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"The Voice of the Waterfront"

May 2019 Vol.20, No.5



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"The Voice of the Waterfront"

columns

07 WHO'S AT THE HELM?

Alvin Haymon
by **Matt Larson**

17 BAYKEEPER

New Federal Proposal
Threatens the Bay
by **Sejal Choksi-Chugh**

19 CULTURAL CURRENTS

Late Spring Diversions
Abound in the Bay Area
by **Paul Duclos**

features

12 COVER STORY

Blue & Gold Fleet
Celebrates Forty Years of
Moving People on the Bay
by **Joel Williams**

14 GREEN PAGES

Agencies Propose Solutions
for San Luis Reservoir
by **Bill Picture**

news

06 WATERFRONT NEWS

Good News Surfaces at the
Port of Oakland
by **Patrick Burnson**

08 FERRY NEWS

Positive Ruling for RM3
Funds; Treasure Island Ferry
Situation Still Murky
by **Dan Rosenheim**

11 FERRY Q&A

What Are the Overnight
Parking Policies?

11 FERRY SHORT TAKES

Modest Fare Increase;
Berkeley Ferry Discussion

16 Ospreys Make New

Attraction for Richmond
Ferry Commuters

18 Sip, Stroll and Celebrate at Jack London Square in May



guides

20 BAY AREA FERRY SCHEDULES

Be on time for last call

22 AROUND THE BAY

To see, be, do, know

ON OUR COVER



This month, Blue & Gold Fleet is celebrating 40 remarkable years of ferry and water excursion services on San Francisco Bay. The company was founded by Roger Murphy and developer Warren Simmons at the same time as PIER 39 launched operations in 1979. The company started by providing pleasure cruises from PIER 39's West Marina with a passenger vessel. Today, in addition to providing numerous excursion services, Blue & Gold operates SF Bay Ferry's fleet of 14 commuter ferryboats.

Photo by Joel Williams

Corrections & Letters

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

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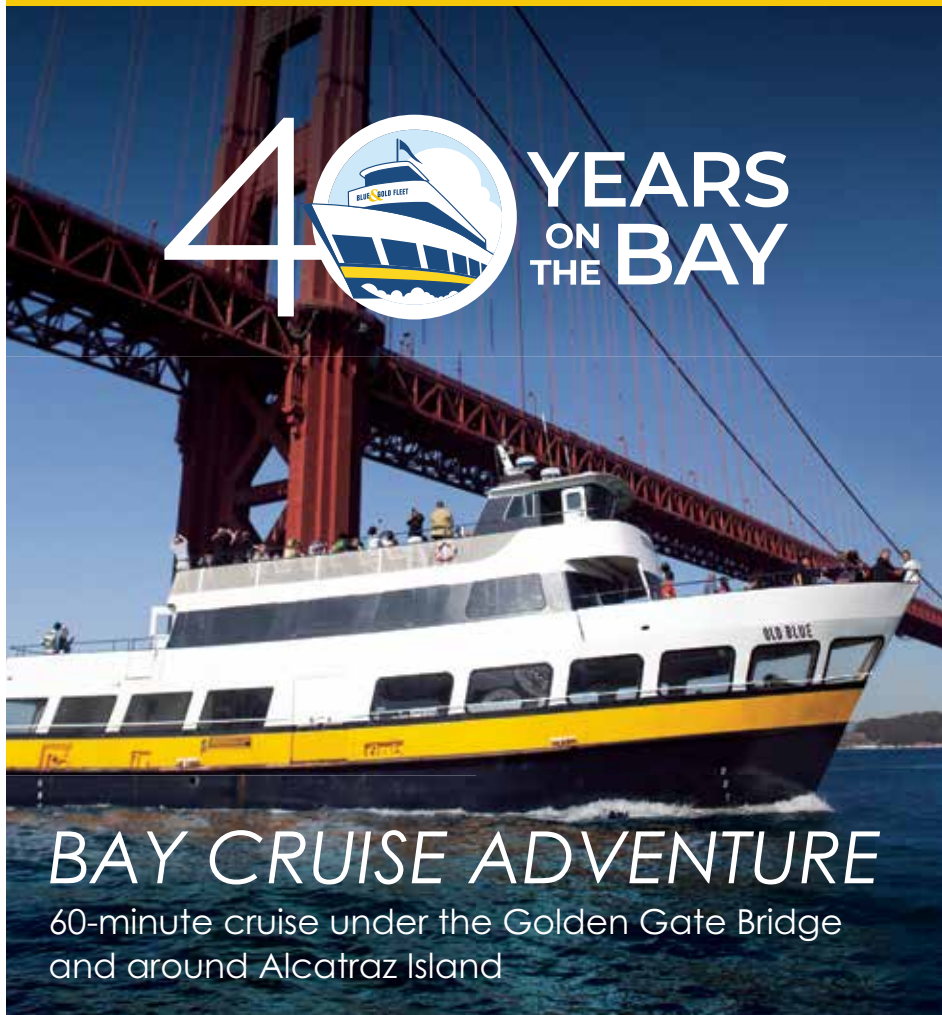
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Two Good News Stories Surface in Oakland

BY PATRICK BURNSON

As this column has recently documented, the ocean carrier industry remains in the throes of a seemingly unending cycle of rate erosion, vacant sailings and dysfunctional relationships with shippers and other stakeholders.

But there have been exceptions to this sorry state of affairs, with one outstanding example here in the Bay Area. Rising above the chaos is Oakland-based Matson, a leading U.S.-flag carrier in the Pacific, which recently christened the second of two Aloha class containerships, which are the largest vessels ever to have been built in the United States.

The new vessel, named *Kaimana Hila*, is the sister ship to *Daniel K. Inouye*, which was christened in June and went into service in November 2018. “Kaimana Hila” is a Hawaiian transliteration of “Diamond Head,” the name of Hawaii’s iconic landmark crater near Waikiki Beach.

The two ships were built for Honolulu-based Matson by Philly Shipyard, Inc. (PSI), the wholly-owned U.S. subsidiary of Philly Shipyard ASA, and comes at a time when the Jones Act

is again being threatened by misguided politicians who feel that U.S.-flag shipping is a vestige of the past that should be scrapped.

Countering that sentiment is Steinar Nerbovik, Philly Shipyard president and CEO, who said that the construction of the *Kaimana Hila*, and its earlier sister ship, has provided good skilled work for nearly 1,500 people at Philly Shipyard over the last three years.

“We are immensely proud to provide another quality and safe vessel that Matson can be proud of for years to come,” Nerbovik said.

Weighing in at over 51,400 metric tons, the 850-foot long and 3,600 twenty-foot equivalent units (TEUs) capacity *Kaimana Hila* and *Daniel K. Inouye* are also Matson’s fastest vessels, with a top speed of nearly 24 knots, helping ensure on-time deliveries in Hawaii from Matson’s three West Coast terminals in Seattle, Oakland and Long Beach.

In addition, both Aloha class vessels incorporate the latest environmentally friendly technology, including dual-fuel engines that can be adapted to use liquefied natural gas (LNG), double-hull fuel tanks, fresh-water ballast systems and a more fuel-efficient hull design.

This comes at a time when ocean carriers in other trade lanes are mired in



Photo courtesy of Matson

Oakland-based Matson recently christened the *Kaimana Hila*, the second of two Aloha class containerships. These ships represent the largest vessels to have been built in the United States.

debt while trying to adhere to stringent new energy standards soon to be imposed by the International Maritime Organization.

Furthermore, with the International Longshore and Warehouse Union resisting automation at other terminals, Matson may enjoy a favored status with dockworkers thanks to the fact that it owns a 35 percent interest in SSA Terminals, the leading U.S. West Coast terminal operator.

Daniel Smith, a principal of the Tioga Group, further noted that Matson has not needed automation to date and probably doesn’t for the near future, as it provides terminal and stevedoring services to carriers at seven key facilities.

“Their terminals operations are simpler and self-contained,” he said, “and do not have truck dwell time issues that others must face.”

Port of Oakland Reports Positive First Quarter

The Port of Oakland today reported a positive first quarter in its cargo volume. Through the end of March 2019, the port handled 612,151 TEUs, compared

to 587,356 during the same period in 2018. That represents a 4.2 percent increase.

Port spokespeople said that there has been “some concern” in the shipping industry that a recent import surge has cooled. This thrust was caused by shippers last year trying to get ahead of possible new tariffs affecting U.S.-China trade.

“Though the import rally has calmed down, we are still seeing a strong consumer demand in Northern California and Nevada,” said Port of Oakland Maritime Director John Driscoll. “The Bay Area’s strong consumer-based economy has helped the Port of Oakland absorb

the impact of the weakening rally better than other ports.”

