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April 2018 Vol. 19, No. 4



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A \$4.45 billion package of congestion relief projects known as Regional Measure 3 (RM3) will be on the June 5 ballot in all nine Bay Area counties. This month we look specifically at how passage of RM3 would improve local rail systems and lessen BART overcrowding. Photo by Joel Williams

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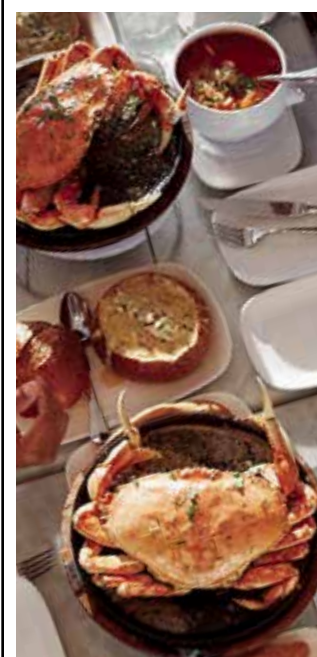
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Oakland and San Francisco Ports Invest in the Future

BY PATRICK BURNSON

New details have surfaced about Oakland's commitment to information technology upgrades, while the Port of San Francisco received a solid rating by Fitch last month.

In Oakland, port officials have promised a digital shipping platform by mid-year to speed up global trade flows. According to port spokespeople, Oakland is building an online portal for transactions that range from tracking to transporting containerized cargo. The move aligns with an industry migration toward digitalization of international supply chains for the sake of efficiency.

The port previewed its portal—called a digital collaboration platform—at an American Association of Port Authorities meeting in Oakland last month. Port officials said the portal will provide a single window for cargo owners or freight haulers who want to: get personalized cargo status updates; check ocean vessel schedules; pay freight-

handling fees; or make appointments to pick up containerized cargo.

"This is the next big thing in global trade," said Port of Oakland Senior Project Administrator Eric Napralla. "It's a common platform—one place where everyone can go to more easily view and direct their shipments."

Development of the portal is already underway and it will roll out in phases, the port said. It projected a third-quarter 2018 launch date for the site. Oakland is working with New Jersey-based logistics software provider Advent Intermodal Solutions to create the portal. The firm's eModal port community system is already used by every marine terminal operator at the port. That common use will make it easier to roll out the new platform, the port explained.

Terminals are the "pivot point" of containerized trade, where ocean vessels, trucks and trains converge to transport cargo. According to the port, Advent will aggregate information from Oakland's four terminals to create a harbor-wide community portal.

Speculation that more "Uber-like"



The Port of San Francisco is unique in its ability to handle many types of cargo in an efficient way. The port recently received an "A" rating on over \$52 million of revenue bonds.

drayage models might take advantage of this development has yet to become reality, however. "Not hearing much discussion about that here," said Mike Zampa, the port's communications director. "But a digital information platform across the entire Port of Oakland will make supply chain management more efficient. There'll be greater predictability in cargo flow and less wasted time for those who transport cargo."

Ports nationwide are considering digital portals to accelerate freight transport. Oakland said it intends to be one of the first to go live with the new technology. It could also be one of the few with an online portal that's used by every terminal operating within a port.

The port said shippers would be better able to manage international supply chains once its portal is in place. For example, cargo owners would know with greater precision when to expect merchandise. Trucking companies would know exactly when and where to dispatch drivers for container pick-up. Marine terminals would benefit from more efficient movement of cargo in and out of the port.

"They'll only log in to the portal once," Napralla said. "Then they can navigate the entire port with a few simple clicks."

Port of San Francisco Nabs "A" Rating for Bonds

Fitch Ratings has affirmed the "A" rating on \$52.86 million of revenue bonds of the Port Commission of the City and County of San Francisco, adding that the port's rating outlook is "stable."

Investment analysts also noted that the port has outstanding subordinate obligations in the form of certificates of participation issued by the city, and a loan from the California Department of Boating and Waterways, neither of which are rated by Fitch.

According to Fitch, the port is "working more aggressively" to address its sizeable backlog of deferred maintenance needs. Fitch notes the nature of the capital plan prioritizes revenue generating assets, identifying non-revenue generating assets that could be shut down if needed, thereby reducing capital needs.

