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June 2019 Vol.20, No.6



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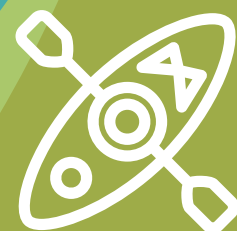
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Photo by John Arndt

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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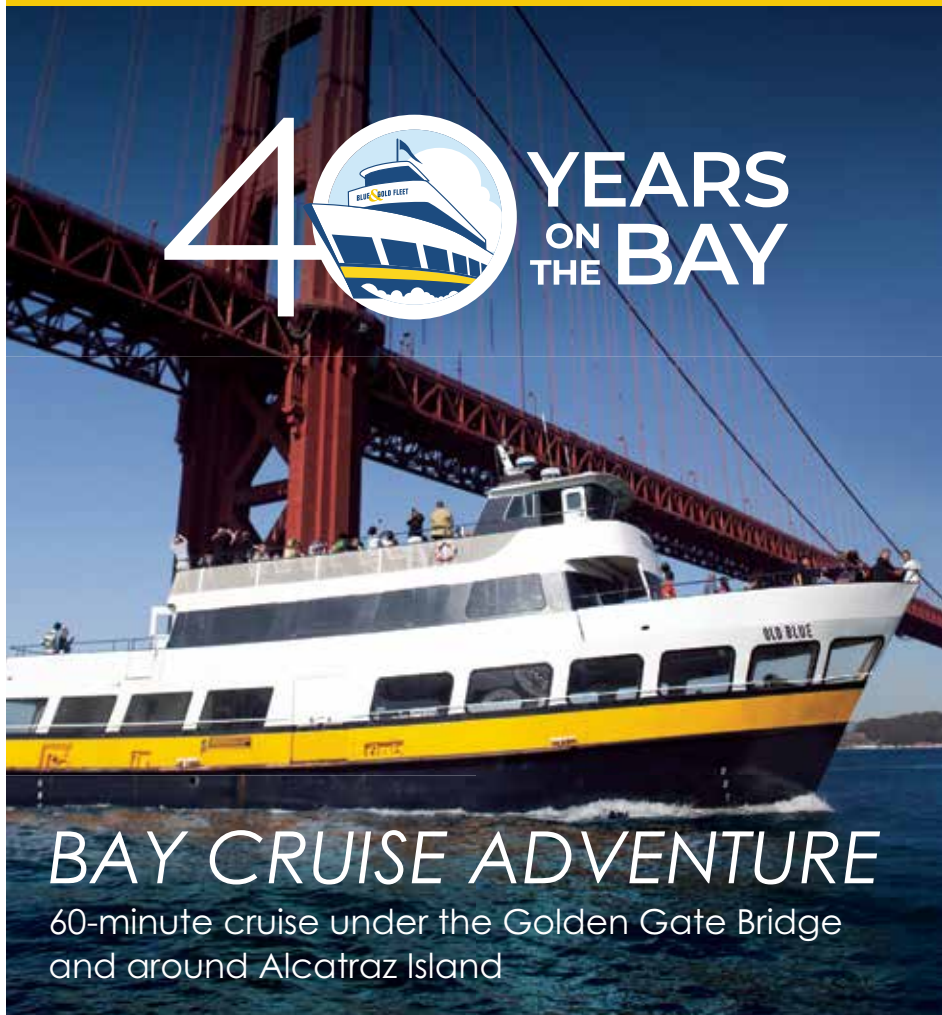
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Maritime Cargo Stakeholders Come Together to Oppose Oakland A's Waterfront Stadium

BY PATRICK BURNSON

A rare alliance in the ocean cargo industry—including shippers, terminals operators, dockside labor and port authorities—has taken form recently in response to perceived threats to operations posed by a proposed 35,000-seat waterfront baseball stadium at the Port of Oakland's Howard Terminal. The Oakland Athletics will soon be the East Bay's sole remaining major professional sports franchise.

The Port of Oakland Commissioners recently approved a plan that gives the A's four years to advance their quest for the new stadium, but that plan imposed numerous firm preconditions that, industry insiders say, may be difficult for the team to meet. The seven-member Board of Port Commissioners voted unanimously to adopt the exclusive negotiation term sheet.

The port emphasized that the board's vote does not commit the port to the ballpark project. It said no binding agreements would be considered before the A's meet their obligations. Among the conditions the team must meet before the port will even consider a proposal are:

- A completed environmental impact report on the stadium proposal;

- Land use approvals from various public agencies; and
- Real estate agreements with the port and other landowners.

The board's vote punctuated a year of negotiations between the port and the baseball team. In addition to the stadium, the A's also plan to build housing at Howard Terminal. The ballpark would be built on the Oakland Estuary adjacent to the port's Jack London Square entertainment district.

Before voting, commissioners adopted an amendment to the term sheet. It committed the port to negotiating measures, designs and operational standards to ensure that the project doesn't impact or interfere with the port's use or operations outside of the project. "The port will consult seaport and maritime stakeholders regarding such measures," the amendment said.

Howard Terminal is one of six marine terminals in Oakland. It hasn't been used for container cargo operations since 2013, but remains key to vessel berthing, truck and container parking and depot operations. Furthermore, it's a training space for longshore workers and other logistics services supporting port operations.

Which brings us to examine the unprecedented support the port is getting from organized labor. Local 10 of the International Longshore and Warehouse

Union has gone on the record with its adamant stance against the A's plan, stating that the terminal represents "sacred ground."

Finally, the Pacific Merchant Shipping Association, Harbor Trucking Association and Agriculture Transportation Association also oppose legislation relaxing the environmental laws that apply to the construction of a stadium project at Howard Terminal.

But the nail in the coffin for the A's proposal may come when another coalition of community and environmental groups weigh in with their conditions, say industry observers.

The team claims that its plans for the property would create badly-needed housing near the new proposed ballpark. Opponents note that new apartments and condos would merely be an extension of gentrification in what was once a working-class city.

Bulk Shipping Could Return to Oakland After Long Hiatus

Bulk shipping operations could soon return to the Port of Oakland for the first time in 20 years. The port recently announced that it's negotiating with a Canadian building materials shipper to transport sand and gravel here.

The port's governing board has authorized talks with Vancouver-based Eagle Rock Aggregates. The firm seeks a vessel berth along with 20 acres of adjacent land at the port's Outer Harbor Terminal.

Eagle Rock would use the property as a base for distributing sand and gravel for Bay Area construction sites. The firm said it wants a 15-year lease for one berth on Outer Harbor. Eagle Rock would ship sand and gravel from British Columbia to produce concrete.