Last month, Oakland handled 213,972 TEUs, compared to 193,341 in March 2018. That represents a 10.7 percent increase. Loaded exports also grew 7.6 percent last month compared to March 2018.

The port’s communications director, Mike Zampa, said that while he is encouraged to see a return to growth last month, all bets are off for now.

“We are still seeing a strong consumer demand in Northern California and western Nevada,” — Port of Oakland Maritime Director John Driscoll.

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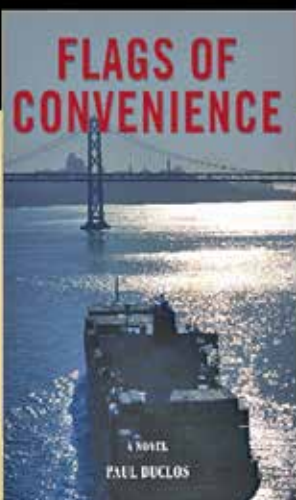
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Patrick Burnson is the executive editor of *Logistics Management*.
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Alvin Haymon

BY MATT LARSON

As Blue & Gold Fleet celebrates its 40th anniversary, Alvin Haymon is celebrating his fourth year with the company as a deckhand and looking forward to his first as a captain. He recently completed his captain's evaluation, so by the time you read this, Haymon may be up in the helm already.

According to Haymon, the only downside of his transition from deckhand to captain is that he won't get to interact with the commuters as much, which was one of his favorite parts of the deckhand job. "Pretty much every day you meet someone different," Haymon said. "You get to know people by face, some by name; I really like that."

He plans to come down and greet the passengers when appropriate, but for now he's looking forward to being the one responsible to get commuters and tourists to and from their destinations. "Being on the ferry, with passengers, is like a dream job," he said. "Seeing them smile brings a smile to my face every day."

Haymon said that no day is ever the same working on a ferry out in the Bay, and the differences are especially apparent from up in the wheelhouse. "The current, the wind, the conditions change your approach a lot of the

time," Haymon explained. These factors especially come into play for landing—or, as some would say, "parking"—the vessel at the ferry terminal.

"The landing is where the magic happens," Haymon said. "You want to set yourself up for the best possible landing; I go in with an idea of what I want to do. As I'm making that approach, if everything is working as I planned it, then great. If not, then I have to make the adjustments."

Over the years, Haymon has collected hundreds of photos while traversing the Bay. He likes to point out landmarks to the passengers, like the East Brother Light Station. On the way back to Vallejo from San Francisco, he always makes sure to point out the Golden Gate Bridge shining bright between Alcatraz and Angel Island. "That's one of my favorite spots," he said. "The views never get old."

Born in Oakland, Haymon grew up in Fairfield, which is where he currently lives. When he's not working for Blue & Gold, specifically on the Vallejo commute run, he's probably spending time with his wife, Michelle, and his children, Jaden and Savannah. During his free time, he may take his 2018 Dodge Charger out for a spin, or ride his 2016 Harley Lowrider down to Pismo Beach or up to Oregon.

Cars, motorcycles, the ferry—when it

comes to transportation, Haymon's covered all the bases. "It's the freedom of moving from point A to point B," he said. "What happens in between, you know, is sometimes unpredictable."

We don't know whether the founders of Blue & Gold predicted they'd be celebrating 40 years, but Haymon has a pretty good idea of how they did it. "They strive to be the best at everything they do," he said. "The quality of service is above and beyond, in my opinion. And they're innovative—coming up with new ideas, new ways, and of course they stick to the old ways that work."

According to Haymon, customer service especially is what makes Blue & Gold stand out from the rest. "From the time you walk on to Pier 41, someone's going to approach you if you look like you have a question," he said. "From the people who work the gates to those working in the boats, you don't get personal experiences like that with other companies."

In addition to top-notch service, you'll find a smooth ride home with some of the best views on earth. "You can't beat it," Haymon said. "The ferry is definitely the best way to travel. As a passenger, you don't have the responsibilities of driving." Leave that up to Haymon. "And when you look out both ways, you've got a beautiful scene on each side."

Deckhand Alvin Haymon during training to become a captain. Blue & Gold has a history of encouraging employees to work their way up the ranks. For more, see our cover story on page 12.



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What Comes Next After Toll Hike Ruling?

BY DAN ROSENHEIM

Last month's court ruling dismissing an attempt to block toll increases on seven regional bridges will likely reopen the spigot for billions of dollars in Bay Area transportation projects.

The money could include upwards of \$100 million in direct funding for the Water Emergency Transit Authority (WETA), the agency that runs the SF Bay Ferry system, as well as several hundred million dollars in additional ferry boat capital from new bonding power backed by the toll increases.

But it will be at least two months, and possibly many more, before any money is released from the account where it is currently held in escrow. That release is contingent upon two factors: one, a decision by plaintiff Howard Jarvis Taxpayers Association not to appeal the ruling within a 60-day window; and, two, the resolution of a second lawsuit filed by East Bay businessman Randall Whitney.

Tim Bittle, the Howard Jarvis Taxpayers Association's director of legal affairs, said this week he is "90 percent sure" there will be no appeal but said

he needed to complete his review of the judge's ruling before making a final recommendation to his board. And Bittle added he would not rule out filing an amicus brief in the Whitney case.

For his part, Whitney said in a telephone interview that attorneys for the Metropolitan Transportation Commission (MTC), a defendant in his lawsuit, have suggested he "surrender" in view of the judge's ruling on Jarvis.

But Whitney, a principal in the Walnut Creek investment firm Thomas Capital and a member of the Alameda Taxpayers Association, isn't waving the white flag yet. He said that he, too, wants to study the ruling before making a decision on going forward, adding that he has reached out to the Jarvis group to discuss possible next steps. "I have not had enough time to dig in [to the ruling]," he said. "But I have to review why [the judge thinks] this is not a tax [and determine] how much strength we have."

The parallel lawsuits filed by the Jarvis group and Whitney were intended to block Regional Measure 3, a ballot measure that mandated a series of toll hikes on Bay Area bridges. The first \$1 toll increase took effect on January 1 of

this year, and subsequent \$1 increases are scheduled for 2022 and 2025. The plaintiffs argued the RM3 toll hikes are actually taxes—not fees—and that they failed to receive the two-thirds approval from legislators and voters required for new taxes under Proposition 13. (RM3 won support from 55 percent of voters in the June 2018 election.)

In his ruling on the Jarvis suit in April, San Francisco Superior Court Judge Ethan P. Schulman rejected the plaintiffs' argument, saying a toll increase "to gain entrance to or use of state property" (like state-owned bridges) is not a tax. The bridges in question are the Richmond, Antioch, Benicia, Carquinez, Bay, San Mateo and Dumbarton. The Golden Gate Bridge District, which also recently announced toll increases, is an independent jurisdiction.

MTC, which is charged with implementing the seven-bridge toll increase and is effectively a defendant in both suits, hailed the court ruling, albeit in understated terms. "We are pleased, of course," Scott Haggerty, an Alameda County supervisor and chair of both MTC and the Bay Area Toll Authority—MTC and BATA, while statutorily distinct, share staff and boards—said

in a statement. But Haggerty declined to comment further, except to say his organizations "look forward to evaluating next steps."

Asked about the muted reaction, a BATA insider said the agency doesn't want to say anything that might provoke further action by the plaintiffs. "It is not our style to spike the ball in the end zone," the insider said. Referring to Bittle's 90 percent certainty not to appeal, the insider added: "We don't want to trigger the 10 percent."

Bittle said his reluctance to appeal is based on fears that an adverse trial outcome might set a precedent for other tax litigation. "Yes, we are concerned that a published appellate decision could have larger repercussions," he said. "Anything you could think of—ambulances, parks, utility costs—could become a source of revenue without any rules attached."

Meanwhile at WETA, the response was more enthusiastic. "Potentially, it's huge, really exciting," said Nina Rannells, WETA's executive director. "We can actually start further development of our regional ferry system. It gets us out of the position of looking for funding to advance things and instead focus on projects and time frames—and let's go."

Treasure Island Development Agency Plays It Coy

BY DAN ROSENHEIM

WETA and San Francisco's Treasure Island development agency continue to dance around an agreement on launching ferry service to and from the island in 2021—and so far, they're out of step.

After months of discussions and public utterances about timing and cost, there is still not so much as a memorandum of understanding (MOU) between the two organizations.