The port estimates that, for the years 2018 to 2027, its facilities require approximately \$1.5 billion to maintain a state of good repair and \$562 million for conditional seismic work. The majority of state of good repair financing currently remains unidentified, but relates to sources not critical from a revenue generating perspective.

The Port of San Francisco is unique in its ability to handle many types of cargo in an efficient and cost effective way. Pier 80's auto-processing terminal is ideally located to serve the large network of car dealerships in Northern California. Several harbor and cargo service facilities are located near the port's terminals, offering easy access to tug and barge companies, heavy lift crane services, a Foreign Trade Zone, cold storage, warehousing and full-service ship repair.

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

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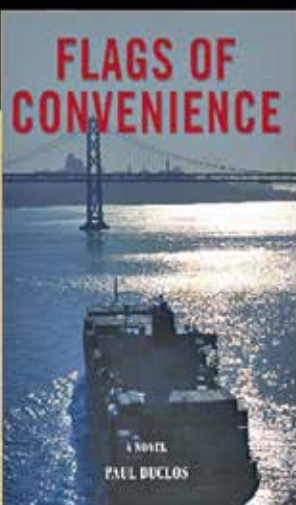
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Aubrey Johnsson

BY MATT LARSON

If you're hoping to see Aubrey Johnsson working as a deckhand on a Bay Area ferry, just know that she may be pretty hard to find.

Although she works for Blue & Gold, Golden Gate Ferry and Red & White, she spends most of her time working overseas as an oiler on scientific research vessels—where she can be gone for up to three months at a time. “I’m like an assistant mechanic on the ship,” she said. While on long-haul research vessels, she works on repairs and maintenance, as well as on specific tasks like replacing hydraulic hoses on the crane.

Traveling the world on research ships is definitely not your average job description for a 22-year-old. She’s usually the youngest person working on these overseas missions, and with new coworkers all the time, she enjoys making first impressions. “They’re not always so sure about me,” she said. “Until they get to know me, and they understand that I can do my job.”

Working overseas for months at a time on a ship full of scientists is a remarkable job, and Johnsson is totally loving it. “I get to travel to new places like Easter Island, I get to work with amazing things like submarines, and I’ve worked with some really impressive

people,” she said. “I know more people with doctorates than probably any other person who doesn’t have a doctorate.” One of her biggest claims to fame thus far is working with *Alvin*, the submersible that found the *Titanic*. She also got the chance to operate the remote-control vehicle *Jason*, taking it way down deep to tickle a sea urchin.

Traveling is a big part of her life, whether it’s working overseas on the research vessel or interacting with travelers on the ferry boats. In her five years working on research vessels, she has traveled to Canada, Costa Rica, Mexico, Chile, among others. One of the most memorable places was Easter Island, also called Rapa Nui, famous for its more than 900 monumental moai statues.

“Not a lot of people get to go there, and I got the opportunity to spend three days exploring the island,” Johnsson said. “I got to take a four-wheeler all the way around the island. I went to the top of the volcano, I got to see all of the moai, it was just amazing.”

This all started five years ago when she walked into the Inland Boatmen’s Union (IBU) to apply to work on the ferries. “Marina Secchitano, the regional director at the time who is now the president of the union, told me that I should go to a school up in Oregon.” So she did. Half funded by the IBU and half funded by the government, Johnsson

attended Tongue Point Jobs Core Center where—with no previous work experience in the maritime industry—she earned her Able Bodied Seaman certification and became a Qualified Member of the Engine Department.

“Eventually I want to become a chief engineer on one of the tow boats inside of the Bay,” said Johnsson. “As an engineer, I’ll never know everything. It’s always going to be difficult, and I’m never going to get bored with it.” Until then, she’ll keep earning sea time on the research vessels in order to upgrade her licenses, and she’ll keep working on the ferry boats in between her missions.

