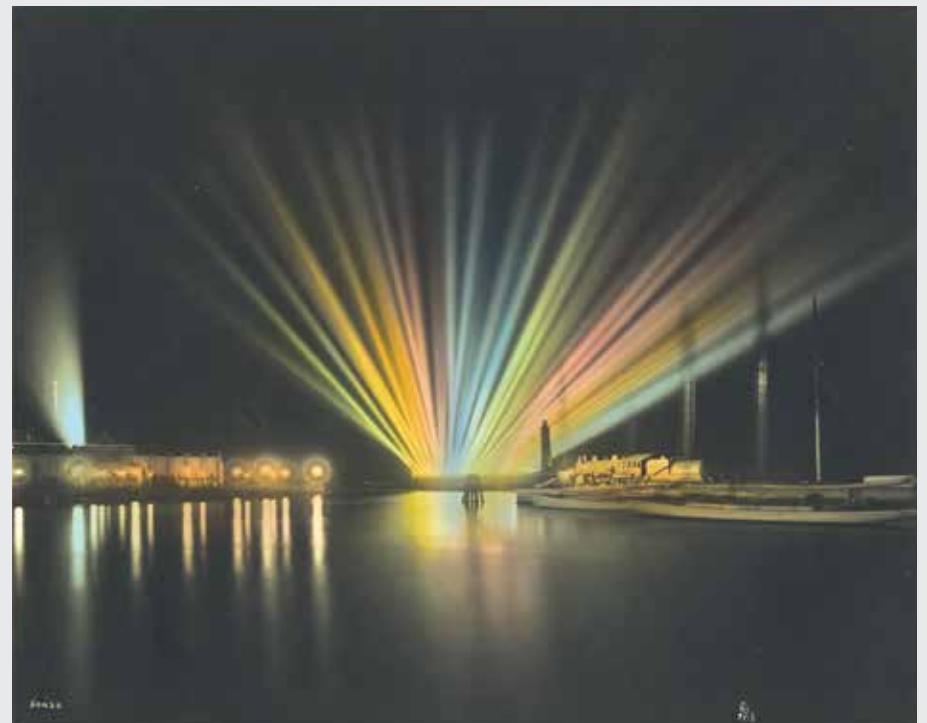
projected displays evocative of butterflies, sunsets and comets onto the interior of the huge, opalescent glass dome of the Palace of Horticulture.

Most importantly, Ryan's widespread implementation of hidden architectural floodlighting—which he termed "Indirect Lighting"—changed the standard for architectural illumination forever.

The historic photos below are courtesy of the Seligman Family Foundation.



The 1915 Panama-Pacific International Exposition featured spectacular lighting effects for the time period including the Tower of Jewels (left) and the Electric Kaleidoscope. The Great Scintillator (right) was a battery of 48 spotlights projected through colored gels that created a rainbow of colors piercing through the San Francisco fog that some called the "Devil's Fan."





Dredging Helps to Restore Bay Wetlands



Photo courtesy of Port of Oakland.

Dredging in the Bay is essential to keep the shipping channels clear for the big container-carrying cargo vessels that are so important to the economy of the local ports and the Bay Area in general. The process clears the mud that travels down the Sacramento and San Joaquin Rivers and gets deposited at the bottom of the Bay, as well as the sand brought in by shifting ocean tides.

BY BILL PICTURE

It's not often that tampering with Mother Nature proves to be a good thing in the long term, but that's exactly what has happened at the Port of Oakland. Last month, the port announced that recent dredging activity yielded 400,000 cubic yards of sediment, every muddy drop of which was deposited at a former wetland near Suisun Bay to help restore the threatened native habitat of endangered fish and wildlife.

"Dredging is not glamorous," said Port of Oakland Engineering Director Chris Chan. "But it's essential if we're going to keep bringing big ships into Oakland, and gratifying when it's environmentally sustainable."

The U.S. Army Corps of Engineers periodically dredges the floor of San

Francisco Bay to keep clear the channels used by container-carrying cargo vessels traveling to and from the berths at the Port of Oakland. It's a necessary evil to keep big ships from getting stuck in the mud that travels down the Sacramento and San Joaquin Rivers and gets deposited at the bottom of the Bay, as well as the sand brought in by shifting ocean tides.