And Treasure Island development

officials take an oddly elusive tack when asked to specify exactly what terms they are seeking. "We want to continue discussion and work on an MOU," Eric Cordoba, deputy director of capital projects for the San Francisco Transportation Authority, said at WETA's April board meeting. "[But] frankly, we have our hands full in getting a toll rate approved."

To be sure, the timing and amount of a toll on vehicles coming to the island is a critical part of its transit finances. And both Cordoba and WETA staff members express dogged optimism

about an eventual agreement between the two agencies.

"We are here to forge a partnership," said Cordoba. He was echoed by WETA Executive Director Nina Rannells, who said: "I'm optimistic we can figure out a way to make this happen."

But behind the diplomatically couched optimism lies the stark reality that, after years of talking, the two sides have failed to hammer out terms that would allow for ferry boats to be designed, bid, constructed, tested and launched in time to meet a 2021 target date for launching service to and from

the island. Ordering a new boat, from conception to launch, normally takes two years.

"Time is working against us," said WETA Chair Jody Breckenridge.

Public transit, including a ferry service, is required under plans to build a huge new neighborhood on the island, which has had only a small population and minimal commercial activity since its naval station was decommissioned in 1996. When the Treasure Island development project is completed in 2035, it will have added 8,000 new residential units to the island, along

with 500 hotel rooms and 300,000 square feet of office and commercial space. The resident population is expected to hit 25,000—compared to fewer than 2,000 today.

The first ferries were initially scheduled to run from the island in 2023. WETA board members and staff all believed that the development authority would pay for a ferry boat and a big chunk of its operations, relying on developer subsidies and monies generated by passengers, new parking meters to be installed on the island and the toll charged to vehicles entering and leaving the island.

But several water transit sources say that, in the absence of a formal MOU, that equation changed last year when the island's private developers, thinking that the presence of ferries would make their real estate offerings more attractive, demanded that the boat service begin in 2021.

San Francisco's Treasure Island development authorities have gotten

behind that earlier date, but the island's new neighborhood won't be far enough along to generate sufficient revenue—whether through tolls, parking meters or transit fees—to pay for the ferries. And complicating the matter has been initial resistance by San Francisco supervisors to charge tolls on the island, a resistance that is taking time to dissolve.

So, in addition to changing the start date for ferry service, WETA directors say San Francisco's Treasure Island transportation development authority has backed away from paying for the ferry and much of its operation, instead demanding that WETA come up with at least a large part of the money.

San Francisco's apparently evolving approach to both deadlines and financing was recently extended to the ferry dock itself, which Treasure Island developers have agreed to underwrite. WETA officials said they have been working with the development agency on a dock design for some time, but were surprised recently when shown drawings of a dock

with a single side for a ferry and a second side suitable only for a water taxi.

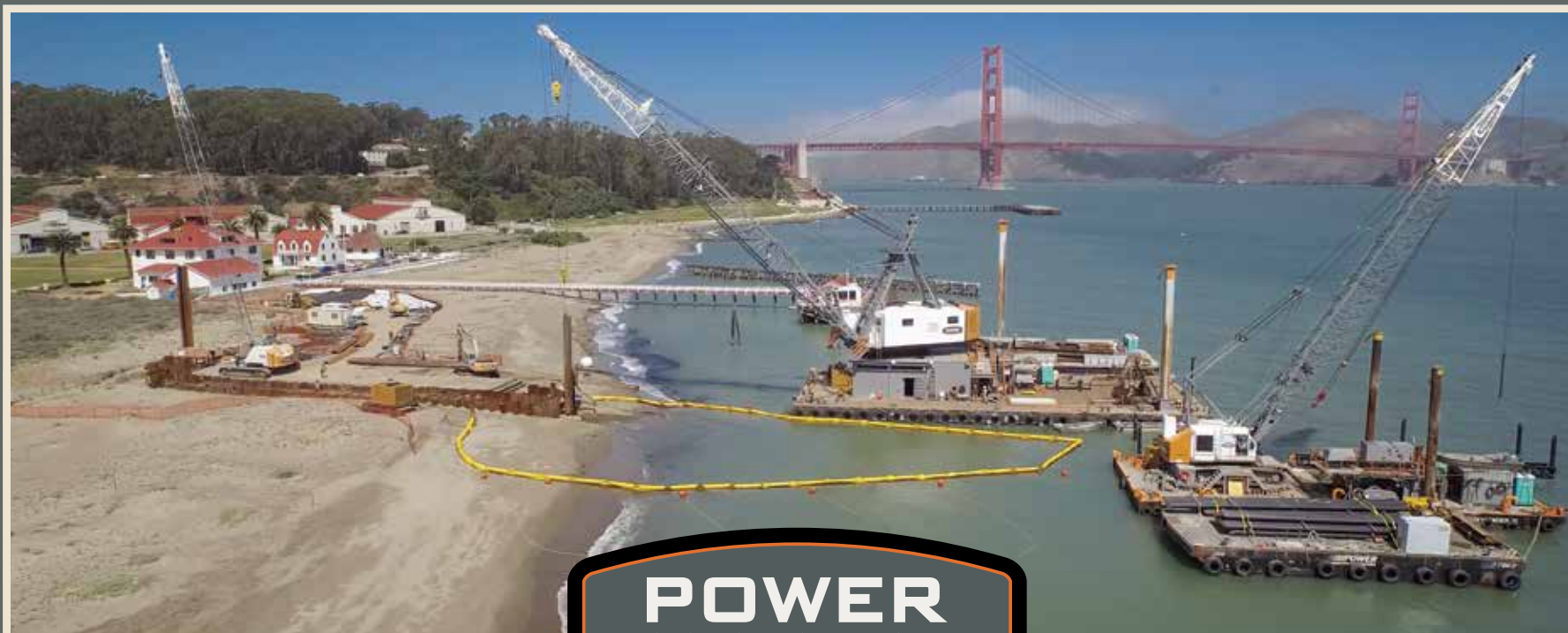
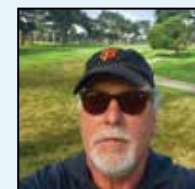
"We had understood we would have a two-sided ferry dock, with a separate discrete facility for taxis," said one WETA official who has been involved in the planning. "But now it appears not."

Despite the gap in perceptions and apparently changing terms, it seems clear that WETA wants a formal MOU that will nail down terms and allow it to move forward. The ferry boat agency's staff and directors realize that inflexibility on their part could push Treasure Island developers to bypass the public sector and contract for ferry service from one of several private firms—an outcome the ferry agency is anxious to avoid.

As WETA Planning Manager Kevin Connolly recently told the board, in noting the absence of an MOU: "There is no [formal] commitment from either side. Without that marriage [they] are free to play the field—a private operator could potentially provide this service. [But] we are going to continue to work together."

But if WETA's intentions seem clear, those of the development agency are less so. Our telephone and email requests to Cordoba to discuss his agency's thinking went unanswered for two days—and then a public affairs spokesperson requested a list of questions in writing. When we reiterated our desire to speak directly with Cordoba, the agency went silent.

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



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Ferry Questions Answered

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

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

What is the policy on overnight parking at the Ferry Terminals?

WETA: Parking at the Vallejo Ferry Terminal is controlled by the City of Vallejo. Overnight parking is allowed in Vallejo’s public waterfront lots subject

to posted time restrictions and provided that the duration of time the vehicle is parked is paid for. There is no overnight parking in the lots at the Alameda Main Street, Harbor Bay, Richmond or South San Francisco terminals or the garage serving the Oakland terminal. We recommend those taking a one-way trip into San Francisco use transit, shuttles or other modes to get to the ferry terminal.

GG: We do not have overnight parking available at any of our terminals. In Larkspur, while a ticket is valid for 24 hours, parking is still not permitted overnight.

How can I find out in advance which ferryboats will be providing service at specific departure times?

WETA: San Francisco Bay Ferry does not currently have a boat lineup page

available. The fleet’s two oldest and most idiosyncratic ferries (*Vallejo* and *Encinal*) were retired at the end of 2018 and we hope to offer the same comfortable experience on all of our vessels going forward. We know capacity differences among the ferries affect queuing and fill-up times (especially on the Vallejo service), so we are looking at potential solutions.

GG: Our ferries are not typically slotted to a certain service every week, as we need to maintain flexibility to cover all our runs when a vessel is out for maintenance. We work hard to service our commute runs with high-speed catamarans to ensure 30- to 35-minute crossings. We also keep a high-capacity passenger ferry on the Sausalito route so our regular commuters are less impacted during high tourism months.