Oakland is one of the busiest container seaports in the United States. It handled the equivalent of 2.5 million 20-foot containers last year. But the port said bulk shipping wouldn't hamper

container operations. It explained that it doesn't plan to use the property for container handling until 2035.

The port has nearly 1,300 acres devoted to containerized cargo. Outer Harbor Terminal is currently used for container-related activities as well as berthing for vessels in lay-up for extended periods.

"This is an opportunity for us to perhaps diversify our business," said Port of Oakland Maritime Director John Driscoll. "We've built the Port of Oakland to be a global gateway for containerized cargo—but a steady, divergent revenue stream could be beneficial."

A deal to transport bulk cargo through Oakland would mark a new twist in the port's 92-year history. The port began life in 1927 handling bulk commodities loaded directly into the holds of ships. Oakland revolutionized shipping in 1962 when it introduced containerized cargo to the West Coast. With containerization, freight is first stuffed into 20 or 40-foot steel containers before being loaded to a vessel.

Oakland abandoned bulk in 1999 by adopting Vision 2000, a totally containerized cargo strategy. Now it could be going back to its roots, albeit on a small scale. Asked if the port expected any resistance to the plan by community and environmental groups, the port noted that the product is clean—watered down rock that won't create dust—and the operation will continually sweep to ensure no pollution.

"This is only entering the negotiation phase, so the port and potential tenant will have ample time to address environmental concerns," said Port of Oakland Communications Director Mike Zampa.

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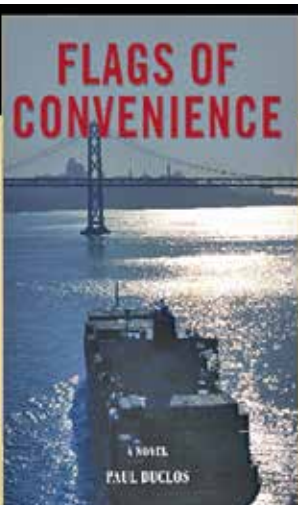
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Patrick Burnson is the executive editor of *Logistics Management*.
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Rich Garnett

BY MATT LARSON

We met Rich Garnett aboard an SF Bay Ferry working for Blue & Gold Fleet on the Vallejo-San Francisco run. He's soon to celebrate two years with Blue & Gold, approaching three years in the field. He didn't necessarily expect to be working the Bay's waterways, but a friend suggested the notion, and Garnett never looked back.

While Garnett was working as an operations manager for a major bike rental company at the Fisherman's Wharf area, he met Andrew Clark, a now-former employee of Red & White Fleet. Clark brought Garnett on board, and that's when he learned about the Inlandboatmen's Union of the Pacific, or IBU. "I didn't even know that it existed before Red & White Fleet," he said. After about nine months with Red & White, he started working for Blue & Gold.

As a deckhand, he said, the views of the Bay Area are nearly impossible to beat. "The sunsets are gorgeous. The sunrises are gorgeous. The landscape, the water, the wildlife—there's a lot of

eye candy while I'm working," Garnett said. "It's never the same when you go out there on the Bay; the weather, the sunsets, the changing of the sky, the currents. Sometimes you'll see the fog rolling over the hills in Marin, sometimes the light is just right on the Golden Gate, all of it is just gorgeous."

Garnett's favorite part of the job, however, is not so much those spectacular views, but the service he's

"I feel like our product is superior, and I want to also deliver a superior experience from a crew standpoint."

providing for his Bay Area neighbors. "I get a lot of satisfaction knowing that I'm helping to alleviate a big traffic congestion problem," he said. "I know it's not an 'Oh, it's fixed!' solution, but I'm helping to solve that problem." And he gets to do so as part of some very awesome crews.

"It's a team of three deckhands; we share the workload, try to make it even for everybody, and every week we rotate, so there's a lot of camaraderie," he said. Garnett and his fellow deckhands take pride in their work, and everything is done with the passenger in mind. "When you take a flight somewhere and you have a great crew on board, for example, that makes all the difference in the world in terms of how you enjoy it—



Rich Garnett's favorite part of being a deckhand for San Francisco Bay Ferry is providing quality customer service.

how relaxed you are, how comfortable you are, how confident you are in that crew."

Garnett always tries to give his passengers the best trip possible with every run they take. "I know they have options out there: BART, Uber, Caltrain, driving. I feel like our product is superior, and I want to also deliver a superior experience from a crew standpoint."

Originally from south Florida, Garnett now lives in Vallejo, and has lived in the Bay Area since 2011, including six years in San Francisco's North Beach. "I'm very glad I made that move," he said. "I kind of wish I had done it sooner! A younger me would have really gotten to enjoy the Bay Area a little bit more than the older me." But he still finds plenty of activity in the Bay to keep himself entertained outside of work.

A world traveler and self-proclaimed

coffee snob, Garnett can most often be found just exploring all that the Bay Area has to offer. "There are so many great areas, I feel like it's an endless menu," he said. "Every weekend I try to go somewhere new or do something different."

Often, he'll be exploring these areas on his Transition-brand full-suspension mountain bike, with Pacifica being his favorite spot. "You get to some high elevations up there and can even see a 360-degree vista."

It's all about good vibes, and Garnett highly recommends taking the ferry if at all possible. "You can get up, stretch your legs at any time, use a restroom, you've got a bar and a real selection of snacks, no other option even comes close when you compare the costs with the value," he said. "You might think I'd be biased—but these are facts."



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Berkeley Ferry: Project Launched, But a Long Voyage Remains



Photo by Joel Williams

The 92-year-old Berkeley pier is the site that WETA and the City of Berkeley have agreed to study as the location for a new ferry terminal for service to San Francisco. Even if the location is approved and restored, it will likely be at least five years before ferry service is established. The pier has been closed since July 2015.

BY DAN ROSENHEIM

WETA's board gave the go-ahead last month to study construction of a ferry dock in Berkeley. The board's action is an important move toward establishing long-awaited passenger service between San Francisco and the East Bay city.

But even if everything proceeds smoothly, it will be five years at least before the first ferry begins its run.

"Richmond [where ferry service got underway earlier this year] was supposed to be the fast and easy project, but it was more than five years from the time we got serious about it," said Nina Rannells, WETA's executive director. "We say it takes five to seven years to develop a terminal, so if everything lines up, I'd say five years at the soonest for Berkeley."

By a vote of four-to-one during the May board meeting, WETA directors approved a memorandum of understanding (MOU) with the City of Berkeley to evaluate ferry operations from a restored Municipal Pier near the Berkeley Marina.

The financial commitment associated with the MOU, approved by the City of Berkeley in March, is modest: WETA would invest up to \$250,000 on a year-long study, and Berkeley would spend up to \$110,000, in addition to \$250,000 it has already spent scoping out the site.

