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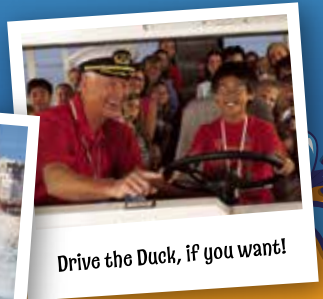
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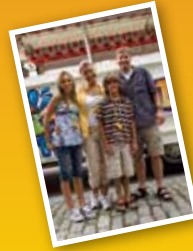
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BAYCROSSINGS

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A common sight, especially in the Bay Area, is a marina filled with boats, slips packed with a forest of masts, but no one ever seems to be using them. In the new days of the peer-to-peer economy, however, this may become a thing of the past. The company Boatbound lets boat owners put their assets to work, employing the same affordable marketplace platform as Airbnb, and makes boating more accessible to the public.

Corrections & Letters

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

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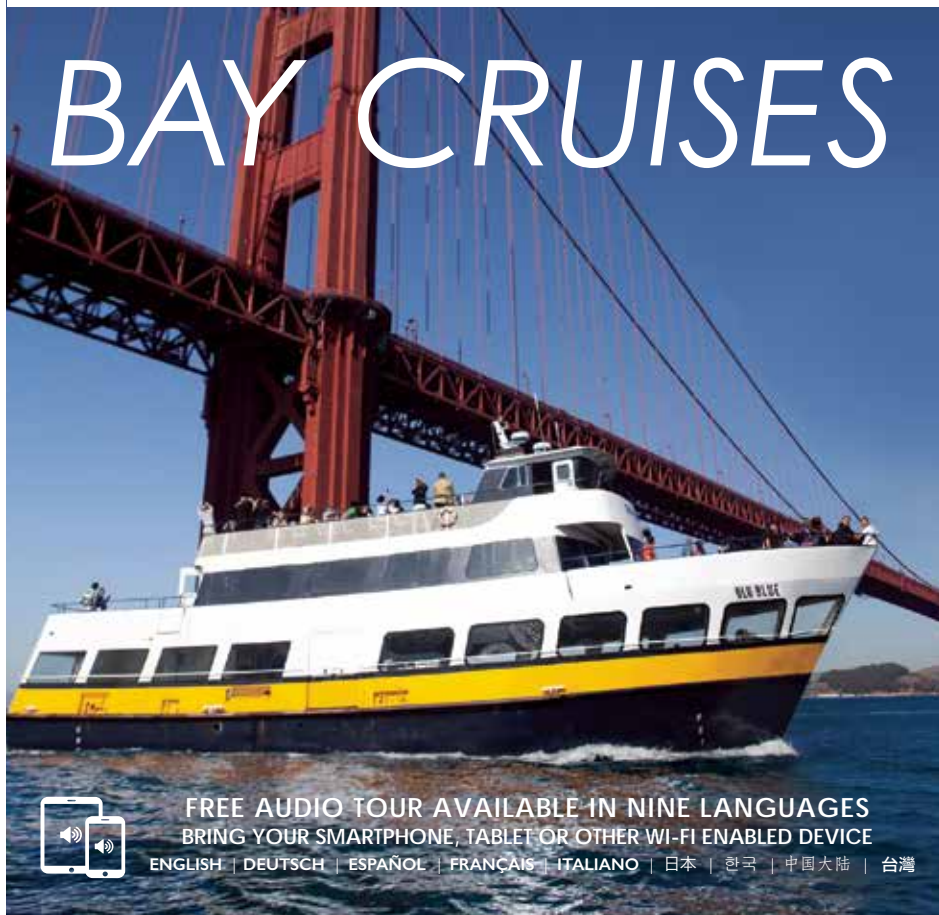
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Two Recent Conferences Highlight Port Challenges

BY PATRICK BURNSON

Another indication of how U.S. ports are paying closer attention to shippers' needs was signaled by the Port of Oakland last month as it announced its new update service.

Beneficial cargo owners are being aggressively courted by port authorities nationwide in an effort to secure their business and attract new carrier calls. The latest example of this trend is "Port of Oakland Today," a daily blog post listing terminal and berthing information, available at www.portofoakland.com/newsroom/dailyblog.aspx.

This development comes at a time when Oakland has been reaching for vessel operators to make its gateway the first port of call. At last month's Bay Planning Coalition's 2015 Decision Makers Conference, Oakland's Maritime Business Development Manager Beth Frisher said shippers should regard the port as a full service logistics center.

Currently, a 360-acre trade and logistics center is being built by the port and City of Oakland on the former Oakland Army Base. "It's envisioned as a magnet to attract additional import and export cargo," said Frisher.

Also underway is a railyard at the site to be followed by new transload

warehouses. When completed, commodities shipped in bulk will be able to be transferred to containers for export out of Oakland, and imports will be transloaded into 53-foot domestic containers and then placed on rail cars for inland shipment.

Frisher said that the new capabilities could convince shipping lines to make Oakland their first U.S. call. All the top container carriers have weekly services in Oakland now, but stop first in Southern California.

Two other projects in the planning stage are expected to generate more cargo growth, Frisher added. One is a cold-storage facility; the other is a grain transload operation. Both would permit bulk shipments of agricultural products such as beef and grain to be transferred from rail to containers for overseas delivery. "With these facilities and our Class I rail connections, we're providing a direct link to the farm belt," Frisher said.

Cargo growth at the port should translate into increased jobs for Oakland. More than 73,000 jobs are already linked to the port's three businesses: the seaport, Oakland International Airport and commercial real estate holdings

that include Jack London Square. It is estimated that every 1,000 additional containers moving through the port create eight more jobs.

Cargo growth at the port should translate into increased jobs for Oakland. It is estimated that every 1,000 additional containers moving through the port create eight more jobs.

Growing the Bay Area's maritime and industrial economy sustainably is the focus of the annual Decision Makers Conference. "As stewards of the Oakland waterfront and San Francisco Bay, we will continue to build our businesses responsibly and view everything we do through an environmental lens," said Richard Sinkoff, the Port of Oakland's director of environmental programs and planning.

Oakland Mayor Libby Schaaf opened the conference. Scheduled speakers included Congressional representatives Jared Huffman (D-San Rafael) and John Garamendi (D-Fairfield).

Navis World Conference Confronts Waterfront Challenges

Despite great strides in mechanization and technology, many U.S. ports and terminals remain challenged by political conflicts, internecine competition and internal communication issues. Local shippers attending Navis World 2015 in San Francisco last month were provided with a broad overview of the challenges ahead during a session called "Carrier, Terminal Collaboration: Room for Improvement."

"There are a lot of silos and special interests in the port community that get in the way of true collaboration," said John McLaurin, president of the Pacific Merchant Shipping Association. "While labor, management and shippers may be on the same page with some issues, there can only be consensus when everyone has skin in the game."

As an example, McLaurin said that the National Retail Federation's

(NRF) call last year for a suspension of PierPass fees in Southern California was unrealistic. The NRF and other shipper associations were also off the mark, McLaurin said, in their appeal to have dockside labor and management factions come to an immediate resolution to contract negotiations or be threatened by an executive action.

"We all agree that having a contract should be the objective," said McLaurin, "but the shippers provided no direction on how to achieve this. The 'chassis inspection' issue was never addressed, and other elements were hardly considered."

Greg White, senior vice president of Ports America, agreed, noting that federal and state government officials were right in permitting the International Longshore and Warehouse Union and the Pacific Maritime Association to retain ownership of the bargaining process. "This is a procedure that is designed to work out the details," he said. "Then they can focus on a long-term relationship."

The cooperative nature of ocean carrier alliance relationships was also brought into question when White noted that some "misbehavior" could be expected when terminal sharing was involved. "We have to realize that while carriers are working together to take advantage of economies of scale, they are also competing for business. That hasn't changed."