Gold Rush leftovers

"Back when we first started dredging, that top layer of sediment contained a lot of contamination from the Gold Rush era," said Richard Sinkoff, the Port of Oakland's director of environmental programs and planning. "Being sensitive to the environment wasn't en vogue back in those days, and miners used all sorts of ecologically unsound practices."

Inarguably the most harmful to the Bay of those Gold Rush era practices was

a process that involved blasting hillsides with water and using mercury to separate gold from the muddy slurry of sand and gravel. Eventually, that mercury found its way into rivers and downstream, and was deposited in the shallow mud on the floor of the San Francisco Bay.

"Over time, the dredging has chipped away that top layer of mud and what's now coming up is clean sediment," said Sinkoff. "So we no longer think of the material as a waste byproduct. Instead, we consider it to be a valuable resource, and one that's quite beneficial to another regional objective of ours, which is restoring the rich wetlands that used to rim the Bay."

Until just a few decades ago, those tidal areas to which Sinkoff is referring were considered by many people to be a waste of space, and most of them were filled in and developed as a variety of residential, military and commercial

sites. By the time anyone noticed that the populations of fish and bird species who called these areas home had collapsed—not to mention the realization that wetlands provide natural flood control and help improve water quality by filtering out contaminants—nearly 90 percent of the Bay Area's wetlands were either degraded or completely gone.

A new attitude

In 1996, the United States Environmental Protection Agency (EPA), U.S. Army Corps of Engineers, San Francisco Regional Water Quality Control Board, and San Francisco Bay Conservation and Development Commission (BCDC) decided to put their heads together to identify ecologically sound uses for the sediment collected during dredging activity, which until that time was being dumped elsewhere in the Bay or out at



sea. The resulting plan, the San Francisco Bay Long Term Management Strategy, called for a decrease in disposal over time, and an increase in the recycling of sediment for “beneficial uses,” including restoring wetlands and maintaining levees.

In the case of the Montezuma Wetlands near Suisun Bay, which received the recent deposit of clean Bay-bottom mud from the Port of Oakland, it was agriculture that brought nature to its knees about a century ago.

“Farmers in the area diked and drained the wetlands so that they could farm the land,” said Doug Lipton, project manager for the Montezuma Wetlands Restoration Project.

In 1990, Montezuma Wetlands LLC, a privately-owned company, began the process of returning about 1,800 acres of farmland to its original wetland state by depositing sediment dredged from the bottom of the Bay.



Photo courtesy of Port of Oakland

Dredged material is no longer thought of as a waste byproduct. Instead, it is considered to be a valuable resource, and one that's quite beneficial to another regional objective, which is restoring the rich wetlands that used to rim the Bay.

Montezuma unlike others

While this latest deposit of sediment is clean, Lipton says the Montezuma site is unique because it was engineered also to accept contaminated mud—that is, mud containing higher levels of metals, like the ones resulting from Gold Rush era mining activity. According to Lipton, the contaminated mud is buried deep and covered with clean sediment. Then nature takes care of the rest.

“That contaminated sediment can’t be dumped in the Bay, and when we started accepting it people were very nervous. But we monitor water and sediment quality more than any other project,” Lipton said. “Now that we’ve been safely operating for over two decades and people see these wetlands coming back to life, they’re very supportive.”

To restore the Montezuma Wetlands to their original height will require 1.75 million cubic yards of fill, as the area had

subsided ten feet since being drained and sat below sea level.

Montezuma is just one of several regional wetlands restoration projects on the receiving list for dredged-up mud. “We could wait for nature to restore these wetland areas without our intervening, but that process could take decades,” said Sinkoff.

What doesn’t take long, according to Sinkoff, is for the native bird and fish species to reestablish themselves in these refreshed wetland areas. “They’re just waiting for the opportunity and the environment in which to thrive,” he adds. “What we’re doing is laying down



Photo courtesy of Montezuma Wetlands LLC

Recently, 400,000 cubic yards of sediment were deposited at the Montezuma wetlands near Suisun Bay to help restore the threatened native habitat of endangered fish and wildlife.

the substrata at the historical level so that giving nature a primed canvas that it nature can do its things. It’s like we’re knows how to paint on.”