But the political significance is anything but small; the MOU comes after 15 years of on-again, off-again attempts to establish a Berkeley ferry run, with WETA spending \$2.5 million on efforts that were all but abandoned in 2013 in the face of concerns about dredging, funding and conflicts with

other uses for the marina.

Now, many of those obstacles appear to have been overcome. Under the current proposal, the restored pier would be a "dual-use" facility, providing not only ferry service but also public access to the waterfront. Once upon a time, the Berkeley Municipal Pier extended 3.5 miles into San Francisco Bay. A resurrected pier, while nowhere near that long, would provide an attractive coastal venue for walking and fishing, as well as transit.

The pier's location would also greatly reduce the cost of dredging because ferries could use the existing boat channel for the marina in their approach to the terminal. And the passage of Regional Measure 3, although currently tied up in litigation, eases funding worries by potentially providing a big bundle of cash to subsidize ferry service.

Still, planners will need to navigate a tortuous maze of political issues and regulatory processes before any regular ferry service starts.

"If the feasibility study works out, we'll next need to look at the environmental impact," said Rannells. "And after that, we need to design and build and find boats before we launch."

Oh, and did we mention regulation? Approvals for the new ferry operation will be required from an alphabet soup of agencies that includes Bay Conservation and Development Commission (BCDC), Army Corps of Engineers (ACoE), US Fish and Wildlife (USFW), National Marine Fisheries (NMFS), Bay Area Air Quality Management District (BAAQMD), Federal Transit Administration (FTA) and at least a half-dozen others.

Nor, as the 4-1 vote indicates, is

there unanimity about this plan.

WETA Director Nick Josefowitz voted against it, arguing that a ferry terminal at the Berkeley Marina is not in keeping with WETA's stated objective to build near residential and commercial centers. The proposed Berkeley terminal area, at the foot of University Avenue near the I-80 corridor, is bordered by park lands that are unlikely to see building construction in the foreseeable future.

"The problem with this site is it is virtually impossible to develop housing or commercial space within walking distance," Josefowitz said. "That just doesn't sit well with me."

"We have lots of crises in the region," he continued. "Transportation is one; housing is another. You can't solve these independently of each other."

Josefowitz was joined in his dissent by some speakers from the floor, including two members of Yes in My Backyard (YIMBY), an ostensibly

grassroots (critics label it AstroTurf) free-market housing coalition that endorsed Josefowitz's unsuccessful run for San Francisco supervisor last year.

"We shouldn't waste money on a bad use," said a YIMBY member identifying himself as Steven Buss. "It is not going to be an effective commuting point."

Underlying such protestations is a serious concern: how do you move commuters the proverbial "last mile" to get to a ferry dock? A ferry terminal that isn't easily accessible risks being unpopular. In a debate that, while pointed, was distinguished by civility, even board members voting for the MOU declined to rule out considering other East Bay sites that might be more accessible.

But Berkeley government officials say they will use new bus routes, bike paths and managed parking to make the terminal easily accessible. And the absence of nearby residences does not seem to have hurt ferry terminals in north Alameda, Richmond and

Larkspur, where water transit appears to be thriving.

"I don't think there will be a problem with ridership at all," said Rannells.

Two private ferry operators, Tideline and Prop SF, are already moving about 130 passengers a day on small boats from existing Berkeley Marina docks to employers elsewhere in the Bay.

And other potential sites in and around Berkeley appear to have been largely ruled out, either because of environmental concerns, expensive dredging or lack of local government support (Albany).

And, noted WETA Chair Jody Breckenridge, a former Coast Guard admiral, the marina site has great

potential as staging ground in an emergency, when ferries might be pressed into special service. "It's one of the few places that's flat, and you have a lot of assembly area," she said.

Accordingly, while the route to a Berkeley ferry promises to be long, the direction increasingly looks to be established.

Said WETA Vice Chair Jim Wunderman: "There's only one Berkeley in the whole Bay Area, where we have that kind of dense community found in this way. It's a whole city of people who need to get places. There's the potential to have a very successful project in this location provided we're thoughtful about it."

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. Thomas Hall is the public information and marketing manager for WETA, the agency that runs the S.F. Bay Ferry service. Priya Clemens is his counterpart at Golden Gate Transit. Their answers to your ferry questions are marked with WETA and GG, respectively.

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

Recently there was a person who had a loud phone conversation that lasted the entire hour trip. I wasn't even close to her and could still hear every word she said! I have also encountered people watching videos and playing games on devices without their headphones so everyone around them was forced to listen to their personal entertainment. Can anything be done to get people to be more respectful of their fellow passengers? Should I say something directly to them or ask a deckhand for help?

WETA: We ask all passengers to be mindful of other passengers when

engaging in a phone call on board—please keep it short and quiet. We also ask passengers to refrain from playing music or sound through their phones, tablets or laptops while on board. If a passenger is disrupting you and others, please bring it to the attention of the crew.

GG: The ferry is special because there's something for everyone—places to socialize, a spot to grab a refreshment, space for quiet reflection and views for all! In order to optimize the experience, we've designated certain areas on every one of our ferries that are “cell phone free” zones. If you find your fellow passengers are not abiding by the expected behavior in any particular area, please talk with a deckhand. We are proud of the friendly and helpful staff on our ferries who work hard to ensure a pleasant ride for all.

How much fuel does a typical ferry hold and how much does it use? Do they refuel during the day or do they hold enough for all day?

GG: Golden Gate ferries have varied fuel capacity and fueling intervals due to different engine arrangements. Large catamarans hold 6,000 gallons of fuel,

while mono-hull vessels hold 8,000 gallons of fuel. Engine burn rates vary from 320 gallons an hour to 160 gallons an hour when operating at full speed. Vessels are run at lower speeds for greater fuel efficiency whenever possible. Golden Gate's high-speed ferries (catamarans) are refueled daily, while our mono-hull (Spaulding) vessels fuel at five- or six-day intervals, when running a normal commute schedule. We maintain onsite fuel capacity to keep service running for several weeks in the event of a supply disruption.

WETA: Our ferries vary in size as well as fuel capacity. Our smallest vessels, the four boats of the Gemini class, hold 2,400 gallons each and use approximately 120 gallons per hour. Our large jet boats in the Pyxis and Mare Island classes carry up to 6,000 gallons of fuel and use upwards of 225 gallons per hour. Each ferry carries enough fuel for the entire day for its service routes, but we like to keep them full by refueling during the day. We have greatly expanded our fuel storage capacity at our two maintenance facilities in recent years as well to provide a safety net if fuel delivery is disrupted.

RM3 Funds Still In Limbo

The Howard Jarvis Taxpayers Association has decided to file a notice of appeal in its lawsuit against Regional Measure 3. The decision represents an abrupt about-face for the group, which just a week before filing said it had decided not to fight an April court ruling that dismissed its lawsuit.