Finally, the quality of data being shared in the alliances may also need to be refined. White noted that the "truthiness" of KPIs (Key Performance Indicators) is still regarded with suspicion. "Vessel polarization prevents flexibility, and limits the levels of engagement," he said.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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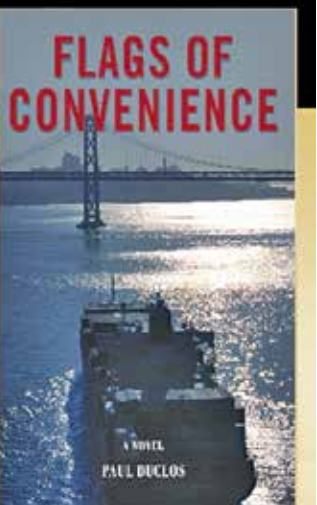
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Bay Area Bike Share Proposed to Expand Across Five Bay Area Cities

BY BC STAFF

The mayors of San Francisco, Oakland, San Jose, Berkeley and Emeryville recently announced a proposal working together with the Metropolitan Transportation Commission (MTC) to expand the Bay Area Bike Share program, increasing the number of bikes in Bay Area Bike Share from 700 to 7,000 and growing the program from a successful pilot to a robust transportation option for Bay Area residents, at no cost to taxpayers.

Under the new proposal, bike share station locations would be developed in consultation with residents and local businesses, through a series of open forums and outreach events. Twenty percent of stations would be placed in MTC-designated “communities of concern,” putting equity at the core of the program’s design as it expands throughout the region. Discounted passes would also be made available to customers enrolled in Bay Area utility lifeline programs.

The Bay Area Air Quality Management District (BAAQMD) launched the Bay Area Bike Share in August 2013 with a 700-bike system, with the bulk of



Photo by Brenda Kahn



Photo by Noah Berger

Five local mayors working together with MTC recently announced a proposal to expand the Bay Area Bike Share program tenfold, increasing the number of bikes available from 700 to 7,000.

the funding coming from MTC’s Climate Initiatives Program. Bike stations in San Francisco have accounted for about 90 percent of all trips during the pilot phase.

“When we launched Bay Area Bike Share nearly two years ago, we saw a transformation in the way that residents and visitors moved around the Bay Area with an easy, convenient, affordable and healthy transportation option in our world-class transportation network,” said San Francisco Mayor Ed Lee. “The proposed expansion of this popular bike share program will help residents and visitors move around our diverse San Francisco neighborhoods, and around the Bay Area region more easily.”

The planned expansion would be accomplished through a public-private

partnership with Motivate, the nation’s largest bike share operator, at no cost to the taxpayer. Motivate is the current operator of the Bay Area Bike Share pilot, having won a competitive bid to do so in 2013.

“I’m encouraged by the efforts of Motivate and the cities to put equity concerns front and center,” said MTC Chair and Santa Clara County Supervisor Dave Cortese. “I think my colleagues will give the proposal very serious consideration, and I look forward to it coming before the Administration Committee and later to the full commission.”

All of the participating cities’ mayors expressed their enthusiasm for the plan: “Oakland is at the center of the BART and AC Transit systems, and bike sharing can effectively extend the

reach of those services,” said Oakland Mayor and MTC Commissioner Libby Schaaf. “San Jose is committed to working regionally to implement smart, sustainable strategies that invest in the urban cores and transit corridors, and promote walking, bicycling and transit,” said San Jose Mayor and MTC Commissioner Sam Liccardo.

“Berkeley looks forward to being a partner in the expansion of bike share,” said Berkeley Mayor and MTC Commissioner Tom Bates. “The City of Emeryville is thrilled to have regional bike share serve Emeryville. With no hills, attractive destinations, and large residential, employment and shopping centers, we are well situated to embrace bike share,” said Emeryville Mayor Ruth Atkins. www.bayareabikeshare.com

Captain Amanda Hogarth

BY MATT LARSON

Thousands of people depend on the ferry service in the Bay Area every day for a variety of reasons—be it getting to and from work, seeing friends or family or just getting away from it all and taking advantage of living in such an amazing place with such breathtaking views. In this column, we get to know the people involved in providing this vital service.

You may recognize Amanda Hogarth as a captain for Golden Gate Ferry, or you may recognize her from Alcatraz Cruises, where she first began captaining in the Bay. She's been with Golden Gate for the past two years and got her captain's license five years ago while with Alcatraz Cruises. You may also see her captaining for Blue & Gold from time to time.

Her experience at the helm here in the Bay began shortly after moving here from Tonga, a Polynesian sovereign state of about 177 islands located in the southern Pacific Ocean about a third of the way to Hawaii from New Zealand.

Originally from San Diego, Hogarth lived in Tonga between the ages of 16 and 22. There, she and her mother owned and operated a company called Endangered Encounters. They'd take people out into the ocean to swim with humpback whales—one of the few places in the world with such an opportunity.

It was in Tonga that she got her first experiences working professionally on the water. "That's kind of where it all started," she said. "It was a good experience." She helped photographer Tony Wu capture some of his world-famous underwater images and worked with BBC, National Geographic and many more.

Her mother is still there and just helped IMAX with its new documentary film *Humpback Whales*.

Upon Hogarth's return to the states, she came straight to the Bay Area and immediately started looking for a job on the water. At the time, there were no job openings to be found in her field. "Originally I wanted to work as a deckhand but they just didn't have any positions posted." She was determined to get her foot in the door any way she could, so she ended up applying as a snack bar attendant for Alcatraz Cruises. Fortunately, as soon as the company saw her resume full of professional boating experience, she was hired right away as a deckhand and attained her captain's license a few years after that.

Hogarth is now right where she wants to be, up in the helm on San Francisco Bay. "It just feels right," she said. "This has always been what I wanted to pursue. I like being outside, I like the sea air—it feels like what I'm supposed to do." With an office providing some of the best views of the Bay every day, it leaves little room to complain.

The biggest difference between working the waterways here in the Bay as compared to in the South Pacific? "I wear thermals ... a lot," she laughed. She most often works for Golden Gate Ferry out of the Larkspur terminal, which is convenient for her as she can literally walk to work. She enjoys living in Marin and likes spending her time either tending to her garden or biking around town.



Amanda Hogarth is a captain for Golden Gate Ferry, but she got her start in the South Pacific.

Considering all of the wonderful viewpoints in the Bay, Hogarth's favorite route is the night shift coming into Marin. "Sometimes the fog sort of rolls over the hills in Sausalito when the sun's coming down," she said. "It's always really nice to see." But there are great views all along the way. She recommends taking the ferry for two main reasons: "You're not stuck in traffic, and you get to see the Bay!"

So the next time you see Captain Hogarth, you'll have a few talking points. Maybe you've been to Tonga yourself and can share some stories.