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March 8 Deadline to Apply for Paid High School Summer Internships at MTC

BY GEORGIA LAMBERT

First-time jobs can be hard to come by, so getting a paid summer internship and gaining experience while still in high school is a real score. High school sophomores, juniors and graduating seniors in the nine-county San Francisco Bay Area are encouraged to apply for paid summer internships in the transportation field.

The Metropolitan Transportation Commission's (MTC) annual High School Internship Program seeks student applicants for summer internship positions in local transportation agencies throughout the nine-county region (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties). "The program's purpose is to introduce students to career opportunities in transportation," said MTC Executive Director Steve Heminger.

Students must be at least 16 years old by the start of the program this June and have completed the 10th grade. Additionally, students must live and go to school in the county where the position is offered. Students graduating in 2015 are eligible to apply for the internships. The deadline for



Forty-two high school interns spent last summer working at transportation and planning agencies throughout the nine-county Bay Area.

Photo by Peter Beeler

submissions is Sunday, March 8.

The program's flexible schedule allows students to be employed either full-time or part-time for up to ten weeks between June 18 and August 28. Students will work with local public agencies in a department related to transportation planning or engineering, public works or public transit. Hourly pay is \$12.25. Some 40 paid internships are available. A list of

internship opportunities and the online application are available at: jobs.mtc.ca.gov/InternshipOpportunities/jobinternship.html. Program requirements can be found at: www.mtc.ca.gov/jobs/high_school/. For more information, contact MTC's high school internship coordinator, Yulee Kim, at (510) 817-5807.

Students applying with a minimum unweighted grade-point average of 2.8 or above must submit one letter of recommendation. Applications from students with grade-point averages below an unweighted 2.8 will be considered if accompanied by two letters of recommendation. "This is an opportunity for students throughout the entire region," commented MTC Recruiting Manager Ann Macaulay. "Marin, Napa, Solano and Sonoma counties are areas where student applications are especially sought."

Applications will only be accepted online. To apply, submit the completed application, along with a one-page response that describes, in the applicant's own words, a transportation problem in their community and what the applicant



During a team-building activity at the 2014 orientation, students build paper towers, practicing the teamwork and patience they'll need to employ at their internships.

thinks could be done to resolve it. A letter (or letters) of recommendation from a teacher, principal, counselor, religious leader or employer must also be included. Applications must be submitted by 11:59 p.m. Pacific time on March 8. In some counties, the deadline may be extended until the internship positions are filled.

MTC is the regional transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.



During the orientation session in 2014, interns broke into groups for activities.

Photo by Natalie Orenstein

Playwright Carey Perloff on Her New Memoir

BY PAUL DUCLOS

Carey Perloff, award-winning playwright, theater director and artistic director of the American Conservatory Theater (ACT), has just penned a highly-anticipated memoir, *Beautiful Chaos*. Published by City Lights, this slender narrative has won praise from actors, playwrights and fellow authors, and should be popular with *Bay Crossings* readers.



Bay Crossings: Your new book is meeting with considerable critical acclaim. Can you tell us what inspired this tell-all narrative?

Carey Perloff: I was asked by *American Theater* magazine to write something for my 20th Anniversary at ACT, so I began with an account of my rather hair-raising first year in San Francisco. I got a lot of response in which people wanted to know more, so I just dove in and kept writing, never quite realizing, until it was too late, that I was writing a whole book!

BC: What lessons are you trying to relate to young women seeking a career in this business?

Perloff: I have tried to be frank about why and how it is a hard career for women, but also about what great joy the work holds. I talk a lot about resilience, about mentorship, about trying to stay true to your own aesthetic and about the hilarious challenges of raising children in the theater, and how enriching that can be in spite of the chaos.

BC: Any general truths contained for women in all professions?

Perloff: We always have to be twice as

good and work twice as hard to get half the distance. That's just a given. The presumption that we as women know what we're doing is never a given, so often one feels as if one is fighting the same battles again and again.