Tim Bittle, legal affairs director for the Jarvis group, said that his group wants to see what happens with a second lawsuit filed by East Bay businessman Randall Whitney before it decides whether to proceed with an appeal.

At stake in the legal maneuvering are billions of dollars for Bay Area transportation projects, money that would flow from a series of toll increases on seven regional bridges that were

authorized by 55 percent of the region's voters in the June 2018 elections.

The Jarvis group's lawsuit, as well as Whitney's, seeks to block the toll hikes on the grounds that they are actually tax increases masquerading as fees and thus subject to the two-thirds voter and legislator approval requirement under Proposition 13.

In early April, San Francisco Superior Court Judge Ethan P. Schulman rejected that argument and dismissed the Jarvis lawsuit, saying a toll increase to gain entrance to or use state property (like state bridges) is not a tax. Bittle previously had said his reluctance to appeal was based on concern that an adverse trial outcome—with a published appellate decision—might set

a precedent for other tax litigation.

A notice of appeal does not necessarily mean that an appeal against the judge's ruling will actually proceed to a decision. But the plaintiffs had only a 60-day window after the ruling to file their notice, so this effectively keeps the lawsuit alive for now.

Bittle said as much, noting that the decision “was made to keep our options open depending on what happens with Randall Whitney's case.”

A hearing date has been set for May 23 in Whitney's lawsuit, also before Judge Schulman. Asked whether the Jarvis group would proceed with the appeal if Whitney's case progresses, Bittle said: “I don't know. It just means we're keeping our options open.”

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Summer Sailstice Returns to Celebrate the Wide World of Sailing

BC STAFF

Despite an extremely active Bay Area sailing scene, thousands of local boats remain tied to their docks day after day, week after week, and sometimes for years on end. Often the people and skills to use them are in short supply.

Boats need people, and despite the myth about the high price of sailing, the vast majority of sailors sail as crew on other people's boats. This gives other people the opportunity to get out on the water and enjoy all that sailing has to offer. But it's also the challenge that inspired John Arndt, publisher of local sailing magazine *Latitude 38*, to create Summer Sailstice in 2001. It's an annual, global sailing celebration that unites sailors worldwide to celebrate and share their passion for sailing.

Now celebrating its 19th year, Summer Sailstice also signifies the official start to the summer sailing season. Held this year on Saturday, June 22—the day after the summer solstice marking the longest day of the year—Summer Sailstice will see hundreds of Bay Area sailors out on the water under billowing sails as their boats crisscross, meander and race all over the Bay from San Rafael to Tiburon, the Delta, Richmond, Oakland, Mountain View and beyond.

“With the Bay literally at the doorstep of millions of local residents it's always a shame to see so many people spend hours in a car driving away from one of the region's best activities, sailing,” Arndt said. “Summer Sailstice is dedicated to connecting everyone with sailing by celebrating the full mosaic of the sailing culture.”



Photo by John Arndt

Summer Sailstice is an annual global celebration of sailing for people of all ages and abilities.

The San Francisco Bay Area provides dozens of opportunities for people from all walks of life to experience and enjoy sailing. And on June 22, the Bay Area will become a hive of activity as sailors, clubs, schools and charter boats open their doors and ready their boats to welcome aboard everyone from professional sailors to recreational cruisers and student sailors, right through to the merely curious I've-never-sailed-before newcomers in celebration of Summer Sailstice.

Just as there are countless different

types of sailboats, there are numerous styles of sailing—ocean cruising, racing, day sailing, bay sailing, tall ships, small ships and everything in between. And not every sailor will agree on which style or boat is best, which is what makes Summer Sailstice all the more fun. Anyone and everyone is welcome to join the June 22 celebrations. And you can enjoy a variety of sailing boats and learn about the different styles of sailing right here on the Bay.

“The entire sailing community wants to help Bay Area residents take a

- **Call of the Sea** is celebrating Summer Sailstice by offering free two-hour sails aboard the schooner *Seaward*. Reservations are required. The *Seaward* affiliate *Matthew Turner*, a tall ship built in Sausalito, is also signed up and will spend Summer Sailstice receiving finishing touches ahead of her USCG inspections. The event is in Sausalito. For more information, call (415) 331-3214.
- **Afterguard Sailing Academy** invites you to join them for their “Play Day with Small Boats & Flare Shoot Off.” Rig and sail small boats such as El Toros and Sabots, and then learn how to set off flares, safely, just in case one day you need to. You can also try out a hydro-bike and hard or inflatable kayaks. Reservations are required. The event is in Oakland. For more information, call (510) 535-1954.
- **Shoreline Lake Boathouse & American Bistro** is inviting you to experience sailing with free skippered sailboat rides for kids (ages 2-12), free racing demos for non-sailors, and a free 30-minute intro sailing lesson when you purchase a picnic basket and sailing package (both Saturday and Sunday). The event is in Mountain View. For more information, call (650) 965-7474.
- Join the **11th Annual Westpoint Regatta** sailing out of Treasure Island around Alcatraz Island and on to Redwood City where you spend the night and enjoy the Island Time Party at Sequoia Yacht Club. For more information, call (415) 771-9500.
- **Encinal Yacht Club** is hosting the Snipe Fleet 12 race in Alameda. For more information, call (510) 522-3272.
- Shared-ownership club **SailTime** will be out sailing and meet up at Clipper Cove in the afternoon for a raft up. Some will stay overnight.
- **Corinthian Yacht Club** is starting the Summer Sailstice weekend with its regular Friday night race series (June 21) off the race deck in Belvedere Cove. Located in Tiburon. For more information, contact racing@cyc.org.
- And on Sunday, June 23, explore the world of wooden boats with the open-to-the public, one-day-only, largest wooden boat show in Northern California at the **Master Mariners 26th Wooden Boat Show** held at the Corinthian Yacht Club in Tiburon.

break from the challenges of life ashore and discover the freedom and escape provided by sailing. Many organizations are signed up to share the experience by connecting current and future sailors. We invite you to find your way to the Bay on June 22, untie the dock lines, hoist sails and enjoy sailing with the many sailors ready to show you how," Arndt said.

Whether you're a curious newcomer or long-ago sailor who's been on land for a while, you can join in as sailors all over the country and around the world launch their boats, grab crew, friends and family, hoist sails to cruise, race or just daysail.

Listed on these pages is a small sample of the events that Bay Area sailing organizations have already added to the list of fun celebrations. New events are being added daily at www.summersailstice.com. As the event draws

nearer, more and more Bay Area sailing groups, organizations and individuals will add their sailing plans to the Summer Sailstice map, giving everyone more opportunities to get out on the water to enjoy and learn about sailing, and fewer reasons not to.