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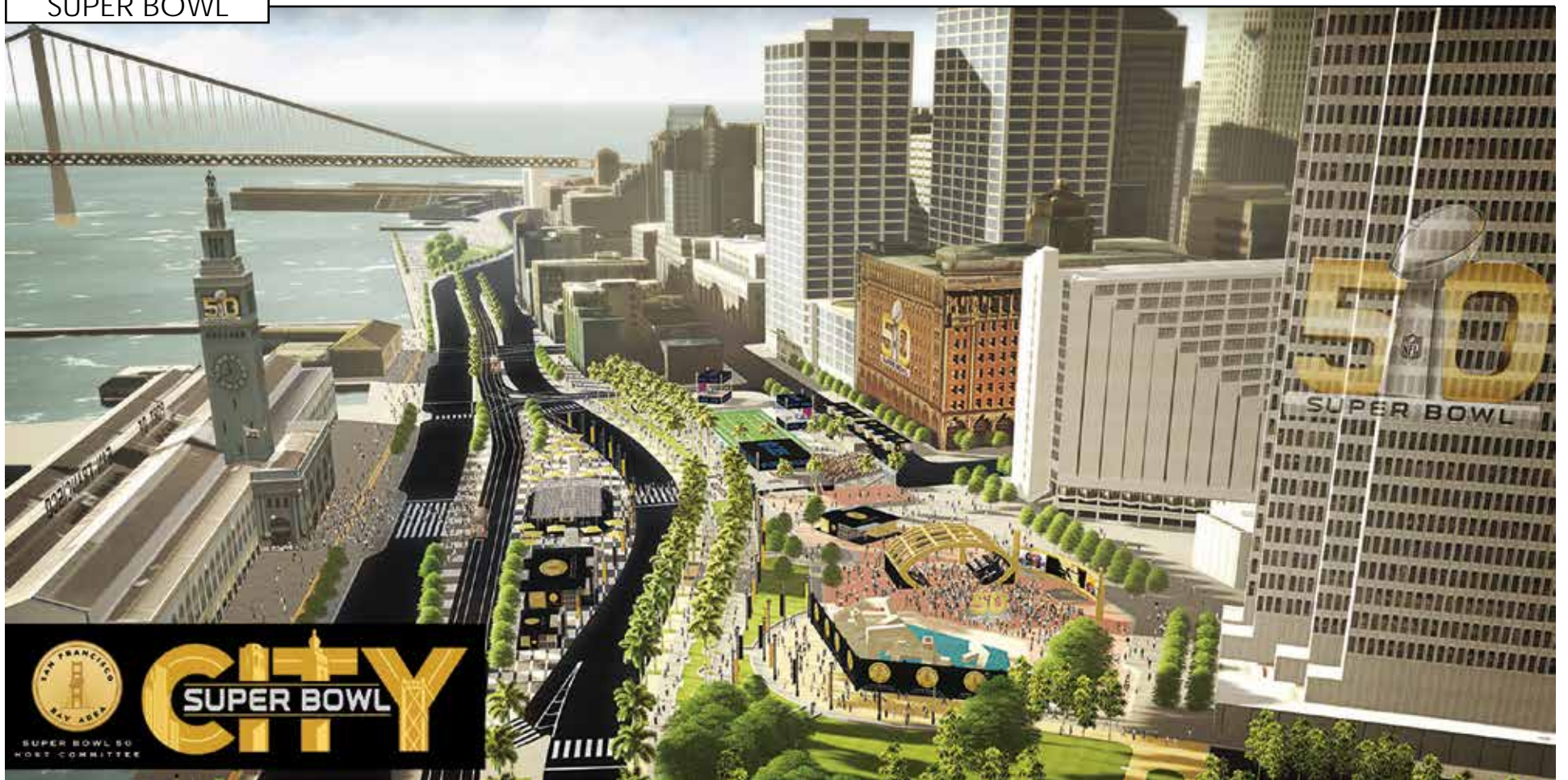
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Super Bowl 50 Host Committee Announces Plans for ‘Super Bowl City’ Fan Village on San Francisco Waterfront

In late April, the San Francisco Bay Area Super Bowl 50 Host Committee announced its plans for Super Bowl City, a free-to-the-public fan village designed to celebrate the milestone Super Bowl 50 and to highlight its unique place in the Bay Area.

Centered in Justin Herman Plaza, on the Embarcadero at the foot of Market Street, Super Bowl City will feature family-friendly activities for fans of all ages. It will offer a fun and free way for locals and visitors alike to enjoy the extravaganza that is the sporting world’s biggest annual event.

Super Bowl City will be designed to showcase the best the Bay Area has to offer, with interactive games and activities that highlight the region’s technological prowess, culinary excellence and cultural

diversity, as well as celebrate the 50th Super Bowl and the Bay Area’s place in professional football history.

From cultural performances and displays that highlight the artistic vitality of the region, to locally grown foods that capture the Bay Area’s epicurean spirit to NFL-themed activities, Super Bowl City will be a weeklong, family-friendly celebration.

“Many people don’t realize that Super Bowls are more than just a game—they are weeklong extravaganzas that offer fun activities for kids and families, interactive exhibits for sports fans and events that fans and Bay Area residents can all enjoy,” said Keith Bruce, CEO of the host committee. “We are designing the Bay Area’s Super Bowl celebration to offer something that everyone can enjoy,

“Super Bowl City will give every San Franciscan a chance to share in the fan experience of Super Bowl 50,”
— Mayor Edwin Lee.

and reflect the spirit and personality of our entire region.”

In a break from tradition, Super Bowl City will be open for an extra weekend this year, providing many local residents the opportunity to experience the excitement of Super Bowl 50 before out-of-town guests arrive. The Location

will open Saturday, January 30—with the day’s activities topped off by the official re-lighting of the iconic Bay Lights on the Bay Bridge.

“Super Bowl City will give every San Franciscan a chance to share in the fan experience of Super Bowl 50,” said San Francisco Mayor Edwin Lee. “As San Francisco hosts the most philanthropic Super Bowl ever, our Bay Area region’s small local businesses, hotels and restaurants will share in the all these events. I’m excited that the San Francisco Bay Area and all we have to offer will be once again seen on one of the world’s largest stages.”

In addition to fan activities, Super Bowl City will be the broadcast home for the CBS Television Network—the exclusive broadcaster of Super Bowl

SUPER BOWL

50—that will be broadcasting live from the Justin Herman Plaza throughout Super Bowl Week.

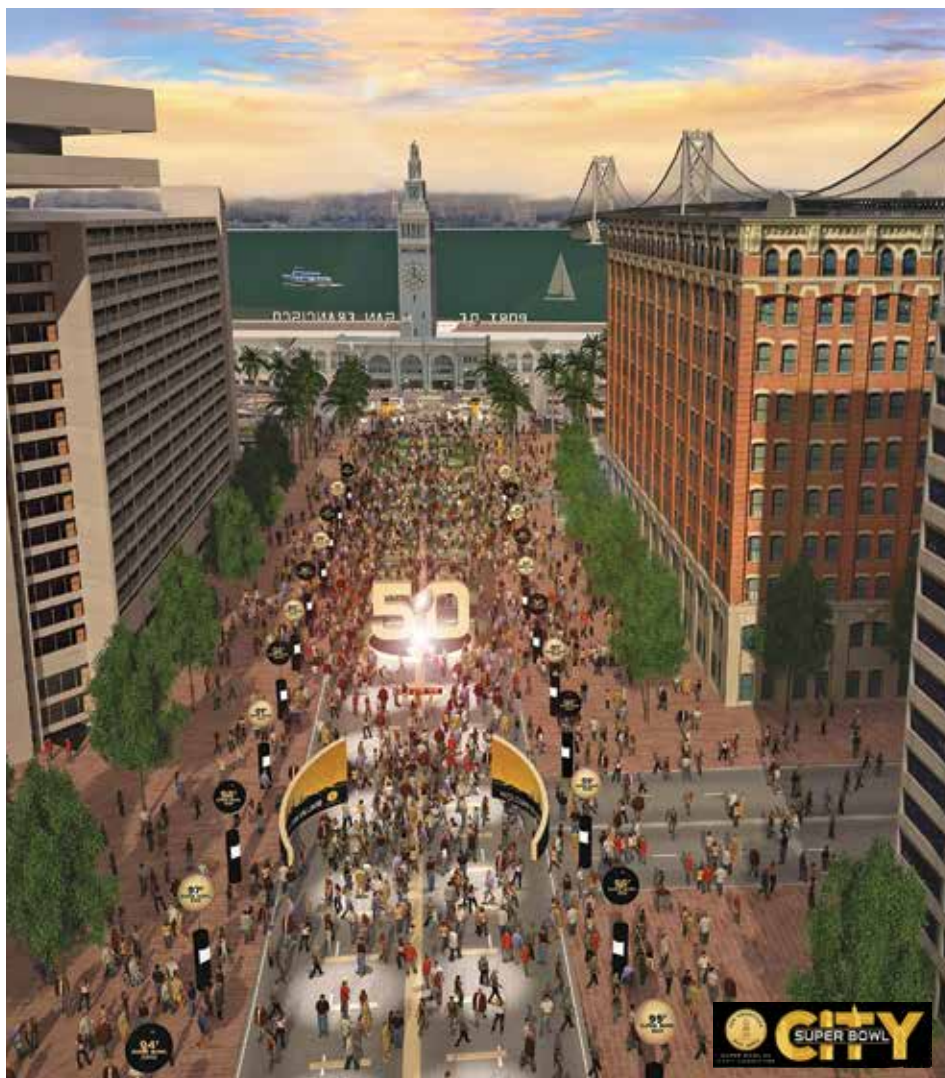
NFL Network will also be broadcasting live from Super Bowl City. The NFL Media Center will operate from Moscone West, which will provide working facilities for an anticipated 5,000 members of the media, hailing from all over the U.S. and more than 30 countries around the globe.