BC: Our readers spend a lot of time commuting on ferries. Any plays you can recommend that speak to this gentle form of transportation?

Perloff: What a lovely question! Plays are wonderful to read because they take about the length of a ferry ride, unlike novels. Some plays are easier right off the page than others, but for good ferry reading I would recommend O'Neill, who loved the sea; Chekhov, who can make you weep and fall in love in one act; August Wilson, who spins gold out of hardship; or perhaps a contemporary writer like Jose Rivera who rights a lot about travel and magical places. I would save Stoppard and Shaw for dry land!

BC: Tell us a little bit about the Strand. How will its mission be defined?

Perloff: It will be transformative for a neighborhood that has seen very little positive street life and very little joy over the past 50 years—the Strand will be a welcoming and open community space for wonderful collaborations and creative collisions to happen.

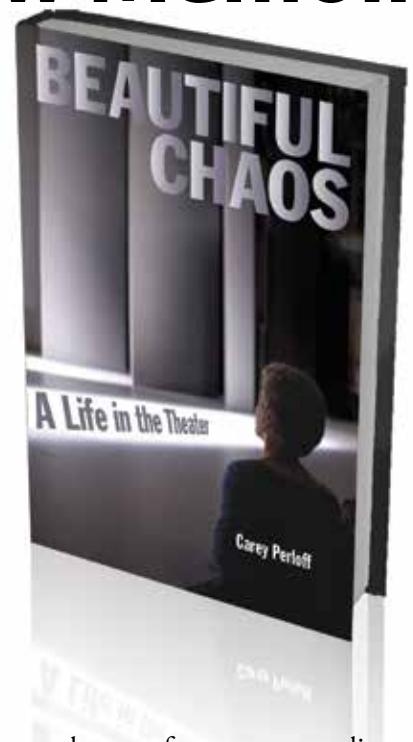
BC: The San Francisco Bay Area has a great deal of diversity. How do you find a way to speak to all these tribes?

Perloff: One can never speak to every tribe, but I love trying! Right now we are engaged in a deep way with the exploration of Asian and Asian-American work, from *Stuck Elevator* to *The Orphan of Zhao* to our upcoming *Filipino Monstress* project, and we are developing two Middle Eastern projects as well. We

have always explored African-American work and developed Africa-American artists in our school.

BC: Finally, how does ACT continue to attract younger audiences, and gain traction in a cultural scene that offers so many entertainment alternatives?

Perloff: For me, it's crucial that people feel welcome and alive when they walk through our doors—I want our theater to be like everyone's favorite coffee bar and I want people to be regulars and feel that they are among friends when they arrive, no matter what their background or theatrical experience is. For some people, the Geary is daunting because it's such a gilded palace, so I think the Strand, which will be small and easy and open, will be



a great beacon for younger audiences.
paulduclosongsanfranciscoculture.blogspot.com/



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WATERFRONT ACTIVITIES

- March 2 – 6** **Radar Observer Unlimited Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- March 2 – 4** **Radar Observer / Refresher - 3 day Renewal Course – Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This three (3) day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- March 7** **6:30PM - 9PM – Greece Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Learn how you can sail the fabled waters of Greece! Why did Odysseus's Mediterranean cruise not go so well? Because he didn't have a planning party! Enjoy food and drink while you learn why Greece remains a premier cruising destination.
- March 13** **7PM - 9PM – Tides and Currents by Kame Richards – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Learn about the complex tide and current patterns in San Francisco Bay with Kame Richards of Pineapple Sails.
- March 14** **6:30PM - 9PM – Peru Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Anthony Sandberg will host OCSC's Peru Adventure. This trek offers broad exposure to Peruvian history and culture, along an authentic Incan route to Machu Picchu.
- March 20** **6:30PM - 8:30PM – Vernal Equinox Sunset Sail – SF Bay Adventures, 415-331-0444, www.sfbayadventures.com**
This is a perfect way to start the weekend - and the spring. Take a sail aboard the schooner *Freda B* on the San Francisco Bay to mark the moment the sun crosses the celestial equator, and day and night are equal in the northern hemisphere. Cash bar for beer, wine, bubbly and light snacks. Cost is \$65 per person with a limited amount of early bird tickets available at \$49 while they last. A ticket is required for all passengers, children 12 and under must be accompanied by an adult.
- March 22** **1:45PM - 5PM – Spectator Sail: Lady Washington and Hawaiian Chieftain Cannon Battle – SF Bay Adventures, 415-331-0444, www.sfbayadventures.com**
Join the schooner *Freda B* for a very special spectator sail of an exciting battle between the *Lady Washington* and the *Hawaiian Chieftain*. Close maneuvers, live cannon fire and the excitement of a battle on the water from a time when differences were sorted at sea. Cost is \$75 per person with a limited amount of early bird tickets available at \$49 while they last. Cash bar available for beer, wine, and premium non-alcoholic beverages. Pre-order Davey Jones Deli sandwiches and have them delivered by the pirate himself. A ticket is required for all passengers, children 12 and under must be accompanied by an adult.
- March 28** **7PM - 9PM – Weather Seminar – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join Captain Ray as he shares his deep knowledge of San Francisco Bay's unique weather. Possibly no comparable area on earth displays as many varieties of weather simultaneously as the San Francisco Bay Region. Learn about the atmospheric forces and geologic formations that come together in this region's unique confluence of wind, river, ocean, bay, and hills.