The Summer Sailstice website allows everyone to find an event near them. The events are marked by either a yellow pin, meaning that the event is open to the public, or a red pin meaning a demonstration event showcasing the best of sailing life. Individuals that list private plans are indicated by a blue pin. When you browse the site you'll find all kinds of sailing, from cruising and racing to backyard dinghies. The beauty, fun, simplicity and accessibility of sailing is all on display and being celebrated across the United States on the Summer Sailstice weekend. Find a boat, jump aboard and hoist your sails to start your summer of sailing.

Plus, everyone who registers on the Summer Sailstice website to



Photo by John Arndt

A big kid gives little kids their first taste of sailing during last year's Summer Sailstice.

participate in the June 22 celebrations automatically becomes eligible to win prizes from any of dozens of sailing oriented businesses and organizations.

It's easy to get on board with Summer Sailstice. Sign up and RSVP to a sailing event near you!



Photo by John Arndt

There are many sailboats large and small looking for crew and ready to welcome you aboard on Summer Sailstice.

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Ding, Dong. The Wicked 'Fix' Is Dead.

BY SEJAL CHOKSI-CHUGH

As the dust settles from the whirlwind transition of the California governor's office, it's a relief that the state has squashed the Delta tunnels water project. The proposal for massive twin tunnels through the Delta was an expensive infrastructure project—deceptively named “WaterFix”—that would have caused irreparable harm to San Francisco Bay.

Too much fresh water is already being exported from the Bay and Delta. The ecosystem is in crisis. Six endangered fish species are on the brink of extinction,

including king salmon. The Bay and Delta are starved for fresh water and need more.

And yet, the tunnels were designed to maintain—and even increase—the unsustainable export of fresh water from the Bay and Delta to cities and farms, mostly in southern California. The estimated cost was \$19 billion.

The man behind the curtain pushing for the twin tunnels was former Governor Jerry Brown. He and other tunnel proponents claimed that the project would make the state's water supplies more reliable and restore the Delta ecosystem, but they were wrong. California's snowfall and rainfall vary too much from year to year. Big diversion projects can't guarantee



Photo by Robb Most

San Francisco Bay and the Delta are starved for fresh river water. Governor Newsom has a chance now to help the Bay, and at the same time improve the state's water supplies.

a more reliable water supply if the state's water demands are higher than what nature provides. By continuing, and increasing, the diversion of fresh water from the Delta, the tunnels would have furthered the ecosystem's collapse.

Last month, Governor Gavin Newsom showed courage and a lot of heart by pulling the plug on this massive boondoggle. He's instead smartly directing the state down a better yellow-brick road. Newsom has called for a “portfolio approach” to water management. If done right, his plan can protect the Bay and Delta while making California water supplies more reliable.

And fortunately, we already have the necessary tools to wake us from the nightmare of California's water woes. The two keys are water conservation and water recycling. Incentivizing water conservation—by agriculture, industry and residents—is one of the least expensive and easiest commitments the state can make to create more reliable water supplies. And the governor's team has opportunities to ensure that the water we save is returned to the Delta and the rivers, rather than used up by the next holder of water rights.

The other key way to improve water supplies is to recycle more water. Orange County already has a sewage treatment

plant that produces water clean enough for landscaping, operating industry, and even drinking. In the past, Californians have been skeptical about using recycled water in the home. The governor's team can help educate residents that after advanced treatment, recycled water is safe. And with a enough investment, most of the state's sewage treatment plants could be upgraded to produce recycled water.

Capturing water that falls on cities during the rainy season is another way to invest in infrastructure to create a more reliable water supply. That water can recharge groundwater supplies and be filtered and purified later for use during dry months.

Clicking these two ruby slippers of water conservation and recycling would amount to a fraction of the cost of WaterFix. And with urban areas conserving water and getting more from underground storage and recycling, cities like San Francisco and Los Angeles would need less water from rivers. That could leave more fresh river water for the Bay and Delta.

Baykeeper will keep fighting for happy endings that safeguard Californians' access to clean water, sustain rivers and fish, and protect the beautiful Bay we all love so much. Stay updated by signing up for our monthly 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.



Boating Clubs Offer a New Path to Get Out on the Water

BY JOEL WILLIAMS

There's an old boating joke: "The best two days a boat owner has are the day he buys a boat and the day he sells it." The obvious idea behind the joke—that owning a boat is both expensive and a hassle—has a lot of basis in fact.

The purchase price of a boat is just the beginning of the expenditures and responsibilities. First, unless you live on the water with a home dock, you need a place to store the vessel—and that means a berthing or storage fee that can run anywhere between \$250 and \$350 per month. And just like a car, you need to register the boat (at the DMV no less), get insurance and probably some training if you want to be safe and legal. Other upfront costs may include a trailer, bumpers, required life jackets, fire extinguishers and distress signals.

There are also the many chores that inherently come with boat ownership. These include basic maintenance and cleaning; boating adventures can be messy undertakings. The bottom line is that there is more to owning a boat than just cruising the Bay with the wind in your hair.

There is, however, another option. Increasingly, people are joining motorboat clubs to be able to enjoy that thrill of getting out on the water without the hassle of owning a boat. Boat clubs are designed for people who want access to a versatile fleet of boats on a regular basis, at an affordable cost of entry. While clubs in general may differ in their membership structure, most operate with a one-time entry fee and monthly dues. Once a member, you have unlimited access to the club fleet, but do not own them and never incur any service or storage fees.

One such club located in the Bay Area is Freedom Boat Club. The club opened its first location on San Francisco Bay in Emeryville last fall. It also operates out of Pittsburg and Stockton, and has over 180 other locations throughout the United States. An annual membership



Photo courtesy of Freedom Boat Club

Boat clubs offer the convenience of simply showing up at the dock and having a boat ready and waiting for you. When you return, just drop off the keys and you're done.

in Freedom Boat Club allows access to over 2,000 late model boats from coast to coast.

Traditionally, there are three basic ways to go boating. You either own a boat, rent a boat or go on a friend's boat. "We're trying to take the best parts of renting, just using the boat without maintaining it, and then the best parts of owning, which is the flexibility and bringing whomever you want when you want, and roll them into one with our club," said Rob Fassett, president of the Freedom Boat Club of Northern California.

Membership in a boat club means no worrying about the fees, service or maintenance boat ownership demands and you don't lock yourself into any particular vessel. Freedom Boat Club offers deck boats, fishing boats, bow riders, pontoons and cruisers through its

three Bay Area locations.

In order to make sure everyone knows what they are doing, training is included in the cost of membership so that members feel both comfortable and confident at the helm.