“The three main hubs of Super Bowl Week—Levi’s Stadium in Santa Clara, and Super Bowl City and the NFL Experience at the Moscone Center in San Francisco—will serve not only as centers of energy for Super Bowl Week, but also as catalysts for visitors to find and patronize the many restaurants, shops and small businesses in the surrounding areas,” said Daniel Lurie, chair of the San Francisco Bay Area Super Bowl 50

Host Committee. “Our commitment from the beginning has been to put our Bay Area community first and create real opportunities for our region to benefit from this opportunity to host Super Bowl 50, whether it is local businesses or our Bay Area’s nonprofit community.”

The opening of Super Bowl City on January 30 will also cap a yearlong celebration by the NFL commemorating the milestone Super Bowl 50.

Super Bowl 50 will be celebrated in the San Francisco Bay Area in 2016. The Super Bowl 50 game will be played at Levi’s Stadium in Santa Clara—home of the San Francisco 49ers—on February 7, 2016. The first Super Bowl was played in California in 1967 at the Los Angeles Memorial Coliseum and now the Super Bowl returns to California to celebrate its golden moment with the 50th playing of the Super Bowl in the Golden State.

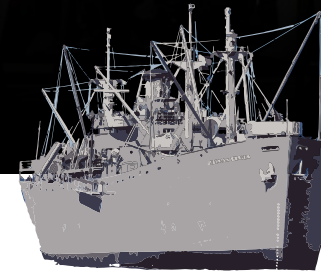


Super Bowl City will be designed to showcase the best the Bay Area has to offer, with interactive games and activities that highlight the region’s technology along with San Francisco’s cultural and culinary diversity.



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Eight Fascinating Facts About River Otters

BY MALLORY JOHNSON

Everyone knows that river otters are otterly adorable, but did you know all of the traits and adaptations that make these clever creatures so amazing?

- River otters are NOT sea otters. What's the difference? Among other things, sea otters are marine mammals that live in the salty seawater. River otters are semiaquatic mammals that live in and around rivers. River otters spend about as much time on land as they do in the water, but when they do go swimming, they stick with the fresh water provided by river, lake and estuary ecosystems.

- River otters are part of the weasel family. As a matter of fact, river otters are more closely related to weasels than they are to sea otters.
- River otters are excellent swimmers, thanks to their massive tails and webbed feet, which they use for propulsion. As a matter of fact, river otters can reach up to eight miles per hour in the water.
- River otters have lungs for a life aquatic. A river otter's right lung is about 20 percent larger than the left, and has four lobes instead of the left's two. They can hold their breath for up to eight minutes, and they can close their nostrils and ears while under water.



Photo by Courtney Lauchaire/Aquarium of the Bay

As top predators, river otters are as important to their environment as their habitat is to them. River otter populations and ecosystem health go hand in hand.



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- River otters weigh in at an average of approximately 20 pounds, and they typically measure from 26-42 inches. Bonus fact: a river otter's tail makes up about a third of its total body length.
- When you're a river otter, there's always time for playing. These lively creatures love to play in the snow and among icy and muddy hills. They can often be seen sliding and tobogganing, wrestling and chasing one another.
- River otters have over 58,000 hairs per square centimeter on their body. These semiaquatic mammals are well equipped with water-repellent fur to keep them dry and warm—a useful trait considering how often they get in and out of the water. River otters actually have two layers of fur; the outer layer is longer and helps repel water, while the inner layer is finer and denser and helps provide insulation.
- River otters are top predators in their ecosystems. Favorite foods include crayfish, crabs, fish, frogs and rodents.

As top predators, river otters are as important to their environment as their habitat is to them. River otter populations and ecosystem health go hand in hand. River otters are a good indicator species because they allow us to learn how well restoration efforts are working by monitoring otter populations. As the health of a stream, river or the Bay changes, so does the amount of the otter's prey. In turn, so does the number of otters. In order to sustain a healthy population of otters, we need to protect and restore their habitat.

Learn more about river otters in person when you visit Aquarium of the Bay's North American river otter habitat, or by visiting www.aquariumofthebay.org.

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.



Join This Year's Spectacular Bay Parade

BY SEJAL CHOKSI-CHUGH

Attention all swimmers, kayakers, rowers, stand-up paddlers, surfers, boaters, sailors and Bay enthusiasts—come join San Francisco Baykeeper's second annual Bay Parade. It's going to be a spectacular celebration on the Bay, for the Bay!

On Sunday, May 31, starting at 11 a.m., you're invited to parade on the water from the Ferry Building to AT&T Park. You'll be accompanied by the Baykeeper patrol boat, the beautiful sailing ship *Freda B*, Hornblower's hybrid ferry and many protection boats. Bring noisemakers, fun costumes, decorated boats and team themes! The San Francisco Giants will broadcast the

Bay Parade finale from McCovey Cove on the Jumbotron as the baseball game begins.

After the parade, showers will be available for swimmers, then we'll continue the celebration at the Bay Parade Party sponsored by Anchor Brewing.

The Bay Parade is a benefit for a healthy San Francisco Bay. All proceeds go towards Baykeeper's work to defend San Francisco Bay from pollution, making the water safer for the recreation that the Bay Parade celebrates. Registration is \$100 and all participants raise at least \$200 more for the Bay. Registration includes Bay Parade participation and Bay Parade Party tickets. Fantastic prizes will be awarded to all fundraisers.

You can learn more, and register to take part in the Bay Parade, at baykeeper.org/bayparade.



Photo Credit: Robb Most

Swimmers, kayakers, rowers, stand-up paddle boarders, surfers, sailors and all Bay enthusiasts are invited to join Baykeeper's on-the-water Bay Parade, May 31, to celebrate a healthy San Francisco Bay. The Giants will feature the finale (last year's finale is pictured here) on the AT&T Park Jumbotron at the start of the baseball game.

Sejal Choksi-Chugh is the Program Director and Interim 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.



Photo by Hudson Henry

Cleaning Up Trash From San Francisco Bay Waters

Stand-up paddle boarders and canoers recently joined with Baykeeper in two on-the-water San Francisco Bay trash cleanups, removing 1,000 pounds of trash from the water and shorelines along Sausalito and San Rafael. Volunteers from Jen Fuller Fitness, Onboard SUP Yoga, SUP Currents, the Tamalpais Outrigger Canoe Club and 101 Surf Sports paddled the water, pulling out trash and loading it onto their boards and boats. More volunteers walked the shore gathering trash.

The trash was collected on the shore in Sausalito and on the dock at 101 Surf Sports in San Rafael. It was then taken to Marin Sanitary Services, where it was sorted and all usable items were recycled.

More cleanups are planned. If you'd like to join in, you can find out about future cleanups by signing up for Baykeeper's e-newsletter at baykeeper.org.



Photo credit: Robert McKinney

Two volunteers paddle the water to clean up trash from San Francisco Bay along Marin County shores.

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Visit our website for detailed route information:
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The Sharing Economy Comes to a Marina Near You

BY JOEL WILLIAMS

Matt and Jessie sat on the bow of a 26-foot Crosby Pleasure Tug as it glided across the calm, turquoise waters off Fort Lauderdale. The sun was just beginning to dip towards the horizon and Jessie was wondering if there was something wrong with Matt; he seemed to be acting a little strange.

Matt looked back at Stephen, who was captaining the tug behind the glass window of the pilothouse. He took the hint and steered the boat toward a mooring field, then brought it to a stop. Matt reached into his bag and pulled out a Wisconsin cheesehead and a small box. He placed the homage to Jessie's birthplace securely on his head and

opened the small box. As the sky turned into a canvas of bright pastel colors, Matt asked his girlfriend of three years if she'd be his wife. After a moment of tearful jubilation, Stephen emerged from the pilothouse with a bottle of Prosecco, two matching stainless steel glasses and fresh coconuts. As they raised a glass, Matt breathed a sigh of joyful relief—what had seemed like a wild card of a day had ended on a high note.

The emergence of the sharing economy has given way to new possibilities for hosts like Stephen to make money off their assets, while guests like Matt and Jessie have access to an experience they might never otherwise be able to. Matt and Jessie live in Wisconsin, they had no boating experience and certainly didn't know anyone who owned a boat in Florida. But Matt knew he wanted to propose to Jessie on a boat

off the beautiful coast of Fort Lauderdale—the place where, three years before, they fell in love. Stephen, the owner of the Crosby Pleasure Tug, has been a boater for decades, but the costs of ownership were mounting. Stephen was a natural host and loved sharing the excitement of boating with new people.