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

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San Francisco Bay Hit by Four Recent Oil Spills

BY DEB SELF

Recently, San Francisco Baykeeper responded to four separate oil spills into San Francisco Bay. In only one did the responsible party take action to help with the cleanup.

First, over the course of several days in mid-January, a sticky toxic substance coated and killed hundreds of ducks and shorebirds along the East Bay shoreline. Scientists have now identified the “mystery goo” as a non-petroleum synthetic oil that broke down into a sticky, thick, gray substance. But there is no obvious source, and no one took responsibility. This incident highlights the ways we need to improve the response and cleanup of oil spills in the Bay.

California government officials initially reported something along the lines of, “We don’t know what it is, but we know it’s not petroleum.” California has an outstanding state-funded organization that rescues wildlife during an oil spill called the Oiled Wildlife Care Network—but it can only be activated if the spill is petroleum. Instead, International Bird Rescue, a nonprofit wildlife hospital in Cordelia, stepped in to wash, rehabilitate and release oiled birds. Without support from the state, the organization spent over \$150,000 to care for 500 birds.

Immediately following the spill, Baykeeper put together teams of birders, many from Golden Gate Audubon Society and WildCare of Marin, to walk the affected shorelines, finding and reporting birds that needed rescuing. Those reports went to Wildlife Emergency Services of Moss Landing, which sent unfunded teams of staff and expert volunteers to capture injured birds. Staff from East Bay Regional Parks also helped capture birds along park shorelines.

Only local community groups and local government responded to the spill,

without the benefit of engagement from the state’s Office of Spill Prevention and Response. Generally, when a ship or oil terminal causes an oil spill, the company complies with state law to have experts responding within two hours. When there is no responsible party, the state or Coast Guard step in, but they are not required to respond within two hours, or within any timeframe at all. Plus, there often is no formal point of contact for local governments or nonprofit groups like Baykeeper, who are already responding to initial impacts like injured birds.

The contrast between a formal and informal response was most stark when two spills happened on February 10. One was an accident at the Shell Martinez Wharf, when a pipeline being tested at the oil terminal leaked about 84 gallons of crude oil into the bay. The oil terminal staff were ready with equipment and personnel and quickly reported the accident. They worked with the Coast Guard and Office of Spill Prevention and Response to boom, contain and clean up the spill.

At around 9:30 p.m. the same night, residents along the Alameda shoreline and in the Alameda Marina reported noxious fumes and a diesel slick that could be seen on the water even in the dark. Several Coast Guard employees reported that they didn’t have staff to respond because they were engaged in Martinez on the Shell spill. State responders were also tied up, for reasons that are still not clear. Remnants of the spill remained for several days, and no source has been identified. Then on February 12, oil was again spilled into the Oakland Estuary, coating one grebe, and no source has been identified.