Ferry Short Takes

Final Fare Increase: The last ferry fare increase in WETA’s five-year budget plan takes effect July 1. Fares will rise three percent across the board for all runs except Vallejo-San Francisco, where monthly passes increase six percent, or \$22, to \$388 from \$366. Vallejo’s increase is larger because that run had been heavily discounted when it was acquired from the city by WETA, and the agency wants to bring it in line with its other routes. Passengers using Clipper cards receive a 25 percent discount.

Berkeley Ferry Future Unclear: WETA Director Nick Josefowitz said he met with City of Berkeley officials to discuss plans for a ferry boat landing at a rebuilt municipal fishing pier. Although Josefowitz described the meeting as “great” and “very, very helpful,” he said he remained much opposed to the project because the terminal is too far removed from business and residential development. Describing the long bike

ride he took to get to the pier site from BART, Josefowitz said: “This is a place that is very far away from everything.” The Berkeley ferry dock is an integral part of WETA’s expansion plans, and it isn’t clear how many other directors of the agency share Josefowitz’s concerns. Berkeley officials recently signed a memorandum of understanding for a ferry terminal with WETA, and the agreement comes before the ferry agency’s directors for a vote in May.

New Tideline Service Begins: The private ferry service known as Tideline has begun operating at its new landing location in the Mission Bay neighborhood at Pier 52, next to the new Chase Arena. Starting April 1, Tideline added Pier 52 as a new stop to its daily Berkeley commute service, and the company will also operate charters from that location. Tideline also provides service to San Francisco Giants games.

Interim Ferry Landing for Chase Center: A new interim ferry landing and ferry service was announced last month for the Mission Bay neighborhood during special events at Chase Center this fall. While a permanent ferry landing is scheduled to open to serve Mission Bay, it won’t be complete until 2021. The interim landing is expected to be operational for special events including the 2019/2020 Golden State Warriors basketball season beginning October 1. The landing will be located at Pier 48½ and will consist of one temporary float, loaned by the WETA. The interim ferry landing will have the capacity for special event service from regional ferry providers including San Francisco Bay Ferry and Golden Gate Ferry and may serve the Oakland-Alameda, South San Francisco and Larkspur ferry routes. The interim landing is currently in the design process, and agency authorization and permitting is in process. Construction is expected to begin in August pending permitting. The estimated cost is up to \$500,000.


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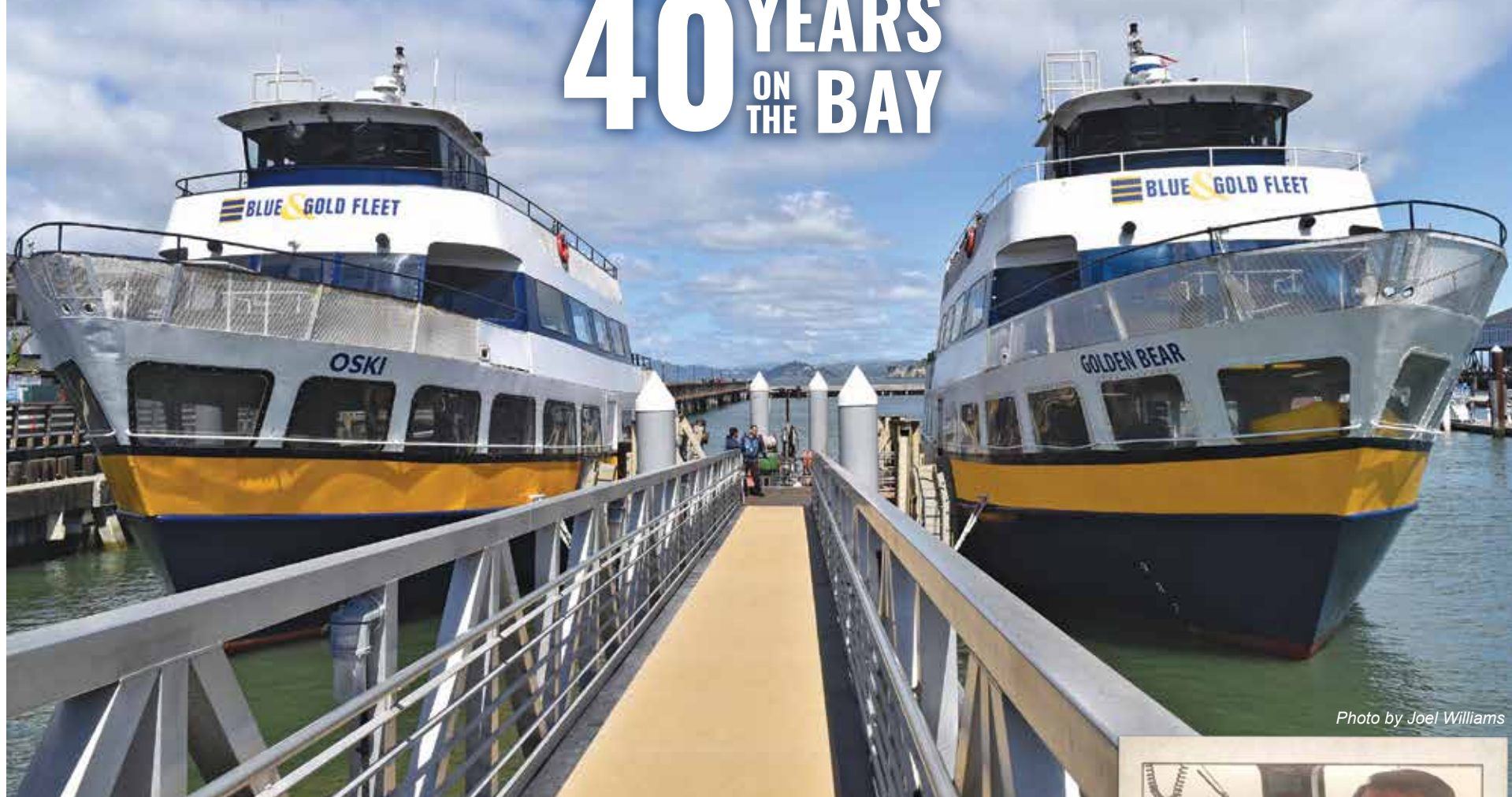


Photo by Joel Williams

BY JOEL WILLIAMS

This month, Blue & Gold Fleet is celebrating 40 remarkable years of ferry and water excursion services on San Francisco Bay. The company was founded by Roger Murphy and developer Warren Simmons at the same time as PIER 39 launched operations in 1979.

The company started by providing pleasure cruises from PIER 39's West Marina with a passenger vessel, *Oski*, named after the UC Berkeley mascot, and soon grew to three boats. (The Blue & Gold name also comes from Simmons' alma mater; the main competition at the time, the Red & White Fleet, was flying Stanford's colors.)

To get a true feel for the history of Blue & Gold Fleet, *Bay Crossings* visited

co-founder Roger Murphy's son, Patrick Murphy, who was 12 years old when he boarded the first Bay cruise that Blue & Gold ran in May 1979. In 1982, at age 15, he started working for the company as a summer job, mostly working in the ticket booth. He continued working part-time through college, eventually becoming a full-time employee in 1989.

"My father felt like you had to work your way up on to the boats," Murphy said. Patrick got his captain's license in 1995 and worked in the wheelhouse for an additional 10 years until 2005. Then, he transitioned to the front office, first as an operations manager, moving up to director of operations and finally becoming the president of the company in 2017.

The family environment is pervasive at Blue & Gold Fleet even if your last name is not Murphy. "I'm so proud of our workforce," said Murphy. "When

we started, it really was family oriented. My father hired three or four maritime people that he had met in the industry—but the rest were my brothers and their friends and that family culture remains today." Blue & Gold Fleet has gone from 20 employees to over 250 today. "But I still feel there is a family atmosphere," Murphy said.

His father was well known for promoting from within and mentoring his employees, particularly encouraging women and people of color to study for captain's licenses. In fact, Blue & Gold Fleet currently employs more female captains than anyone else on the Bay.

"We have so many captains that have started out as deckhands and ticket sellers that have worked themselves onto the vessels," said Murphy. "Even photo sellers have worked their way up the



Patrick Murphy, now president of Blue & Gold Fleet, in the wheelhouse with his first daughter, Caitlin, in 2002.

ranks to captain at Blue & Gold Fleet."

After years of running pleasure and charter cruises, Blue & Gold Fleet began providing ferry service in 1991 with Oakland/Alameda and added the Vallejo route in 1994. These were contracted service by the cities of Alameda and Vallejo, as there was no government agency overseeing operations at that time.