A common sight, especially in the Bay Area, is a marina filled with boats, slips packed with a forest of masts, but no one ever seems to be using them. They sit idle, collecting algae



In the new days of the peer-to-peer boat sharing economy, even a small group of friends can now have access to a brand new inventory of boats that previously sat idle.

and leaking money. But, in the new days of the peer-to-peer economy, this may become a thing of the past.

The company Boatbound lets people like Stephen put their assets to work, employing the same affordable marketplace platform as Airbnb, and makes boating more accessible to the public. Renting a boat is nothing new, but what is new is the “pier-to-pier” community Boatbound creates. By putting owners at the helm of the process, they choose whom they want to rent to, when, and for what price—much like Airbnb. On average, most boat owners only use their boats 14 times per year. Even in the Northeastern United States, where winters can prevent boating more than half the year, that’s far fewer days than boats are in the water.

There’s an old adage that “the best two days in a boat owner’s life are the day she buys the boat and the day she sells it.” But if by sharing their boats,



A unique proposal made possible through a Boatbound rental.

owners could make them a sustainable asset, owning a boat becomes far less of a financial burden.

Knowing that a person’s two most precious assets are usually their home and their boat (if they have one), insurance is an important part of the equation for boat owners. Often the first question out of a boat owner’s mouth is, “what if something happens to my boat?” Boatbound’s insurance policy, through Lloyds of London, covers owners with up to \$3 million in protection. Although these safeguards give peace of mind to owners—because incidents can happen—what should allay fears is that they are a rarity. Less than half of one percent of rentals result in a claim being filed.

For some, the sharing economy may seem scary at first. But the sharing economy also powerfully rewards quality and creativity and rapidly weeds out the badly rated and overpriced. Owners must make their boat attractive, both in price and quality. Renters at the same time prove their trustworthiness—first through a verification process they go through upon registering as a renter, second through their communication with the owner, and again through their treatment of the boats. Often, relationships develop and owners get to know certain renters, building trust and repeat business.

Boatbound appeals to a new generation of boaters who are tech savvy but often cash poor. They might not be able to afford the high purchase price and fees associated with ownership, but the costs of renting are frequently split by groups, making renting a boat for a day or weekend seem so affordable that boating becomes an option for almost anyone. As Uber and Airbnb have paved the way for other peer-to-peer companies, the emergence of Boatbound is no surprise. This innovative rental platform means you can live the proverbial boating lifestyle without the upkeep costs.

Through Boatbound, an older generation of boat owners is meeting a newer generation of enthusiasts and the result is economically advantageous to both parties. But beyond the economics, it’s bringing people together with common interests, creating a community and sometimes unlikely friendships.

What makes boat sharing ever more appealing is that boating skills are not a requirement. Most people have never driven a boat or sailed in their lives, but that doesn’t mean they can’t get on the water this weekend. “Captained rentals” are increasingly popular, allowing first timers and people who just don’t want to worry about boat handling to get out on the water. It opens the possibility of corporate gatherings, bachelorette parties, birthdays and holiday celebrations being spent on a yacht. As the boat sharing economy grows, we may be seeing an influx of nautical profile pictures, weathered top-siders and sun-kissed coworkers making the rest of us rethink our weekend plans. Maybe it’s time for all of us to own a boat, for a day.



“Captained rentals” like this 26-foot Crosby Pleasure Tug allow people with no boating experience at all enjoy the aquatic life, even if it is just for a day.

For more information regarding Boatbound or to rent a boat near you, visit boatbound.com.



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A Brief History of Alameda Island (Part 1)

BY CAPTAIN RAY

Back in '09, I wrote a series of columns on the history of the islands of San Francisco Bay. I now realize that I overlooked several: Alameda, Mare and Bay Farm. The status of all three as islands has sometimes been questioned but, like those who refuse to accept that Pluto is not a planet, we will continue to treat all three as islands. The controversies are simply a part of the history (and geography) of each of these places.

Once upon a time, not so very long ago, Alameda was not an island. But things change and so there is a story to tell.

This area, although not yet an island, for many thousands of years had been part of the Ohlone homeland. The Ohlone (sometimes referred to as the Costanoan) inhabited an area that stretched from the shores of San Francisco Bay south to Monterey Bay and inland to the southern Salinas Valley. By excavating the shell mounds (rubbish dumps) they created, anthropologists date some settlements in the East Bay as early as 4000 BCE. It is interesting to note that they lived in permanent villages, traded and intermarried with their neighbors, and that northern California natives were the only native residents of the Americas that did not incorporate organized warfare into their culture.

When Europeans first arrived on the east side of San Francisco Bay (or *contra costa*, Spanish for opposite coast), they found the land that was to become Alameda Island quite firmly attached to what we now call Oakland. Early maps bear witness to this attachment, but do show a stream named San Antonio Creek as the boundary between them. Some of the land was marshy and consisted of tidal sloughs, but the higher (and drier) land on both sides of the creek was covered with one of the largest coastal live-oak

forests in the world. It is from this forest that Oakland got its name. Alameda was originally called *Encinal*, Spanish for live oak forest or *Encinal de San Antonio*. The name *Alameda* (Spanish for “tree-lined avenue” or “a grove of poplar trees”) was chosen by popular vote when the town of Alameda was founded in 1853.

This (not yet an) island was part of Rancho San Antonio, granted to Don Luis Maria Peralta in 1820 by the last Spanish governor of Alta California. Peralta had come north from Mexico with his parents as part of the de Anza expedition in 1776. As an adult, he served in the Spanish Army and helped found Mission Santa Clara, the Pueblo of San Jose and the Presidio of San Francisco.

This land grant was a reward for Peralta's many years of service in the Spanish Army. The vast land holding, almost 45,000 acres or 35 square miles, extended from what is now Albany in the north, to San Leandro in the south and Piedmont in the east. The grant also included all the land that is now the cities of Berkeley, Emeryville and Oakland. The Peralta family was able to hold on to the rancho when Mexican rule replaced Spanish in 1821. In 1845, Don Luis divided the rancho among his four sons; Antonio Maria Peralta got most of Oakland and all of Alameda.

With the end of the Mexican War and the signing of the Treaty of Guadalupe Hidalgo, the United States took control of California from Mexico and affirmed the Peralta grant. However, the gold rush, with American settlers usurping his land, rustling from his herds of cattle and horses—coupled with external legal battles and internal family squabbles—began to erode Antonio Peralta's claim to the land. When he died in 1879, his holdings had shrunk from the 16,000 acres he had inherited to a mere 23 acres. In 1897, Antonio Maria's daughter Inez Gallindo sold these remaining acres and the time of the Peralta family ended.

Next month I'll complete the tale of

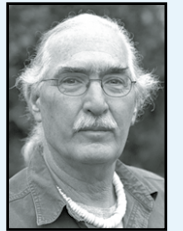


Photo by Joel Williams

Alameda Island (above) with the Oakland Estuary separating it from the Port of Oakland (below).

this interesting part of the Bay Area—an area referred to by Mark Twain as “the garden of California”—to explain when and how Alameda became an island.

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



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Federal Agencies Team Up for Big Solar Buy

BY BILL PICTURE

It's no secret that property owners can lower the cost of buying and installing solar panels by combining their purchasing power with other solar-inclined shoppers to get what amounts to a group discount. Last month, four federal agencies announced they're partnering for one of these aggregate solar purchases, the first-ever federal group solar buy.

It's a huge step toward achieving President Obama's March executive order that requires federal agencies to cut greenhouse gas emissions by forty percent and increase renewable energy use by thirty percent by 2025.

The U.S. Environmental Protection Agency (EPA), U.S. Forest Service (USFS), Department of Energy (DOE) and General Services Administration (GSA) are working together to cut through the red tape that's made it difficult for federal agencies as a whole to get solar projects off the ground. To that end, they've developed a streamlined procurement process that the participating agencies predict will get clean energy to nine federal sites in Northern California and Nevada within the next two years.