These spills show the need for better early action planning. Roles and communication need to be strengthened among local nonprofits, community members, local governments, the state and the Coast Guard, so we can work

more efficiently together. And whether or not anyone takes responsibility, first responders should be required to deal with any spill of oil or an unidentified toxic substance within two hours. Baykeeper will work to ensure these reforms are put in place before another spill hits the Bay.



Photo courtesy of International Bird Rescue

This horned grebe was exposed to the “mystery goo” that appeared in the Bay recently. Luckily it was rescued and nursed back to health by members of International Bird Rescue.

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



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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	6:15	6:20	6:50	9:30am	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			
8:40	9:15	---	---	Larkspur Sausalito			
9:15	9:50	10:10	10:45	Daily Daily			
10:10	10:45	10:55	11:30	Adult Cash Fare (19 - 64) \$10.00 \$10.75			
11:10	11:45	11:55	12:30 p.m.	Clipper \$6.50 \$5.50			
12:40 p.m.	1:15	1:25	2:00	Youth/Senior/Disabled \$5.00 \$5.25			
2:15	2:50	3:00	3:30	Children 5 and under FREE FREE			
2:50	3:25	3:30	4:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
---	---	4:00	4:30	Giants Ferry \$11.50			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
4:45	5:20	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				

Direct ferry service is provided to all Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	---	---	10:40 a.m.	11:10 a.m.
8:20	8:45	10:00	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
3:20	3:50	4:00	4:30	5:35	6:05	6:00	6:30
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	---	---	---	---

Contact Information	For the Golden Gate Ferry website, visit: http://goldengateferry.org/
Toll free 511 or 711 (TDD)	Comments and questions can be submitted at http://ferrycomments.goldengate.org/
Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.	No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelphian 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

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	2:30	Bay Cruise Adult (18+) \$28.00
10:45 Thurs-Mon	3:00	Youth (5-17) \$18.00
11:15	3:45	Child (under 5) Free
12:00 # p.m.	4:15# Thurs-Mon	# Bridge to Bridge Adult (18+) \$36.00
1:10	5:30# Thurs-Mon	Youth (5-17) \$24.00
1:40		^ Sunset Cruise Adult (18+) \$58.00
		Youth (5-17) \$40.00

All Ferry schedules subject to change.

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TIBURON COMMUTE

TIBURON – S.F. Ferry Building

Weekdays

Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:35 a.m.	6:00 a.m.	6:05 a.m.	6:30 a.m.	11:00 a.m.	11:25 a.m.	11:35 a.m.	12:15 p.m.
6:40	7:05	7:10	7:35	12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
7:50	8:15	8:20	8:40	1:50	2:15	2:20	3:15
8:45	9:10	---	---	3:10	3:40	3:45	4:10
---	---	4:25 p.m.	4:50 p.m.	---	8:10*	8:15*	8:40*

*Available beginning March 9

TIBURON – Pier 41

Weekdays

Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	FARES:	One-way	Round-trip
9:45 am	10:25am	10:30am	10:55am	Adult	\$11.50	\$23.00
11:00	11:45pm	11:50pm	12:15pm	Senior (65+)	\$ 6.75	\$13.50
12:20	1:05	1:10	1:45	Child (5-11)	\$ 6.75	\$13.50
1:50	2:30	2:35	3:15			
4:10	4:50	----	----			
---	7:55	8:00	8:20 8:40			

Times in red good through March 6.

Times in blue begin March 9.

TIBURON – Pier 41

Weekends and Holidays

Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	FARES:	One-way	Round trip
9:45am	10:25am	10:30am	11:20	Adult	\$11.50	\$23.00
11:35	12:30pm	12:40pm	1:05pm	Senior (65+)	\$ 6.75	\$13.50
2:05pm	2:30	2:35	3:25	Child (5-11)	\$ 6.75	\$13.50
3:35	4:25	4:35	5:20			
5:30*	6:20*	6:30*	6:55*			

*Available beginning March 14

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
9:45am	10:25am	10:30am	11:20	---	10:55am
11:35	12:30pm	12:40pm	1:05pm	---	3:15pm
2:05pm	2:30	2:35	3:25		
3:35	4:25	4:35	5:20		
5:30*	6:20*	6:30*	6:55*		

ANGEL ISLAND PRICES

	S.F. Pier 41 (round-trip)