Members go online, choose a vessel from the available inventory and make a reservation. When the time arrives, you show up at the dock and the club's dockmaster helps you get your belongings loaded. Then, you and your guests head out on the water for an exciting day of boating. Only one person needs to be a member, and you can bring as many guests or even pets that the boat is legally allowed to carry.

Upon your return, simply turn in the keys and pay only for the fuel used that day. The dockmaster helps you transport your gear to your vehicle and then you

drive away. No mess, no fuss, no work and no launch fees, slip fees, trailering, insurance, cleaning, maintenance, repairs or storage.

According to Fassett, a boat club is also a great way to find out if boat ownership is something you may want to do in the future. "It is an easy way to try out the boating hobby," he said. "You can test the water, become a member and make sure this is something your family will enjoy. We cut out all of the work that's involved in owning a boat so you just focus on the boating experience itself."

We talked a lot about the joys of sailing in our Summer Sailstice feature (pages 12-13) this month, but if you want to cruise the Bay without relying on the wind this summer, a boat club could be just the thing for you.



Photo courtesy of Port of Oakland

Port of Oakland Adopts Truck Management Plan

BY BILL PICTURE

At the end of April, the Port of Oakland adopted a strategy for minimizing the impact of port-related truck traffic on the surrounding neighborhood. Port officials are now meeting to flesh out a detailed work plan.

The West Oakland Truck Management Plan tackles everything from keeping truck drivers on prescribed truck routes through the neighborhood, to further restricting truck and trailer parking on residential streets. Its goal, say port reps, is finding a way for truck drivers and West Oaklanders to coexist.

“It’s our responsibility to be a good neighbor in Oakland,” said Port of Oakland Environmental Planner Andrea Gardner in a written statement. Gardner helped develop the plan, which leaves the well-known environmental impact of diesel trucks to the Port’s larger-reaching air quality initiatives and focuses instead on making truck traffic “less annoying” for locals.

“With this plan, we’re keeping our promise to minimize the impact of containerized cargo transportation in Oakland,” Gardner added.

The plan was largely triggered by commercial development at the former Oakland Army Base. Plans for the site, which sits at the base of the eastern span of the Bay Bridge, include, among other things, construction of a new marine terminal and a logistics facility. More truck traffic through West Oakland is expected as a result of this development.

West Oakland is simultaneously experiencing an influx of new residents, drawn to it by new housing developments. So the truck plan, Gardner said, is an attempt to preemptively ease future tensions that might arise between West Oakland residents and the truck drivers who use its streets to get from Point A to Point B.

“There are a lot of changes happening in West Oakland—a lot of development,” Gardner said. “This plan is proactive.”

What’s the problem?

More trucks moving through West Oakland, logically, means an increased potential for accidents. Intersections near freeway onramps and offramps have been identified as likely places for such accidents to occur, so the Port of Oakland is exploring how to ensure these intersections are as safe as possible for everyone—whether they live in the neighborhood or are just passing through it.

“Moving forward we want to make sure plans account for the everchanging mix of users—pedestrians, bicyclists and motorists,” Gardner said.

One way to do that is keeping commercial vehicles on the prescribed trucks routes intended to divert them away from residential streets. Many truck drivers play by the rules and stick to the routes, but some don’t. Some are seeking out fuel or food, while others stray in order to service businesses located off the designated paths.

“I think there’s still a lot of education to be done,” Gardner said. “We have to

let them know the routes are there, make them understand why the routes exist, and explain why it’s important that they use them.”

Gardner also believes current signage is inadequate, and that gaps in signage make it easy for drivers to unintentionally stray from truck routes.

But if outreach and better signage don’t work, Gardner has another plan up her sleeve. She said urban design strategies, like roundabouts or bulb-outs, could be employed in residential areas to make it difficult for large trucks to navigate residential streets. A bonus of the backup plan would be the greening opportunity afforded by such strategies, as the design often includes landscaping elements that help beautify an otherwise ordinary four-way stop.

“Outreach to drivers is more economical so we’ll start with that,” she said. “We have to be fiscally responsible. But if we do that and we’re still seeing trucks where they shouldn’t be, then those are the streets we’d target with these strategies.”



Keep it moving

Truck and trailer parking in the neighborhood has for many years been a sore spot for some area residents. Parking restrictions have been imposed as a result, but many streets are still exempt. Gardner hopes to see those loopholes closed before things get out of hand.

“This was a high priority among our stakeholders,” Gardner said.

The West Oakland Truck Management Plan was informed by feedback from a number of sources. A series of community workshops were held where residents, merchants and community groups were invited to chime in

and help shape West Oakland’s future. But the port also solicited input from truck drivers, conducting surveys to understand how they operate and what drives the decisions they make.

“They’re the closest to the problems, and the closest to the solutions as well,” Gardner said. “I’d consider one of the highlights of this new plan the way we came to develop it. There was a significant amount of engagement with all stakeholders. Their input drove both the content of the plan and the strategies we identified.”

In general, Gardner said truck drivers really want to do the right thing. “They want to stay in business, and they want to be able to operate in



Photo courtesy of Port of Oakland

Truck and trailer parking in West Oakland has been a problem for many years and a sore spot for many area residents.



The Port of Oakland adopted a strategy in April for minimizing the impact of port related truck traffic on the streets of the surrounding neighborhood of West Oakland.

the neighborhood. They want to be good neighbors; and they see helping to support these strategies as a way to do that.”

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Summer Rolls Into Jack London Square

As summer kicks off in the Bay Area, the Jack London Square waterfront is the ideal location to enjoy the sunshine with a variety of waterfront activities, dining options and events.

California Canoe & Kayak is a one-stop shop for waterfront fun, providing rentals of kayaks, canoes, paddle boards, and more. Its ideal location allows easy access to the Oakland Estuary and the Brooklyn Basin. Open seven days a week, the staff are always available to help with paddlesport needs, from teaching different paddling skills to outfitting for a trip.

Jack London Square also offers Waterfront Flicks, a free outdoor movie series that takes place at sundown every other Thursday from June 27 through September 5 on the Jack London

Square Ferry Lawn. Waterfront Flicks begins on Thursday, June 27 with the contemporary romantic comedy *Crazy Rich Asians*, which is based on the best-selling novel. The series continues with two musical hits—*A Star Is Born*, starring Lady Gaga and Bradley Cooper, on Thursday, July 11, followed by *Bohemian Rhapsody*, portraying the story of legendary rock band Queen and lead singer Freddie Mercury, on Thursday, July 25. On Thursday, August 8, guests will enter the world of Peter Parker in *Spider-Man: Into the Spider-Verse*. On Thursday, August 22, there will be a screening of the record-breaking smash hit *Black Panther*, co-written and directed by Oakland native Ryan Coogler. Waterfront Flicks culminates on Thursday, September 5 with *Mary Poppins Returns*, starring Emily Blunt

and Lin-Manuel Miranda.