"It took two years to write the request for proposal, but it's now very straightforward," said Jared Blumenfeld, EPA's Region Nine Administrator. "Before now, the contracting procedure was so complex that no one really even wanted to tackle it. We solved that, we think; and it'll be easy for the next folks. That's very important. If you're out in, say, Rhode Island and want to do this now, you won't be starting from square one."

It's no coincidence that Blumenfeld's territory is the guinea pig for the Federal Aggregated Solar Procurement Project (FASPP), as the program has



DOE/NREL 17749/Patrick Corkery

This photovoltaic array located at the the National Renewable Energy Laboratory in Golden, Colorado is an example of a government facility that went solar to lower operating costs. Several government agencies are working together to cut through the red tape that made projects like this hard to get off the ground. A new streamlined procedure is expected to get clean energy to nine federal sites in Northern California and Nevada within the next two years.

been dubbed. Region Nine is one of the country's greenest, with a booming solar industry literally sitting on its front doorstep.

"And that's why we started here," Blumenfeld said. "With a big project like this, you want to start where you know you have a strong likelihood of success."

"Solar is very cost-effective in California," said David McAndrew of DOE's Federal Energy Management Program, whose role is to provide technical assistance to the participating agencies in evaluating bids. "Plus, solar has a lot of advocates in this area at the federal level, and they really wanted to do something."

"We're definitely big cheerleaders for solar," said Blumenfeld. "Now we step up that role to be cheerleaders for this project."

Leading the way for government and the private sector

Most of the participating sites have already taken steps to reduce energy consumption on-site. That's a necessary first step, said Blumenfeld. "As government agencies—and in EPA's case, an agency dedicated to protecting the environment—it's important that we lead by example," he said. "I think that's the idea behind the President's executive order." EPA Region 9 has reduced its energy consumption by 25 percent in recent years.

"Everyone is doing their part," said DOE's David McAndrew. "DOE has a long history of reducing energy consumption, going back to the 1985 Energy Policy Act." McAndrew said that energy use at DOE facilities has been reduced by 26 percent between 2003 and 2013. That's in addition to a prior 30 percent reduction.

"We want to lead the effort, and we're always pushing to find ways to better energy efficiency. I think we now compare pretty favorably with efforts being made by the private sector."

And with hundreds of federal sites dotting the country, the environmental benefits of an across-the-board reduction in energy use coupled with a large-scale group switchover to solar are immeasurable. That's the long-term goal of the FASPP.

"The hope is to replicate this where it makes the most sense financially," McAndrew explains. "We probably won't see every federal facility in the country go solar, not right away at least. It's just not cost-effective yet in some parts of the country. But we can expect to see similar efforts over the course of the next few months."

Taxpayer savings are another expected benefit. "By combining the procurement



for these nine sites, we anticipate realizing lower utility rates,” said Samuel J. Morris III, GSA’s acting regional administrator, in a written statement announcing the new federal partnership.

“It’s like the Britney Spears song ‘All Eyes on Us,’” joked EPA’s Blumenfeld. “The rest of the federal government is watching to see how this goes.”

Energy-related measures are just one way that federal agencies are cleaning up their collective act. For instance, Blumenfeld says Region 9 offices have reduced water use by 40 percent, an important step given California’s drought conditions. They’re also 90 percent of the way toward achieving zero-waste goals.

“We’ve even gotten rid of all our trash cans. We’re like the U.S. Forest Service, you pack it in and you pack it out,” he said.

The U.S. Forest Service happens to play a very key role in the success of the

FASPP. The RFP makes available for the very first time parcels of USFS-governed land to host large-scale solar projects that will power federal sites.

“There are nine total parcels of land on the table,” Blumenfeld explains. “Between GSA and Forest Service lands, we have the capacity to build these larger-scale utilities that then serve a lot of agencies. And there are solar companies out there looking for large plots of land to build solar facilities. So we’re expecting people to bid on the RFP.”

“It is an honor to be involved in this cutting-edge, collaborative project that directly supports the federal sustainability goals of the next decade,” said Randy Moore, regional forester for USFS’s Pacific Southwest Region, in a statement announcing the FASPP.

“It’s not often that federal agencies get to come together and work together, so we’re all very excited about this,” said



Photo courtesy US Army Fort Carson

This two-megawatt photovoltaic system was installed at the U.S. Army Fort Carson base in Colorado Springs. The system was financed through a power purchase agreement.

McAndrew. “The President set a high standard for the federal government and to meet it, collaboration is truly the name of the game here.”

Added Ferry Service

BAY TO BREAKERS

Sunday, May 17th

1. Added morning Larkspur departures at **6:00, 7:00, and 7:45 am.**
2. **Buy tickets or Clipper Cards early** to avoid long lines on event day. One-way fare is \$10.00. Discounts for Clipper, youth, seniors, and disabled apply.
3. **Arrive early!** Boarding is first come, first served.
4. **Security Notice:** Race participants are strongly **ADVISED NOT to bring backpacks or bags larger than 8-1/2" x 11" x 4" on ferry vessels** as they are **NOT allowed on the RACE COURSE**

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Spring Is in the Air at Jack London Square

Spring is in the air this month at Jack London Square! From crafters to car buffs, the Oakland waterfront will be filled with fun events for everyone to enjoy, including Cartopia, Patchwork Show: Modern Makers Festival, NorCal Session Beer Festival, Aeolian Day and many more.

Jack London Square's free Cartopia kicks off the month with a day of four-wheeled treasures on Saturday, May 2. From car buffs to casual enthusiasts, the waterfront will transform into an auto mecca showcasing dozens of classic, exotic, old-school, new-school, muscle cars and trucks.

The Oakland waterfront will also be a hub of activity on Sunday, May 10 for Mother's Day—the perfect place to celebrate with mom! Start the day with brunch at one of Jack London Square's

delicious restaurants, followed by a stroll through the Pacific Coast Farmer's Market and then a crafting extravaganza at Patchwork Show: Modern Makers Festival. The free event will feature more than 140 local artists, crafters and designers showcasing handmade goods including clothing, art, accessories, DIY crafting stations and more.

It's Bike to Work Day on Thursday, May 14. Commuters are encouraged to ride bicycles on this special day that promotes biking as a fun, safe alternative to driving to work. Complimentary goodies will be available at the Jack London Square Energizer Station for commuters walking their bikes onto the Oakland Ferry.

Join more than 30 local craft brewers for the NorCal Session Beer Festival on Saturday, May 23 at Jack London Square. Enjoy a variety of session beers,

delicious eats, live music beer education and more. The event is produced by San Leandro-based Drake's Brewing Company with all proceeds benefiting the bicycle advocacy work of Bike East Bay. Tickets are \$25 pre-sale and \$30 at the door.

For the first time ever, Jack London Square celebrates Aeolian Day on Sunday, May 31. The arts and music organization Thingsmajigs invites artists, musicians, families and sound makers to this free waterfront festival featuring a collection of sound producing instruments, installations and sculptures all played by the wind.

Join CrossFit East Bay for a complimentary hour of outdoor fitness training Wednesday evenings May through July. These free Workout Wednesday sessions on the waterfront will introduce the "Constantly Varied



Functional Fitness" program to all experience levels!

In addition to all the special events, Jack London Square offers food, drinks and entertainment at Jack's Oyster Bar & Fish House, Plank, Rosenblum Cellars, Bocanova, Forge Pizza, Haven, Lungomare and more. Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.

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Searching for Meaning at Sea

BY PAUL DUCLOS

The updated paperback edition of local author David Helvarg's *Saved by the Sea: Hope, Heartbreak and Wonder in Our Blue World* was released by Thomas Dunne Books (an imprint of St. Martin's Press) in April. It is the story of longtime journalist Helvarg's personal love, loss and redemption in the free-flowing heart of our blue-marble planet.

Here, in an exclusive interview with *Cultural Currents*, he describes what the book means for *Bay Crossings* readers.



David Helvarg

BC: *The San Francisco Bay Area seems relatively progressive when it comes to environmental concerns; do you feel like this is being threatened by growth?*

David Helvarg: Much of my memoir and certainly some of the most joyous parts of my life have been lived in, on and around the waters of the Bay—from the City, to the ferry terminal at Sausalito and to the future ferry terminal of Richmond, where I now live. My current marina was once Kaiser Shipyard #2, part of World War II's arsenal of democracy that turned out over 700 Liberty Ships and helped save our blue world thanks to Rosie the Riveter and her workmates. Plus, what's better on a foggy ferry commute than to read a book that connects you to the everlasting sea around you? Look up and there's a maritime ballet of container ships, tankers, sailboats, kite-boarders, sea lions and pelicans enveloping you like the marine layer.