In June 1997, Blue & Gold Fleet made a deal with Red & White Fleet to take over approximately 70 percent of Red & White's assets—including service to Alcatraz Island as well as ferry services to Sausalito, Tiburon and Angel Island. During this period, Blue & Gold was omnipresent around Fisherman's Wharf as it ran extensive operations out of the Pier 41 offices and docks. Alcatraz service alone accounted for several thousand passengers every day.

Alcatraz Island is run by the National Park Service, so ferry service to the island requires a federal contract. When the Alcatraz ferry operations contract came up for public bid in 2005, Hornblower Cruises won the contract over Blue & Gold Fleet and many changes ensued. In September 2006, Blue & Gold was forced to lay off 70 employees, sell a few of its vessels and move out of its waterfront office space on Pier 41.

There were some silver linings, however. "We began refocusing our energy back to what our original model was, which was providing Bay cruise services like we did in 1979. And 2007 still remains today as our best year as far as Bay cruises," said Murphy.

When the Water Emergency Transit Authority (WETA) was established in 2011, Blue & Gold Fleet won the public contract to operate all its ferry services. Blue & Gold now runs the largest fleet on the West Coast, with seven pleasure and charter vessels along San Francisco Bay Ferry's fleet of 14 ferryboats, which is expected to grow to 16 by the end of the year. As a matter of fact, several of the management staff at WETA now are former Blue & Gold employees. "It's a validation that we are doing a really good job in my mind," said Murphy.

The WETA contract also allowed Blue & Gold Fleet to return to its waterfront offices at Pier 41, where the company remains today. Blue & Gold is also still affiliated with PIER 39, which is a big plus as it attracts close to 15 million visitors a year. "Blue & Gold carries four million passengers annually. The operations required to do that are phenomenal," said PIER 39 Vice President of Marketing Sue Muzzin. "It's a fine-tuned machine."

Taylor Safford, former Blue & Gold Fleet president and current president of



Photo by Joel Williams

Current Blue & Gold Fleet President Patrick Murphy with outgoing Blue & Gold President Carolyn Horgan just before her retirement in 2017.

PIER 39, summed things up like this: "I am tremendously proud of how far Blue & Gold Fleet has come in its 40 years of operation. From its beginnings

as a Bay cruise tour provider out of PIER 39 to running the largest fleet of vessels on the west coast of the United States, Blue & Gold Fleet delivers every

day on its promise to connect riders with the incredible beauty of the San Francisco Bay."



Photo by Joel Williams

For 40 years, Blue & Gold Fleet has been providing visitors and locals alike with fabulous opportunities to enjoy adventures on the spectacular waters of the San Francisco Bay.



Agencies Propose Solutions for San Luis Reservoir



Photo courtesy of the Bureau of Reclamation

The San Luis Reservoir is an artificial lake located in Mercer county. Shown here during drought conditions, it provides water to Santa Clara and San Benito counties.

BY BILL PICTURE

What many drivers traveling the Pacheco Pass probably don't realize is that the body of water they see out their car window as they wind their way between the Central Valley and the San Francisco Bay Area is more than just some Insta-worthy scenery.

The San Luis Reservoir is in fact the state's fifth largest reservoir and a significant source of water for many nearby communities. The reservoir weathered seven years of drought conditions like a champ. Still, the Bureau of Reclamation and the Department of Water Resources, which jointly own and operate the reservoir, have some ideas for ways to ensure uninterrupted service to end-users in Santa Clara and San Benito

counties, including farmers, whenever the reservoir's water level gets low. The San Luis Low Point Improvement Project Draft Feasibility Report was released last month and outlines the costs, benefits and environmental impacts of four proposed "action alternatives."

The state pumps water to the reservoir during the wet season from the nearby Delta-Mendota Canal, as well as the California Aqueduct outside Tracy, and water is stored there until summer. When the state extracts water from the reservoir during dryer months and sends it to nearby pumping stations for distribution, warmer temperatures and the lowering water level create conditions that foster algae growth.

When the algae blooms get bad (and they do), the water districts that count on water from the San Luis Reservoir, including the Santa Clara Valley Water

District (Valley Water), have two options—treat the water, or find water elsewhere that's not green.

"None of those are preferred methods to deliver water to customers," said a Valley Water spokesperson.

The problem with treating the water to kill the algae is that the treatment stinks—literally. And not only does the treated water smell bad, it also doesn't taste great. But finding another reliable source of water isn't easy, particularly when water is as scarce a commodity as it was during the epic seven-year drought from which California is only now emerging thanks to recent storms. And if you believe in the reality of climate change, plenty more rainless days are in store for Californians.

One proposed option, the Lower San Felipe Intake Alternative Plan, proposes constructing a new lower intake

to keep water flowing to Valley Water in the dryer months. The new intake would be closer to the bottom of the reservoir and allow for water to be extracted even when the level is low—without getting any of the algae that's sitting closer to the surface.

A second option, the Treatment Alternative Plan, proposes retrofitting Valley Water's Santa Teresa Water Treatment Plant to include an additional treatment step that uses ozone to kill the algae and disinfect the water. Option three, the San Luis Reservoir Expansion Plan, proposes adding fill material to raise the existing dam's crest and increase storage capacity.

The last and locally-preferred option, the Pacheco Reservoir Expansion Plan, proposes expanding the reservoir to increase its storage capacity by knocking down the existing dam and building a



new one a half-mile upstream. (There actually is one more option, and that's to do nothing at all. That's called the "No Action/No Project Alternative.")

The pro and cons of each option are discussed at length in the report. When asked to pick its favorite, the Bureau of Reclamation responded, "The federal planning process is a non-bias process."

Valley Water, on the other hand, prefers option four, the Pacheco Reservoir Expansion Plan. During the year-long public selection process that preceded last month's report with the top four options, Valley Water collected more than 70 letters of support for the Pacheco Reservoir Expansion Plan from business associations, agricultural organizations, labor groups, natural resources groups, elected officials, disadvantaged community advocates, fellow water districts and other municipalities.

"From Valley Water's perspective, [this option] will not impact the recreational use of the San Luis Reservoir, and will provide the highest benefits in longer drought conditions," Valley Water said.

If the state chooses this option, Valley Water has \$484.55 million in cash to help pay for it. The money was awarded conditionally last summer from funds set aside by the state under the

Proposition 1 Water Storage Investment Program, a response to a drought that at the time seemed might never end.

And while the drought is now technically over, the reservoir's key stakeholders agree that Californians very much need to continue regulating their water consumption. "It is important to conserve water when possible to maximize the benefits of available water to everyone and the environment," said a Bureau of Reclamation spokesperson. "The demand for water in California continues to grow."

Valley Water added that water conservation and environmental stewardship continue to be key tenets of the agency's mission. And truth be told, they're just happy that Sacramento and Washington are working to address the challenges Valley Water faces delivering clean water to its customers on a consistent basis.

"It is great to see this project move forward with various solutions," said Valley Water Board Chair Linda J. LeZotte in a written statement.

The general public has until May 6 to weigh in on the report. As of press time, no public comments had been received. The report can be viewed on the Bureau of Reclamation website: www.usbr.gov/mp/slpp/index.html.



Photo courtesy of the Bureau of Reclamation

The San Luis Reservoir is California's fifth largest reservoir

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Ospreys Make New Attraction for Richmond Ferry Riders

BC STAFF REPORT

Richmond residents now have an additional attraction during their commutes, as the ferry passes close to the nest of osprey webcam stars Rosie and Richmond every day.

The osprey nest can also be viewed 24 hours a day at SFBayOspreys.org—the only livestreaming osprey nest cam in California. The two HD cameras, focused on both the nest and the surrounding area, switch to infrared after dark (so there is visibility for watching without disturbing the birds).

Rosie laid her first egg of the 2019 nesting season with mate Richmond on Sunday, March 31. This is the pair's third season together and, as far as can be determined, Rosie has laid three eggs total in each of the past two seasons. Though ospreys can lay up to four eggs, they most commonly have three eggs per season.

After the egg appeared, Richmond and Rosie shared incubation of egg duties, though Rosie spent more time on the eggs than her mate. Richmond seems to like sharing incubation responsibilities, however, and occasionally tries to oust Rosie so he can take his turn. The



The only livestreaming osprey cam in California is located within viewing distance of the new Richmond/San Francisco ferry route.

incubation period for eggs can vary from 36 to 42 days.

The ospreys will continue to fortify their nest. Biologists refer to this phenomenon as putting in “crib rails,” as the materials gathered during this period are either very soft lining material for the bowl of the nest (which aids in incubation) or large sticks that will be placed around the edge of the nest and will serve to help contain the future offspring.