Not only does Jack London Square's proximity to the water offer fun entertainment options, its restaurants with waterfront views and outdoor patios make it the perfect dining destination.

Visitors have a variety of options, including: Belcampo, serving compassionately and sustainably raised beef, chicken and more; Arabic cuisine from Dyafa; Farmhouse Kitchen Thai Cuisine, featuring traditional dishes from Thai street food to comfort country cooking; Forge Pizza, specializing in Neapolitan-style pizza; Kincaid's, a fish, chop and steakhouse; Lungomare, offering a menu that applies Italian technique to pasture raised meats, seasonal produce and heirloom grains; Plank, which utilizes local ingredients and represents the



Photo courtesy of Jack London Square

Jack London Square offers waterfront fun this summer with rentals available for kayaks, canoes, paddle boards and more.

melting pot of cultures in California; and Scott's Seafood for fresh seafood classically prepared. Guests can also enjoy a flight at Rosenblum Cellars (see advertisement on page 23 for a two for one offer), or a drink at the historic Heinold's First and Last Chance Saloon. Canine friends can enjoy the waterfront as well! Dogs are welcome on the patios at all Jack London Square restaurants and eateries.

For waterfront dining and fun, Jack London Square is the place to be this summer.



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SFO Summer Season: A Darker Little Mermaid

BY PAUL DUCLOS

If most ferry riders are able to attend only one performance of San Francisco Opera's summer season, our pick is *Rusalka*, which is about a water nymph inspired by the Hans Christian Andersen story *The Little Mermaid*. And while readers might already know the opera's signature aria, "Song to the Moon," they may be less acquainted with the show's outstanding diva, Jamie Barton, who plays Jezibaba.

Heather MacDonald, a critic with *City Journal*, noted in her review of a recent performance at the Met that "Barton's massive mezzo erupts like a foghorn at unexpected moments; at other times it slides sinuously around Dvořák's curvaceous folk melodies."

In this exclusive interview, Barton shares her views on a wide variety of interests shared by the Bay Area ferry community.

Bay Crossings: *Your performances as Jezibaba have been described in the New York Observer as containing "sheer malevolence." How do you prepare for this passionate role?*

Jamie Barton: It's always about getting in the head of the character you're playing—given that Jezibaba is some variation on a psychopath, she presents a challenge! Jezibaba changes the tone of what she's saying on a dime, and is very often absolutely gleeful about the violence and chaos she's creating. Capturing that complexity requires a lot of character work in advance, and then I have to just let go and be as organic and playful as possible onstage.

BC: *Does being a mezzo-soprano lend itself to a darker shading of the role?*

Barton: Absolutely! While this role calls for the singer to soar through the heights of the mezzo range, you also have to be able to bellow lower notes in a manner that would intimidate anyone standing nearby—that's where that darker shade really comes in handy. My mezzo range and vocal color palette definitely help me portray Jezibaba as both sinister and unpredictable.

BC: *So, you are here in San Francisco. Do you feel that the bright sunlight and proximity to Bay and sea might diminish that intensity you bring to your performance?*

Barton: Absolutely not—the beautiful nature of San Francisco always feeds my soul, and that inherently influences my performance in a positive way!

BC: *Before and after singing, how do you unwind in San Francisco?*

Barton: Getting out of a show is like getting off of work for most any job, except that we often have an awful lot of adrenaline coursing through our bodies! Most of the time I just have to wait for that adrenaline to die down. It's rare that I can go to sleep soon after a show, so I just focus on relaxing and letting my body and mind come down naturally. Sometimes I go out to late dinner or drinks with colleagues or friends in the area. But most of the time I just go home, make a cup of tea, snuggle with my kitty, River, and stream something brainless and fun.

BC: *Can you describe how you interact with the conductor and the orchestra at SFO?*

Barton: The cast works for several weeks with just the director and conductor in the beginning of a rehearsal process. The orchestra isn't added into our rehearsal schedule until about a week and a half before opening night. Adding the orchestra always changes how I experience shows—in any score, the orchestra is really its own character. As brilliant as the musicians playing piano in rehearsals often are, nothing compares to the feeling of an orchestra underneath you. So, the interaction between the conductor, orchestra and singers is a very tricky balancing act for each of those

elements. For the performers, that means really listening to each other, and trying to follow the conductor—or be very clear about your performance, if the conductor has given you the control. It's a lot of teamwork, and a lot of trust. It's honestly one of the hardest elements, and also one of the factors that makes me love this "team sport" as much as I do.

BC: *Finally, what is your impression of the SFO audiences? Are we a tough crowd to please?*

I think Bay Area audiences are the best sort: intelligent, curious, discerning and adventurous. I really respect an audience that is willing to go on a unique journey, and I find that San Francisco audience members tend to be not only up to the challenge of an inventive production, but also supportive and enthusiastic about all of the people who make the onstage



Photo by Fay Fox
Jamie Barton plays Jezibaba in the San Francisco Opera's performance of *Rusalka*.

magic happen. One of my favorite interactions with the SFO audience was being on stage for the final bow at the end of *Götterdämmerung* last summer during the *Ring* cycle. Everyone bowed onstage—singers, actors, orchestra, stagehands, everyone—and the audience was right there with us. It was like we were all sharing in this extraordinary experience of having completed a full *Ring* cycle, and the audience was celebrating with us. That'll stay in my memory for a long time.



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Depart Mare Island	Depart Vallejo	Arrive Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Pier 41	Depart Pier 41	Arrive Vallejo	Arrive Mare Island
5:10	5:30	6:30	-----	-----	-----	-----	-----
5:40	6:00	7:10	-----	-----	-----	-----	-----
6:10	6:30	7:30	6:35	-----	-----	7:35	-----
6:40	7:00	8:10	7:15	-----	-----	8:25	-----
-----	7:45	8:45	8:15	-----	-----	9:15	-----
-----	8:30	9:40	9:45	-----	-----	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	-----	-----	3:50	-----
1:40	2:00	3:20	3:30	3:00	3:10	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

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

• 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

Red & White

BAY CRUISE Pier 43½

Monday - Friday			Saturday - Sunday			
9:15 a.m.	1:10 p.m.	3:45 p.m.	9:15 a.m.	12:30 p.m.#	3:00 p.m.	5:30# p.m.
10:00	1:40	4:15 #	10:00 a.m.	1:10	3:45	6:15
10:30 #	2:15 #	5:00	10:30 #	1:40	4:00#	7:00^
11:15	2:30	6:15	11:15	2:15 #	4:15	
12:30 #	3:00	7:00 ^	11:45	2:30	5:00	

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

SAUSALITO

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

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

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Richmond
1453 Harbour Way South

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

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

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

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

TIDELINE

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

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
3:55 p.m.	4:30 p.m.	4:45 p.m.	---
5:15	5:50	6:05	6:35 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 EFFECTIVE JUNE 10			
Daily Monday - Sunday (depart PIER 39)			
10:15 a.m.	5:30 p.m.	10:00 a.m.	2:00 p.m.
11:30	6:00	10:40	3:20
12:45 p.m.	---	11:20	4:40
2:00	---	12:00 p.m.	6:00
3:30 p.m.	---	12:40	7:00
4:45	---	1:20	---

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)			
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

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

All prices include general state park entrance fee.