BC: *Will this sustainable form of transportation become more popular?*

Helvarg: Ferries were here before the Bay's big bridges crowded up and I suspect as a low-cost, energy efficient,

safe mode of public transport, they'll be increasingly popular—both as a way to get around and as new hubs for sustainable waterfront development at new terminal sites. We're seeing this happen from San Diego to Seattle and Australia to Istanbul. As people reconnect with the waters around them, ferries become ways to both commute and commune with the greater part of our planet that is blue and wet.

BC: *The San Francisco Bay Area seems relatively progressive when it comes to environmental concerns; do you feel like this is being threatened by growth?*

Helvarg: There are healthy forms of growth and malignant forms of growth. A generation ago

the Army Corps of Engineers proposed filling in two-thirds of what was left of San Francisco Bay and turning it into a wide spot in the Sacramento River. People said no and built a movement for coastal and ocean protection that today makes California a world model for living well with the sea—as I wrote in my last book, *The Golden Shore*. The recent return of harbor porpoises to the Bay after 60 years, the increased presence of river otters and restoration of wetlands in both the South Bay and North Bay—as well as our efforts in Richmond to save Point Molate, a 422-acre natural headlands, from plans to turn it into a mega-casino—reflect the ability of people in our region to understand that a healthy ecosystem assures a healthy economy and way of life. The challenge is not to let short-term greed and short-sighted development threaten our communities both human and wild.

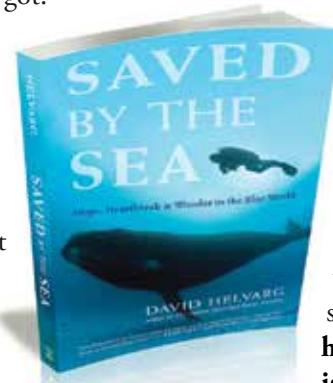
BC: *What can average citizens do to keep our seas healthy for future generations?*

Helvarg: Everything we do every day impacts the seas around us. Luckily, when we educate ourselves to do right

by the seas we tend to do right by ourselves—our pocketbooks, our health and our sense of wellbeing. I wrote the book *50 Ways to Save the Ocean* as a guide for how our actions, not just when boating or diving, but our food and energy and civic choices also impact the health of the ocean. Number one is “go to the beach” because we tend to protect the things that we love. And here in Northern California we tend to love coastlines that are rough, wild and cold. Why? Because living on one of the most challenging fetches of ocean on the planet, that's what we've got.

BC: *What other books and/or projects do you have planned to address this issue?*

Helvarg: My nonprofit Blue Frontier Group (www.bluefront.org) has been working on the fifth Blue Vision



Summit and eighth annual Peter Benchley Awards that will take place in Washington D.C. May 11-14. There, hundreds of ocean and coastal leaders from around the nation meet to explore new solutions to the environmental challenges facing our public seas. Among our speakers and honorees this year will be Secretary of State John Kerry, Prince Albert II of Monaco, Senator Brian Schatz of Hawaii, the heads of the U.S. Coast Guard, NOAA and others. We'll be meeting with our members of Congress to let them know that the ocean matters. Of course, our Bay Area congressional delegation already knows that. Will our work be enough to turn the tide? I don't know. All I know is if we don't try we lose, and this salty blue world of ours is too heart-achingly beautiful, scary and sacred to lose.

<http://paulduclosansfranciscoculture.blogspot.com/>



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Live race review and meet up after the race at The City Yacht Club. To join the races contact the San Francisco Sailing School & Club 415-259-9801 or go to www.SailingLessonsSF.com
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We depart from Pier 39, go straight to the Golden Gate Bridge and sail down through the entire central Bay past Alcatraz and toward the Oakland Bay Bridge. Enjoy the best panoramic views of the SF City front, Sausalito and Angel Island. Only \$60 per person including two drinks: Champagne, Mimosa, Beer, Wine, Soda or Water. Call or book online: (415) 378-4887, www.sailsf.com.
- May 3** **6:15PM - 9PM – Full Moon Sail – The Schooner Freda B, Sausalito, 415-331-0444, www.schoonerfredab.com**
Join us for this distinctive once a month sail in honor of the full moon. During the 2.5 hour leisurely sail you will enjoy the views and experience the magic of the sunset and the moonrise. Tickets on sale at www.schoonerfredab.com, (\$69 per person)
- May 4** **6:15PM - 10:30PM - Mondays in McCovey - Giants VS Diamondbacks - The Schooner Freda B, Sausalito, 415-331-0444, www.schoonerfredab.com**
Join us for Mondays in McCovey this summer aboard the schooner *Freda B*. Board in downtown Sausalito, sail across the central San Francisco Bay and enjoy a few innings in McCovey Cove on anchor then take in the City lights on the cruise back to Sausalito. Additional Mondays and Wednesdays available throughout the season. Tickets on sale at www.schoonerfredab.com. (\$99 adults)
- May 6** **Deck License Renewal Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
Renew your USCG Deck license (up to 200 ton only) by completing the one day classroom presentation and course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- May 9** **7PM - 9PM – Whipping and Slicing Seminar with Captain Ray – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Captain Ray will de-mystify the art of whipping and splicing line. If you are a DIY-er and have always wanted to take on this challenge, this is your chance! Impress friends and family with your new-found talent! Retail: \$15, Members: \$15
- May 10** **9AM - 5PM – Mother’s Day Sail: Farallon Islands - The Schooner Freda B, Sausalito, 415-331-0444, www.schoonerfredab.com**
Sail to the Gulf of the Farallon Islands aboard the coastal schooner *Freda B*. Built for ocean passages, this comfortable vessel offers an ideal layout for an all-day adventure at sea. Sail out the Golden Gate to the wildlife rich National Marine Sanctuary of the Farallon Islands. We hope to see whales, sharks, marine mammals and sea birds on this journey. Breakfast and lunch are included. Tickets on sale at www.schoonerfredab.com. (\$175 per person)
- May 10** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, callofthesea.org**
Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families. Adults \$55/ Youth (ages 6-12) \$25 / Children (under 6) Free.
- May 10** **12:30PM - 3:45PM – Mother’s Day Brunch Cruise – Commodore Events, Alameda, 877-346-4000, www.commodoreevents.com**
Take mom out for a Champagne Brunch on Mother’s Day! Cruise on San Francisco Bay while enjoying amazing White Glove Service, Gourmet Brunch, Dancing, and Spectacular Views. Our DJ will provide all your dining and dancing music aboard our Luxury Yacht. Plenty of free parking is provided at our home port in Alameda. Adults \$72, children \$36. Get 10% discount by using code “baycrossings” when booking online at www.commodoreevents.com.

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WATERFRONT ACTIVITIES

- May 16** **10AM - 3PM – Tomales Bay Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Experience one of the premier paddling destinations in California on this guided kayak tour of Tomales Bay and Point Reyes. Wildlife abounds in this spectacular setting. Colorful sea stars slide beneath your kayak as majestic Tule Elk roam the hillsides. One of the largest protected bay and coastal areas in California, this kayaker's paradise is a short distance from San Francisco and the Bay Area.
- May 16** **7PM - 9PM – How To Buy a Boat with Bill Kinney - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us as Bill Kinney takes you through a step-by-step explanation of the many aspects of buying your own boat. Being guided through this daunting task will make the process as fun and enjoyable as it can be. Open to the public and free!
- May 22** **6PM - 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. \$55 Per Passenger
- May 23** **6:30PM - 9PM – Sunset Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
We'll paddle out from our private beach and towards the shoreline of the Corte Madera Ecological Reserve. During sunset hours, the water and wind are typically calmest and create optimal conditions for a relaxing paddle. The Sun's warm colors reflect off the marsh grasses and the water's surface creating a tranquil environment with a unique perspective. Along the way we'll observe shorebirds coming in to roost and hopefully a few Harbor Seals swimming about and feeding. We will head back just before the last vibrant beams of light hide behind Mount Tamalpais.
- May 23** **7PM - 9PM – OCSC Instructor Q&A - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
OCSC instructors Captain Ray, Shirley Doell, Trevor Steel and Brian Cline will share some of their personal sailing experiences and use their combined knowledge and expertise to answer questions and offer advice on an array of subjects. Open to the public and free!
- May 30** **7:30PM - 10:30PM – Full Moon Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. The atmosphere is peaceful and calming, yet spectacular. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event.
- May 31** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, callofthesea.org**
Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families. Adults \$55/ Youth (ages 6-12) \$25 / Children (under 6) Free.