From this point in the season, Richmond will do most of the fishing for the two birds. Golden Gate Audubon, which runs the osprey cameras, invites everyone to help keep track of which fish he brings in—and the unfortunate garbage brought to the nest as well. The SFBayOspreys.org website facilitates a

community science effort that everyone can join by using the interactive live chat forum to report “deliveries” of fish or manmade items to the nest by the ospreys.

On the lower half of the live chat page, all of the aggregate data for fish and manmade items is validated and then recorded in a spreadsheet on the page. The data can also be downloaded in several formats and analyzed, graphed, and used for STEM education by school teachers, or by anyone interested in ospreys and San Francisco Bay ecology. The person who accurately reports the most fish deliveries during the course of the season will win a prize at the end of the summer. (Each delivery has the first observer's name recorded in the fish matrix spreadsheet).

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New Trump Proposal Threatens the Bay

BY SEJAL CHOKSI-CHUGH

A new proposal by the Trump administration poses a big threat to San Francisco Bay and to local drinking water.

If it's adopted, the rule would erase Clean Water Act protections for streams and creeks that flow only when it rains or when the winter snow melts. A polluter would be free to contaminate the water flowing in a creek if that creek, during another part of the year, usually goes completely dry. Protections would also be slashed for marshes that aren't connected above ground to a stream, creek or river—even if they connect underground.

How bad would this rule be for San Francisco Bay? I asked Baykeeper scientist Ian Wren to investigate. He found that over 40 percent of the Bay Area's miles of streams would lose protection under the proposal.

Many of those streams flow to creeks and rivers that eventually lead into San Francisco Bay. Some supply reservoirs that are the drinking water source for millions of people in San Francisco and Silicon Valley. Some are the spawning grounds for endangered fish species, including endangered salmon. And many of the streams and creeks that would lose protection are already threatened by pollution, development, mining and agriculture.

Without Clean Water Act protections, polluters would have more

leeway to dump waste in all of these creeks and streams. Developers could build right next to these water sources—and in some cases, right on top of them.

The Clean Water Act, a federal law passed in 1972, has been a monumental force of good for the health of San Francisco Bay. The quality of the fresh water flowing into the Bay from the Delta has been steadily improving since the law was adopted.

The Clean Water Act provides extra strong protections because it empowers nonprofit environmental organizations like Baykeeper to take effective action to hold polluters accountable. The law has been especially significant in reducing visible pollutants in the Bay like raw sewage, oil and trash.

The Clean Water Act also ushered in a shift in how San Francisco Bay was perceived—from a dumping ground to a protected natural resource. Before the Clean Water Act, there were signs around the Bay that instructed beachgoers and boaters to throw their trash in the water. The Bay's stinky odor was notorious. Sewage pollution was so bad that swimmers would get sick from spending time in the Bay.

Thankfully, most of us now understand that we need to be better stewards of our waters. But the Trump administration is only catering to corporate interests. Its short-sighted new rule would reverse a lot of the progress that's been made protecting the water flowing through the Delta and the Bay.

Fortunately, Baykeeper is part of a



Photo by Don DeBold, Flickr/CC

The Trump administration wants to make it legal for polluters to contaminate some of the streams and creeks that flow to rivers that eventually empty into San Francisco Bay.

nationwide alliance that's fighting this harmful proposal. We are a founding member of the Waterkeeper Alliance, one of more than 300 local organizations working for clean water worldwide.

Along with our fellow Waterkeeper organizations across the United States,

we're working to put a stop to Trump's destructive plan. And Baykeeper is also working to strengthen local and state protections for the Bay. To stay up to date and help protect San Francisco Bay from the biggest threats, sign up for our e-news at baykeeper.org.



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



Sip, Stroll and Celebrate at Jack London Square in May

Jack London Square is the ideal place to sip, stroll, shop and dine this May with fun-filled festivals throughout the month!

Jack London Square's Cinco de Mayo festival returns to the Oakland waterfront on Saturday, May 4 from noon until 7 p.m. The festival will feature Latin performances and entertainment including traditional Folklorico and Aztec dancing, lowrider cars, dancing horses, wrestling, music from local radio stations, family-friendly activities and more.

In addition, there will be vendors from Mercado Latinx, the Bay Area's first market showcasing local Latinx artists, foodies, designers, creators, crafters, builders and dreamers. There will also be a tequila garden featuring spirits from ArteNOM, Cimarron and Don Amado

Mezcal, as well as food and beverages from Corona, local breweries, authentic Mexican restaurant Otaez and more. The event is free and open to the public, and several Jack London Square tenants will participate in the festivities by offering specials.

Next, in celebration of Oakland Art Month this May, the Jack London Square Art and Wine Festival returns Saturday, May 11 from noon to 5 p.m. Attendees can enjoy tastings from more than 30 Northern California wineries, including Buena Vista Winery, Roth Estate, Cornerstone Cellars, Rosenblum Cellars and Wentz Vineyards. Small bites, craft beer and cider will also be available. General admission tasting tickets are \$40, but the festival offers many free events, including interactive art works, live painting demonstrations,

shopping for local art from independent vendors and live music.

On May 25 from 1 to 5 p.m., Drake's Brewing Company and Bike East Bay present the return of Session Fest. More than 30 local craft breweries will share a wide range of thoughtfully crafted, full-flavored and super refreshing low-ABV brews, perfect for kicking back on a warm summer day.

Attendees will receive one signature tasting glass and 10 tickets redeemable for five-ounce pours from the brewery of their choice. Entry is free, and in addition to tastings, there will be live music, delicious food, family-friendly games with prizes and a homebrewing demonstration. All proceeds benefit Bike



Photo by Lorenzo Fernandez-Kopec

Attendees of the Jack London Square Art and Wine Festival can enjoy tastings from more than 30 Northern California wineries.

East Bay in its local advocacy efforts to bring about better, safer biking for all. A free bike valet will be provided for anyone riding in.

These events are just the beginning of summer fun at Jack London Square. Visit jacklondonsquare.com to learn about other events including Dancing Under the Stars, Waterfront Flicks, Second Saturdays, the Jack London Square Farmers Market operated by CUESA and more.



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A Rich Mix of Late Spring Diversions

BY PAUL DUCLOS

American Conservatory Theater will continue staging the highly-acclaimed new production of *Vanity Fair* through May 12.

Playwright Kate Hamill's rollicking new stage adaptation of William Thackeray's classic 19th-century novel speaks to 21st-century concerns. Ambitious Becky Sharp may not have been "to the manor born," but she's bent on achieving such comfort at any cost. Armed with fierce wit and calculating charm, Becky forges her own path through London's high society, dealing herself into a game she was never invited to play.

Displaying the celebrated audacity and verve that she brought to her adaptation of *Sense & Sensibility*, Hamill seeks to conjure an inventive and lively period drama combining a fierce contemporary edge with the theatricality of Victorian Burlesque. *The New York Times* described the play as "a gift to actors and a goody bag for its audience."

More information at www.act-sf.org.

Beach Blanket's Swan Song

With the San Francisco skyline coming into sharp relief as your ferry approaches for docking, one can hardly blame you for thinking how closely this all resembles a hat designed for *Beach Blanket Babylon*. All the elements of the confection are there, of course, including our TransAmerica Building and the monolithic Bank of America. The jewel box we know as City Hall can also be seen looming just in front of the Golden Gate Bridge.

Two years ago, *Bay Crossings* conducted an exclusive interview with *Beach Blanket Babylon* producer Jo Schuman Silver, which can be found on the website

at www.baycrossings.com/dispnews.php?id=3454.

Beach Blanket Babylon, which began in 1974, is sadly coming to end at the end of this year. If you have not seen this show, or wish to revisit Club Fugazi before it's closed, get down there for the sendoff.

For more information, see www.beachblanketbabylon.com.

San Francisco Opera Prepping *Rusalka*

With the San Francisco Ballet having successfully staged its production of *The Little Mermaid*, the San Francisco Opera is preparing to replicate the magic in June with *Rusalka*, a story about a water nymph, inspired by Hans Christian Andersen and featuring the popular aria "Song to the Moon."

We look forward to our interview next month with Jamie Barton, who will be performing the role of the sea witch, Ježibaba. There is an entertaining clip on YouTube of her performing

the role at the Met.

Rubens Exhibit at Legion of Honor

Finally, now on exhibit at San Francisco's Legion of Honor through September 8 is *Early Rubens*.