BAYCROSSINGS
"The Voice of the Waterfront"

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

AROUND THE BAY IN JUNE

Free Hot Dogs for Kids

Vallejo's Savage & Cooke Distillery will be sponsoring a summer promotion at all Saturday home games for the Vallejo Admirals minor-league baseball team. All kids 10 and under will receive a free hot dog meal including chips, a drink and a Rice Krispies Treat when accompanied by a paying adult. This is in addition to adult-accompanied kids 10 and under always having free admission to any Admirals home game. The Vallejo Admirals' first home Saturday game is June 8 at 1 p.m. Tickets, information and the complete 2019 schedule are online at vallejoadmirals.com.

Trivia Tuesdays at Rosenblum

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

Meet the Animal Keeper

Visit the Randall Museum's live animal exhibit, *Wild in California*, at 2 p.m. on any Saturday in June and join one of the animal keepers in an open discussion about the museum's wildlife residents. Learn how the keepers care for the animals and how and where these creatures live in the wild. Kids and families will meet some of the animals up-close and can ask the keeper questions. Visitors can meet a snake, check out a barn owl, or maybe even touch a tortoise. The events are free and Randall Museum is located at 199 Museum Way in San Francisco. Visit www.randallmuseum.org for more information.



Mardi Paws Gala & Auction

Join the Humane Society of the North Bay on Saturday, June 8 for a Mardi Gras-themed gala and auction fundraiser on the historic Vallejo waterfront at the Mare Island Brewing Company Coal Shed Brewery for an evening of colorful good times, good food and great friends. League of Chefs Catering will be serving a delicious creole dinner (with vegetarian options), and Mare Island Brewing will be serving its handcraft beers and select wine (no host bar). Show off your best Mardi Gras style and complement it with special light-up drinkware, rings, masks and beads. There will be silent and live auctions and a fun photo booth where you can snap a picture with one of the adorable, adoptable dogs. There will also be a Mardi Gras parade of adoptable dogs during the reception hour. Tickets are \$100, or you can reserve a table of 10 for \$1,000. Visit hsnb.org for more info and tickets.

Escape From Alcatraz Triathlon

On Sunday, June 9, more than 2,000 triathletes from around the world will take over the streets and Bay waters of San Francisco for the 39th annual Escape from Alcatraz Triathlon. Sending racers on a challenging 1.5-mile swim from Alcatraz Island to the San Francisco shoreline, an 18-mile hilly bike ride out to Golden Gate Park and an eight-mile trail run through the Presidio, this high-profile athletic event showcases the beauty of San Francisco. This world-renowned triathlon, in which only pro triathletes, age groupers and relay teams can participate, is sold out within hours of the

registration opening every year. Fans will not want to miss their opportunity to see this world-class sporting event at Marina Green, where they can observe the swim start and end, the athlete transition areas and the finish line. Spectators are also invited to enjoy the free fitness festival throughout the weekend. The Fitness Festival and Expo is featured on Saturday and Sunday at Marina Green in San Francisco. The festival offers the opportunity for sampling, product giveaways, product displays, sweepstakes and other promotions. Included in the festival are a food court, beer garden and experiential vendor displays. The fitness festival runs from 11 a.m. to 5:30 p.m. on Saturday and 7 a.m. to 2:30 p.m. on Sunday, with the race start at 7:30 a.m. and awards ceremony at noon. Visit www.escapealcatraztri.com for more information.

North Beach Festival

The North Beach Festival, now in its 65th year, returns on June 15 and 16 from 10 a.m. to 6 p.m. to San Francisco's famed Little Italy neighborhood. The festival will feature over 125 arts and crafts booths, tasty gourmet food booths, two stages of live entertainment, Italian street painting, beverage gardens, a kids' chalk art area and the infamous blessing of the animals ceremony. Circus Bella will bring its popular one-ring circus to the North Beach Festival featuring static trapeze, a nine-person juggling act, contortionists, hula-hoop, original clowning and more. The Festival site includes numerous quaint streets in the heart of the district including Grant Avenue, Green Street, Vallejo Street and Columbus Avenue. For more details, including stage lineup and vendors, please visit sresproductions.com or call (800) 310-6563.

Potomac Father's Day Cruise

Time to honor dad with a cruise on San Francisco Bay aboard the Presidential

Yacht Potomac on Sunday, June 16. Sail for three hours enjoying a hearty box lunch, hosted wine bar and sites around the bay from Oakland to San Francisco. Sail around Alcatraz and Angel Island paying tribute to that very special dad. Tickets are \$85 for adults, \$80 for seniors and \$60 for children 2 to 12 years old. Call (510) 627-1215 or visit usspotomac.org for reservations or more information.

EcoArt Camp for Kids

Arts Benicia's annual EcoArt Camp is more than just a summer camp. It's an eco-friendly free-range artistic experience for third through sixth graders who like to build, sculpt, paint, draw and collage. While discovering their own creativity, students will develop respect for resources and learn about the importance of recycling reusable products and reducing consumption of disposable products in everyday life. EcoArt camp sessions are sure to stimulate and nurture the creative expression of our next generation of conscientious artists. Sessions are 8:30 a.m. to 12:30 p.m. June 17-21 and June 24-28. For more information, visit artsbenicia.org.

Waterfront Flicks is Back!

Come on out to the Oakland waterfront this summer to enjoy free outdoor screenings of Hollywood blockbuster favorites, every other Thursday evening at sundown on the Jack London Square Ferry Lawn. Festivities begin around 8 p.m. with movies beginning around 9 p.m. Arrive early for pre-film festivities including trivia and prize giveaways, good eats, and to set up those lawn chairs and blankets. Waterfront Flicks begins on Thursday, June 27 with *Crazy Rich Asians*. Other movies this summer include *A Star Is Born*, *Bohemian Rhapsody*, *Spider-Man: Into the Spider-Verse*, *Black Panther* and *Mary Poppins Returns*. Visit www.jacklondonsquare.com for the complete schedule.

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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