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



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Public Family Adventure Sails most Sunday mornings.

Port: Bay Model Visitor Center in Sausalito

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



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San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

Travel time between Vallejo and San Francisco is approximately 60 minutes.

Weekdays Effective May 4

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	8:15	-----
7:00	-----	-----
7:45	-----	-----
9:30	10:40 #	11:00
10:30	11:40	-----
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**

Weekends & Holidays

8:30 a.m. *	10:00 a.m.	9:40 a.m.
10:00	11:10 *	11:30
11:30	12:45	-----
2:30 p.m.	3:40 *	4:00
4:00 #	5:15 *	5:35
5:15	6:30	-----
7:30 *	9:00	8:40 **

To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.

FARES: One-way		
Adult	\$13.00	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

FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times

Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**

Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekday Night Games – Return Service Only 7:15 PM Game Start Times

Return-Only Service	Depart AT&T *see below	Arrive Vallejo 60 min. later
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.		

FROM OAKLAND/ALAMEDA

Weekday Night Games 7:15 & 7:35 pm Games

Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
6:05 p.m.	6:20 p.m.	6:55p.m.	*see below	25-30 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**

Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below	25-30 min. later

*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants

VALLEJO - ANGEL ISLAND

Weekends Only

Depart Vallejo	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
8:30 am	9:30 am	9:45 a.m.	10:10 a.m.
Depart Angel Is.	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Vallejo
4:30 p.m	6:00 p.m.	6:30 p.m.	7:45 p.m.

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Effective May 4

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
-----	-----	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

Effective May 4

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

Weekends Only

Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:10 am
Leave Angel Island	Arrive Alameda	Arrive Oakland		
3:35 pm	4:20 pm	4:35 pm		

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way		
Adult	\$6.25	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291
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	

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

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 **	5:50
7:00	7:50	7:35

Effective May 4

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



Photo courtesy of Commodore Cruises

Mother's Day Brunch Cruise

Take mom out for a champagne brunch with Commodore Cruises on Mother's Day! Cruise on San Francisco Bay while enjoying amazing white glove service, gourmet brunch, dancing and spectacular views. The DJ will provide all your dining and dancing music aboard a luxury yacht. The cruise leaves Alameda on Sunday, May 10 at 12:30 p.m. and returns at 3:45 p.m. Adults are \$72 and children are \$36, which includes a three-hour cruise and brunch. See the advertisement on page 15 and get a 10 percent discount by using the code "baycrossings" when booking online at www.commodoreevents.com. Plenty of free parking is provided in Alameda.

Patchwork Show

The Patchwork Show: Modern Makers Festival from 11 a.m. to 5 p.m. on May 10 in Jack London Square will feature more than 140 local artists, crafters and designers showcasing a variety of handmade goods including clothing, art, paper goods, accessories, housewares and more. Free to attend, it's the perfect place to meet up after Mother's Day brunch for an afternoon of shopping, music and free DIY crafting stations, as well as to enjoy a selection of artisan

food vendors, food trucks and the weekly Jack London Square Farmers Market. For more information, visit www.patchworkshow.com.

Picking on the Potomac

Have a stompin' good time with fantastic bluegrass music dockside on board the presidential yacht *Potomac* at Jack London Square. Laurie Lewis and the Right Hands will perform on Friday, May 1 and Blue Lonesome on Friday, May 15. Concerts are in the intimate setting of the President's Saloon from 7:30 to 9:30 p.m. and tours are available starting at 6:30 p.m. The cost is \$25 per person with all proceeds going to support Educational Programs for East Bay children. For information and reservations, visit www.usspotomac.org or call (510) 627-1215.

BBQ & Blues at Rosenblum

Mark Saturday, May 16 on your calendars for this finger lickin' good time at Rosenblum Cellars in Jack London Square. It will be hosting its annual BBQ from 1 to 4 p.m. featuring the fine smoky favorites from Back Forty BBQ and live music from the Allen Vega Blues Band, as well as Rosenblum's

Great American Wine Company wines in celebration of Armed Forces Day. To reserve your seat at the picnic or for more information, call (510) 645-9823 or visit www.rosenblumcellars.com.

Play in the Baths

From May 1 to June 7, We Players presents *Ondine at Sutro*, an original play by Jean Giraudoux that will be performed at Sutro Baths and Environs. This site-integrated production is produced in partnership with the Golden Gate National Recreational Area, with whom We Players has been innovating site-integrated theatre since 2008. We Players brings this enchanting love story between a sea spirit and a knight errant to life on the cliffs at Land's End, where the windswept Monterey Cypress trees tower above and the vast Pacific stretches sparkle to the horizon. Audiences should be prepared to walk—as with all We Players productions, this show is on the move. Action will occur in the ruins of the baths, on the Point Lobos cliffside, and progress across the Great Highway into Sutro Heights Park and atop the foundation of Sutro's former observatory. Tickets are \$35 to \$80. For detailed information about performance dates, times, and locations, please visit weplayers.org.

Hot Chili and Cold Beer

Things are going to get hot in Sonoma County on May 9 from 1 to 5 p.m. when the Great Petaluma Chili Cook-Off, Salsa and Beer Tasting takes place at Fairgrounds in Petaluma. The 18th annual celebration of local chefs and amazing microbrews will feature more than 40 teams serving up their finest meat and vegetarian chili as well as traditional or fruit salsa, while 21 breweries share several varieties of suds. Tickets are free for kids under 5, \$10 for ages 5-11, \$25 for adults and \$40 with beer. The event is held in Herzog Hall at the Sonoma-Marin Fairgrounds, 100 Fairgrounds Drive in Petaluma. To purchase a ticket or for more information, call (707) 763-8920 or visit GreatChiliCookOff.com.

Open Art in Benicia

Open Studios by Arts Benicia and its artist members is a two-day event on May 2-3 from 10 a.m. to 5 p.m. The event takes place at more than 70 artist studios concentrated within the Benicia Arsenal arts district, as well as other studios throughout town. Visitors have a unique opportunity to meet the artists inside their studios and view and purchase a wide range of media. Represented will be the work of painters, sculptors, wood-turners, photographers, illustrators, metal smiths, jewelry designers and more. Visitors can pick up maps at Arts Benicia, 991 Tyler Street, Suite 114. For more information, visit www.artsbenicia.org.

Join the Bay Parade

San Francisco Baykeeper is proud to announce the second annual Bay Parade on Sunday, May 31. Swimmers, kayakers, rowers, SUPers, sailors, surfers and all Bay enthusiasts are invited to join the on-the-water parade to celebrate a healthy San Francisco Bay. Baykeeper is partnering with some exciting sponsors again—including the San Francisco Giants, who will feature the parade finale on the AT&T Park Jumbotron at the start of the Giants game that day. There is also a new short course this year from the Ferry Building to the ballpark. If you can swim 1.5 miles, or paddle or float 3.5 miles, you can join the Bay Parade. Aquatic costumes, decorated boats, noisemakers and team rivalries encouraged. Plus, your participation supports Baykeeper's work for a healthy San Francisco Bay. Registration is \$100 with an additional fundraising minimum of \$200. Fantastic prizes will be awarded to fundraisers. Registration includes entry to the Bay Parade after-party, where the celebration will continue on shore. Full event details and registration information are available at baykeeper.org. The parade begins at noon, the finale is at 1 p.m. and the after-party begins at 2 p.m.

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.

MAY IS NATIONAL BIKE MONTH – BIKE TO WORK DAY IS TURNING 21!



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BAY AREA BIKE TO WORK DAY

MAY 14, 2015



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Get ready to party at youcanbikethere.com.

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