In 1608, after a period of intense artistic study in Italy, Peter Paul Rubens (1577–1640) returned to his hometown of Antwerp. He found a city eager to renew its visual culture and ready to support him, a bold artist who worked at a rapid pace and dramatic scale that could satisfy the demand for religious images while also supplying private collectors with works of ancient history and mythology.

Early Rubens is the first exhibition dedicated to the pivotal years between 1609 and 1621 when the Northern



Image courtesy of the Fine Arts Museum of San Francisco.

Rubens' Head of Medusa.

Baroque master established his career. In approximately 30 paintings and 20 works on paper, the exhibition traces Rubens's early development as a master painter with a unique gift for depicting seductive and shocking narratives. Rubens was not only a sought-after artist, but also a diplomat, shrewd business man, and a friend to scholars and monarchs.

Early Rubens explore the artist's meteoric rise to the first rank of European painters through a series of social and

artistic choices that laid the groundwork for his international fame.

Approximately 50 works from private and public collections in Europe and North America have been brought together for the exhibition. Many are exhibited in North America or on the U.S. West Coast for the first time. The exhibition is arranged thematically, thereby revealing Rubens's mastery of a broad range of visual styles and subject matter, both historical and mythological.



Photo by Scott Suchman

Adam Magill as Rawdon and Rebekah Brockman as Becky Sharp.



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5:10	5:30	6:30	-----	-----	-----	-----	-----
5:40	6:00	7:10	-----	-----	-----	-----	-----
6:10	6:30	7:30	6:35	-----	-----	7:35	-----
6:40	7:00	8:10	7:15	-----	-----	8:25	-----
-----	7:45	8:45	8:15	-----	-----	9:15	-----
-----	8:30	9:40	9:45	-----	-----	10:55	11:05
-----	9:30	10:30	10:40	10:50	11:00	12:00	12:15
-----	10:30	11:30	11:40	-----	-----	12:40	12:55
-----	12:00	1:10	2:40	3:00	3:10	3:50	-----
1:40	2:00	3:20	3:30	-----	-----	4:30	-----
2:50	3:10	4:10	4:30	-----	-----	5:30	-----
-----	4:00	5:00	5:00	-----	-----	6:00	-----
-----	4:45	5:45	5:30	6:45	6:55	6:40	6:55
-----	5:45	7:05	6:00	-----	-----	7:00	7:15
-----	-----	-----	7:15	-----	-----	8:15	8:30
-----	7:00	8:00	8:15	-----	-----	9:15	9:30

Weekends & Holidays

8:10	8:30	9:50	10:00	9:30	9:40	11:00	-----
-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
-----	11:30	12:30	12:45	-----	-----	1:45	2:00
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
3:40	4:00	5:25	5:35	5:00	5:15	6:35	-----
-----	5:15	6:15	6:30	-----	-----	7:30	7:50
-----	7:30	8:50	9:00	8:30	8:40	10:00	10:15

FARES: One-way

Adult	\$14.60	Child (under 5)	FREE
Adult (Clipper Only)	\$11.00	Mare Island Short Hop5 Adult	\$1.70
Youth (5-18)	\$ 7.30	Mare Island Short Hop5 Youth	\$0.80
Senior (65+)/Disabled/Medicare	\$ 7.30	Senior (65+)/Disabled/Medicare	\$0.80
School Groups	\$ 4.80		

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Take the Ferry to GIANTS BASEBALL AT ORACLE PARK FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive Oracle	Depart Oracle	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive Oracle	Depart Oracle	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekday Night Games - Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart ORACLE	Arrive Vallejo	
	*see below	60 min. later	

* Ferry departs Oracle Park 20 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs Oracle Park no earlier than 20 minutes after the conclusion of the display but in no case later than 12:00 midnight.

FARES:	One-way	Roundtrip
Adult	\$15.90	\$31.80
Youth (5-18)/Senior (65+)/Disabled	\$11.80	\$23.60
Child (under 5) (when accompanied by an adult)	FREE	FREE

FROM OAKLAND/ALAMEDA

Weekday Night Games 6:45 PM Game Start Times				
Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
5:35 p.m.	5:55 p.m.	6:25 p.m.	*see below	30-35 min. later

Weekday Night Games 7:15 PM Game Start Times				
Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see below	30-35 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times				
Leave Oakland	Leave Alameda	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see below	30-35 min. later

FARES:	One-way	Roundtrip
Adult	\$ 9.60	\$19.20
Youth (5-18)/Senior (65+)/Disabled	\$ 7.20	\$14.40
Child (under 5) (when accompanied by an adult)	FREE	FREE

*Ferry departs Oracle Park 30 minutes after last out, but no later than 11:30 PM. Fireworks: When there is a fireworks display, the ferry departs Oracle Park 30 minutes after the conclusion of the display, but no later than 11:30 PM.

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

• To S.F. via Oakland > To Alameda via Oakland

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

Adult	\$7.00
Adult (Clipper Only)	\$5.30
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$3.50
Child under 5	FREE
School Groups	\$2.30
Short Hop - Adult	\$1.70
Short Hop - Youth (5-18 years), Seniors (65+ yrs), Disabled	\$0.80

RICHMOND

Weekdays

Depart Richmond	Arrive SF Ferry Bldg.	Depart SF Ferry Bldg.	Arrive Richmond
6:10 a.m.	6:45 a.m.	6:25 a.m.	7:00 a.m.
7:10	7:45	7:55	8:30
8:15	8:45	4:30 p.m.	5:05 p.m.
8:40	9:15	5:20	5:55
5:15 p.m.	5:50 p.m.	6:40	7:15
6:05	6:40	7:10	7:45

FARES: One-way

Adult (cash fare)	\$9.00
Adult Clipper Card	\$6.75
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.50
Children under 5	FREE
School Groups	\$2.90

SOUTH S.F.

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50

Weekday to Alameda & Oakland

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

FARES: One-way

Adult	\$8.80
Adult (Clipper Only)	\$7.90
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.40
School Groups	\$2.90
Children (under 5) (with an adult)	FREE

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.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
9:00	9:30	---	---
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

FARES: One-way

8:30 a.m.	8:55 a.m.	Adult	\$7.30
		Adult (Clipper Only)	\$5.50
		Youth (5-18)	\$3.60
		Disabled / Seniors (65+)	\$3.60
		School Groups	\$2.40
		Children (under 5)	FREE
6:30 p.m.	6:55 p.m.		

Red & White

Good through May 23, visit redandwhite.com after then.

BAY CRUISE Pier 43½

Monday - Thursday		Friday - Sunday		
10:00 a.m.	2:30	10:00 a.m.	1:10	3:45
11:15	3:45	10:30	1:40	4:15#
12:30 p.m. #	5:00	11:15	2:15 #	5:00
1:10	6:00^	11:45	2:30	6:00^
2:15 #		12:30 p.m. #	3:00	

FARES:

Bay Cruise	^ Sunset Cruise
Adult (18+) \$33.00	Adult (18+) \$70.00
Youth (5-17) \$23.00	Youth (5-17) \$48.00
# Bridge to Bridge	
Adult (18+) \$42.00	
Youth (5-17) \$30.00	Child (under 5) Free

GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR

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

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:15	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:15	3:45	4:00	4:30	---	---	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	---	---
6:10	6:35	6:45	7:10	6:45	7:15	---	---
7:20	7:50	7:55	8:20				

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

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

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Richmond
1453 Harbour Way South

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

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

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

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

TIDELINE

BERKELEY/SAN FRANCISCO			
Weekdays			
Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:10 a.m.	7:40 a.m.	8:00 a.m.	-----
8:35	9:05	9:25	10:00 a.m.

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
4:00 p.m.	4:35 p.m.	5:00 p.m.	-----
5:30	6:05	6:20	6:50 p.m.