</tbl_r



San Francisco Bay Ferry

VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
Weekdays		
Depart Vallejo to S.F Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	8:40	-----
7:45	-----	-----
10:00	11:10	11:30 a.m.
2:00 * p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45 *	6:00	-----
	7:15	6:55
Effective March 2 – May 1		
Weekends & Holidays		
10:00 a.m.	11:10 # a.m.	11:30 a.m.
11:30	12:45	-----
2:30 p.m.	3:40 # p.m.	4:00 p.m.
3:30	4:40	-----
5:15*	7:00	6:30
Effective March 2 – May 1		
# To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.		
FARES:		One-way
Adult	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$9.75	
Youth (5-18)	\$6.50	
Senior (65+)/Disabled/Medicare	\$6.50	
School Groups	\$4.30	
Child (under 5)	FREE	

Take the Ferry to **GIANTS BASEBALL AT AT&T PARK**

Service will resume for 2014 Season



Illustration from www.tuscolatoday.com

VALLEJO - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41, Alameda/Oakland and Vallejo ferry service to Angel Island is available seasonally from May through October.

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

Weekdays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
6:00 a.m.	6:10 a.m.	6:30 a.m.	---
6:30 a.m.	6:40 a.m.	7:00	---
7:05	7:15	7:35	---
7:35	7:45	8:05	---
8:10	8:20	8:40	---
8:40	8:50	9:10	---
9:15	9:25	9:45	10:00 a.m.
11:00	10:50	11:30	11:45
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	3:20
5:05	4:50	5:30	---
5:50	5:40	6:20	---
6:20	6:05	---	6:50
6:55	6:45	7:20	---
7:55	7:45	8:25	8:40
8:55	8:45	---	9:25

Weekdays from San Francisco

Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
----	6:30 a.m.	7:15 a.m.	7:05 a.m.
----	7:00	7:45	7:35
----	7:35	8:20	8:10
----	8:05	8:50	8:40
----	8:40	9:25	9:15
10:15 a.m.	10:30	10:50	11:00
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.
1:45	2:00	2:20	2:35
4:00	4:30	4:45	5:05
5:00	5:20	5:40	5:50
---	5:40	6:00	6:15
---	6:25	6:45	6:55
---	7:25	7:45	7:55
8:05	8:25	8:45	8:55

Weekends and Holidays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
10:00	10:10	10:30 a.m.	10:45
11:30	11:20	12:00 p.m.	12:15 p.m.
1:45 p.m.	1:30 p.m.	2:20	2:35
4:15	4:05	4:45	4:55
5:45	5:35	----	6:25
7:10	7:00	----	7:50

Weekends and Holidays from San Francisco

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

FARES: One-way

Adult	\$6.25
Adult (Clipper Only)	\$4.75
Youth (5-18)	\$3.10
Senior (65+) Disabled	\$3.10
Child under 5	FREE
School Groups	\$2.00
Short Hop - Adult	\$1.50
Short Hop - Youth	\$0.75
Short Hop - S / D	\$0.75

PURCHASE TICKETS
ONBOARD THE FERRY
for information
(MON. to FRI.)
(415) 705 8291

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

Weekday Commute

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

No weekend or holiday service

FARES: One-way

Adult	\$6.50
Adult (Clipper Only)	\$5.00
Youth (5-18)	\$3.25
Disabled / Seniors (65+)	\$3.25
School Groups	\$2.10
Children (under 5)	FREE

ALAMEDA/OAKLAND - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 * p.m.	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m. **	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 **	5:50
6:20	6:55	7:10

*Boat departs from Oakland first. **Boat arrives Alameda first.

South San Francisco / San Francisco

Weekday Service - Monday through Friday

Depart S. San Francisco	Arrive Ferry Building
9:00 a.m.	9:30 a.m.
Depart Ferry Building	Arrive S. San Francisco
3:30 p.m.	4:00 p.m.

One-way

FARES:

Adult	\$7.00
Adult (Clipper Only)	\$7.00
Youth (5-18 years)	\$3.50
Seniors (65+ yrs), Disabled	\$3.50
School Groups	\$2.00
Children (under 5) (with an adult)	FREE

AROUND THE BAY IN MARCH



Photo by Ron Arel, Coastal Images.