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

Blue & Gold Fleet

TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m. •	10:40 a.m.	11:10 a.m.
11:25	12:10 p.m. •	12:20 p.m.	12:45 p.m.
1:45 p.m.	2:30 •	2:40	3:05
3:30	4:00	4:10	5:05 •
5:15	5:45	5:55	6:25
6:15	7:05 ^	7:15	7:45
8:20	9:20 ^	9:25	10:05

TIBURON - Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m. •	10:40 a.m.	11:10 a.m.
11:25	12:10 p.m. •	12:20 p.m.	12:45 p.m. •
1:45 p.m.	2:30 •	2:40	3:10 •
3:40	4:10	4:20	5:25 ^
5:55	6:25	6:35	7:30 ^
7:00	7:25	7:35	8:05
8:20	9:20 ^	9:30	10:05

• Via Angel Island ^ Via Sausalito

FARES:

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

BAY CRUISE

Depart PIER 39	
Daily Monday - Sunday (depart PIER 39)	
10:15 a.m.	3:30 p.m.
11:30	4:45
12:45 p.m.	5:30
2:00	6:00

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

FARES:

All prices include audio tour.			
Adult	\$34.00	Child (5-11)	\$23.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Daily: Monday - Sunday (depart PIER 39)		
11:00 a.m.	1:00 p.m.	3:00 p.m.
Ticket Prices: Adult \$42.00 Child (5 - 11) \$28.00		
Junior (12 - 18) \$31.00 Senior (65+) \$31.00		

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
12:25 p.m.	12:55 p.m.	1:10 p.m.	1:45
2:00	2:25	2:40	3:10
3:20	3:45	4:00	4:25
4:45	5:10	5:25	5:55
6:15	6:40	6:55	7:45 •
8:20	9:00	9:10	10:05 •

Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
12:25 p.m.	12:55 p.m.	1:10 p.m.	1:40
2:10	2:35	2:50	3:20
3:40	4:10	4:30	5:25 +
3:40	4:35 •	4:55	5:25
5:40	6:10	6:25	6:50
5:55	6:50 •	7:00	7:30
8:20	9:00	9:10	10:05 •

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

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 p.m. *
1:45 p.m.	2:10 p.m.	2:20	3:05 *
---	4:20 *	4:35	5:05

Weekends & Holidays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 p.m. *
1:45	2:10	2:20	3:10 *
---	4:45 +	4:55	5:25

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

All prices include general state park entrance fee.

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

AROUND THE BAY IN MAY

Chabot Star Wars Party

May the fourth be with you! Well... almost. Join the Chabot Space and Science Center from 6 to 10 p.m. on Friday, May 3 for their second annual *Star Wars* party and show off your best at the *Star Wars* fashion show and dance party. Catch special appearances from some of your favorite characters from the saga and stay for a screening of *Star Wars: The Last Jedi*. Admission is only \$5 for First Friday events. First Friday admission does not apply from 10 a.m. to 5 p.m. The center is closed to the general public from 5 to 6 p.m. and reopens at 6 p.m. for \$5 First Friday.

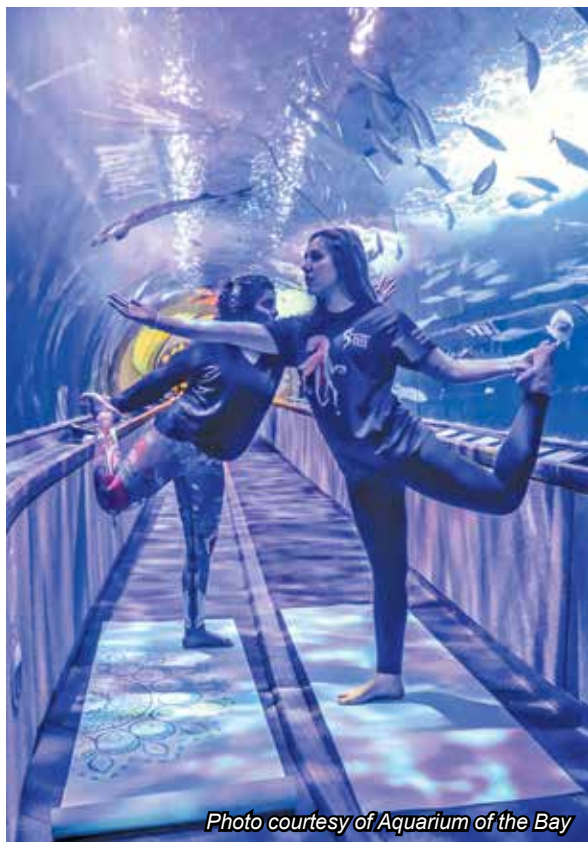


Photo courtesy of Aquarium of the Bay

120th Great Vallejo Race

One of the largest inland regattas in the United States, the Vallejo/San Francisco International Yacht Race, also known as the Great Vallejo Race, celebrates 120 years on Saturday, May 4 and Sunday, May 5. This two-day event is organized, sponsored and hosted by the Vallejo

Yacht Club. The event typically draws over 200 boats each year, carrying 1,000 sailors testing their skills on beautiful yet challenging courses and competing for one of the event's prizes. On Saturday, the racing area will begin at Berkeley Circle and end at the Vallejo Yacht Club, with the return race commencing late Sunday morning. A Saturday night party in Vallejo has meal and drink tickets available for purchase with free live music and dance commencing at 9 p.m. For more information, visit www.vyc.org.

Yoga with Sharks!

Start your day off with a gentle flow as sharks, fish and bat rays swim over and around you. Aquarium of the Bay and Wheel House have teamed up to bring early-morning yoga to San Francisco's waterfront every Wednesday and Friday at 8:30 a.m., at Aquarium of the Bay on PIER 39 through June 7. To capture this moment of calm before you start your day, you can get your picture taken as you move, immersed in the tunnel surrounded by water, connecting to sharks and aquatic life. The type of yoga will vary slightly each time. It begins gently by connecting to the breath and sun salutations before moving into poses for deep, wakeful stretches. You'll leave feeling awake, energized and ready to start your day. This class is for all levels of yoga, with two instructors providing hands-on assistance and individual adjustments. Participants should bring their own mats and water bottles. Towels are optional, but it's recommended that you bring a sweatshirt to wear as we warm up before starting our flow. For more details and tickets, visit www.aquariumofthebay.org.

Bike to Work Day

More than 100,000 new and seasoned bike commuters will celebrate the 25th annual Bay Area Bike to Work Day on Thursday, May 9. With some 400 energizer stations scattered throughout nine Bay Area counties, riders can make a pit stop on their way to work for free refreshments and encouragement from thousands of volunteers. Local bike groups and employers are planning a range of activities throughout the day and into the evening, including group rides and after-work happy hours. Local elected officials—including several commissioners from MTC and the Bay Area Toll Authority—will participate in the event. Complete event information, including energizer station locations, is available at bayareabiketowork.com.

Bay to Breakers

If you are looking for a true San Francisco experience, then head downtown on Sunday, May 19 for the annual Bay to Breakers race. Now in its 107th year, this event is a San Francisco original. This 12K race is one of the largest and oldest running events in the world. It attracts more than 50,000 runners and 100,000 spectators every year. Why is it so popular? It showcases the true San Francisco with fun, chaos and an unmatched spirit of community. This race includes both serious runners and those out for a fun Sunday run. Many wear fun and funky costumes to show their spirit. You will also find a few people in just their birthday suits. The party atmosphere along the race route offers spectators the chance to be part of the action. The race starts near the Embarcadero at Main and Howard in downtown San Francisco. Runners head west across the city and end near the Pacific Ocean. The first group starts at 8 a.m. The course officially closes around noon. For more information, visit baytobreakers.com.

Andy Warhol Back Again

The San Francisco Museum of Modern Art is the exclusive West Coast home of the critically acclaimed exhibition *Andy Warhol—From A to B and Back Again*, on view from May 19 through September 2. Spanning the artist's 40-year career and featuring more than 300 works on three different floors of the museum, the exhibition includes paintings, drawings, graphics, photographs, films and television shows as well as a personal time capsule of ephemera. The retrospective features examples of the artist's most iconic pieces in addition to lesser-known abstract paintings from later in his career. Uncannily relevant in today's image-driven world, the exhibit provides new insight into Andy Warhol himself by examining the complexities of this enigmatic artist more than 30 years after his death in 1987. For more information, visit sfmoma.org.

Vallejo Garden Tour

The 16th annual Vallejo Garden Tour and Festival will be held on Sunday, May 19 from 10 a.m. to 4 p.m. Visit nine of Vallejo's most beautiful gardens on the tour, which is a major fundraiser for the Vallejo Naval and Historical Museum. This year's tour features a wide range of garden styles, including gardens with themes ranging from nautical to a homeowner's east Texas childhood. Garden vendors, a plant sale, information booths and displays will be featured all day on Fresno Street between Zoey June Gift & Garden and the Basement. Solano County Master Gardeners will also be on hand to answer your questions. Tickets are \$35 for museum members and \$40 for the general public. Tickets are available at: the Vallejo Naval and Historical Museum at 734 Marin Street; Visit Vallejo! (Vallejo Convention and Visitors Bureau) at the Vallejo Ferry Terminal; and Zoey June Gift & Garden at 1426 Tennessee St. For more information, call (707) 643-0077 or visit www.vallejomuseum.org.

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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RIDE LARKSPUR FERRY TO BAY TO BREAKERS



MAY 19, 2019

For ticket and schedule information,
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