Tall Ships Battle in the Bay

Replicas of the historical tall ships *Lady Washington* and *Hawaiian Chieftain* return to the Bay Area for a series of public adventure sails, battle recreation sails and dockside tours. There are many options available to visit or sail on these majestic vessels in Oakland, San Francisco and Sausalito in the month of March. Visit www.historicalseaport.org for times and locations of the ships and cruises. Cruise prices range from \$39 - \$79 depending on the event, and a small donation is requested for dockside tours.

Maritime Art at Aquatic Park

We Players presents *A New Deal: Continuing the Legacy of Maritime Art in the Park* to celebrate and explore the legacy of the arts at the Maritime Museum and historic Aquatic Park. The Maritime National Historical Park's Maritime Museum, located at 900 Beach Street in San Francisco, has been a site of creative endeavor and community engagement for the past 76 years. In the spirit of the Maritime Museum's history of artistic engagement, We Players has invited eight Bay Area artists to produce site-specific works that engage maritime history, ecology and the heritage of the museum. The museum's history has inspired artworks that engage themes of

ecology, poetry, political zeitgeist of the time, maritime technology and a universal sense of longing to return. This exhibit offers an update on the issues, interests and challenges faced by the original artisans of the museum. The exhibition runs from March 7 to June 17 from 10 a.m. to 4 p.m. and opens with a reception on Saturday, March 7 from 12:30 - 3 p.m. The exhibit is free and open to the public.

Drag Me to Bingo

Join the Sisters of Perpetual Indulgence at 7 p.m. on Thursday, March 19 for the Drag Me to Bingo series at Jack London Square on the Oakland waterfront. This evening will feature fabulous bingo fun, sassy diva entertainers, theatrical drag performances and games galore. From shimmering baubles to sparkling tiaras, a dazzling mix of bingo prizes will be up for grabs including delectable dinners, divine wine tastings and more. Members of the Sisters of Perpetual Indulgence will call numbers throughout the night with fun entertainment between bingo games. Lungomare light eats and beer from Bison Organic Beer, Drake's Brewing and Pyramid Alehouse will be available for purchase. Admission is \$10 and includes five bingo cards (\$1 for each additional bingo card). Drag Me to Bingo will take place at the 55 Harrison building—please

use the entrance across from Bocanova. Enjoy an early dinner at one of Jack London Square's restaurants and show your same-day receipt to receive three additional bingo cards free. Visit www.thesisters.org for more information.

Goode Annex on 401 Alabama Street in San Francisco. Tickets are \$20 in advance at soulskin.brownpapertickets.com or \$25 at the door. You can also join the dancers for a post show dance party.

Yountville Live

With performances by Platinum-selling musicians, food by celebrity chefs and local stars and the finest Napa Valley wines, the 2015 Yountville Live festival offers the ultimate Wine Country experience from March 19 to 22 in Yountville, the heart of the Napa Valley. The event provides a limited number of attendees unparalleled access to top recording artists, winemakers and world-renowned chefs during a four-day event consisting of private and exclusive acoustic concerts, wine tastings, sumptuous meals and private winery tours. The Napa Valley's finest resorts and intimate inns are host to attendees, who enjoy a total immersion in music, wine and food—not to mention Yountville's spectacular Wine Country setting and breathtaking scenery. No other public show offers the access and intimacy afforded attendees by Yountville Live. Attendees will enjoy world-class foods, exclusive cooking demonstrations, a variety of local artisan foods and farm fresh products throughout the weekend. Over the course of the weekend, the event breaks out into different tracks, providing smaller, more intimate wine tasting events for guests. Several events are hosted at wineries that are among the Napa Valley's most notable and feature acoustic performances, tastings and food-and-wine pairings. The musical performances feature intimate performances by veteran (OAR and Aimee Mann) and up-and-coming musicians, with a special focus on emerging talent. The small performing venues make it possible for guests to make personal connections and share memorable experiences with the artists in a social environment. For information about the event and lodging, dining, shopping, and entertainment options, visit the website at www.yountvillelive.com.

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

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