Johnsson’s father was a sailor for 50 years with the Sailors’ Union of the Pacific. “I just followed into it, he didn’t push me,” she said, knowing that it was a promising career. Born in Santa Rosa, Johnsson has lived in Redding as well as in the Pacific Northwest. She spends half her time here in the Bay Area for work, and half her time in Redding. Her favorite free-time activity is snowboarding; she’s learning how to surf as well, and she’s an

avid hiker and longboarder.

Despite all of her amazing life experiences thus far, Johnsson loves coming back to the Bay as a deckhand on the ferries. “All the captains are great, all the deckhands are really nice. It’s just a nice environment to work in.”

When she is not travelling the world doing repairs and maintenance on research vessels, you may find Aubrey Johnsson working as a deckhand on a local ferryboat.



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Rogue Boat in Aquatic Park Highlights a Bay-Wide Problem

BY SEJAL CHOKSI-CHUGH

For months, a rundown sailboat has been illegally anchored in San Francisco Bay's most sheltered swimming cove, Aquatic Park, off San Francisco's northern shoreline.

Swimmers have called and emailed Baykeeper's Pollution Hotline repeatedly to report pollution from the rogue sailboat. They reported having to detour around the boat because it was anchored in the swimming lanes. Most

disturbingly, they told us they've been swimming through human waste the boat's occupant had dumped overboard.

Permits are required for boats to anchor in Aquatic Park Cove, which is part of San Francisco Maritime National Historic Park. The maximum stay is five nights in a row or 30 days in a year. This sailboat never obtained a permit, and it's been in the cove for more than four months.

So why hasn't local law enforcement been able to remove a public nuisance that is flouting the law and endangering



Photo by Sejal Choksi-Chugh

For months, a rogue sailboat has been anchored in the swimming lanes at San Francisco's Aquatic Park, polluting the water with human waste.

the health of people and wildlife?

Sadly, this boat in the Bay's iconic swimming cove is an example of a much larger problem. Throughout San Francisco Bay and up into the Delta, hundreds of boats are deteriorating or abandoned, and are discharging harmful sewage, metals, trash, fuel and other pollution.

Getting these polluting boats out of the water and disposing of them in a way that doesn't harm the environment can cost millions of dollars. The bureaucracy around boat removal can also be complex. Local agencies have limited legal authority that prevents them from confiscating private property and removing derelict boats. The Coast Guard can't take action unless a boat poses a substantial navigation hazard. And the criminal process is a slow, single-boat solution that requires local law enforcement to find an owner to hold accountable.

In the case of the Aquatic Park Cove sailboat, for instance, despite involvement of the U.S. Park Service Police, San Francisco Police and the U.S. Coast Guard—and despite the fact that the boat operator is known—the rogue boat still hasn't been removed.

The situation is further complicated

when homeless persons—or people who can't afford boat maintenance and proper waste disposal—squat on boats. That may be what's been going on at Aquatic Park. It's not clear whether the man living on the rogue sailboat has title to it. Whether he owns it or not, the matter is now in federal court. He could face jail time, but the National Park Service has told the media that they prefer he just leave the cove willingly.

San Francisco needs stronger regulations to protect our Bay waters from derelict and abandoned boats. To find lasting solutions, the Coast Guard recently convened a working group with Baykeeper, recreational boating groups and state and local agencies. We're identifying the gaps in existing law and local authority. We are also exploring legislative and funding ideas by looking at boat removal programs in states like Florida, Washington and Oregon to determine what will work best here.

Our goal is for California agencies to have more tools to remove boats like the one in Aquatic Park quickly, before the pollution harms swimmers or hurts our beautiful Bay. To learn more about Baykeeper's work to stop pollution in San Francisco Bay, visit us at baykeeper.org.



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Sejal Choksi-Chugh is the executive director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



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Photo by Joel Williams

OPENING DAY ON THE BAY

BY CAPTAIN RAY

Sunday, April 22 is Opening Day on the Bay. It's a grand nautical party, portions of which can be enjoyed from the shoreline as well. Two events will happen that day: the roots of one go back several hundred years, and

the other has been celebrated for just over 100 years.

The first of these seafaring events is the Blessing of the Fleet. This celebration, begun in the Mediterranean many hundreds of years ago, was originally Roman Catholic, and in many areas of the world, it still is. The local priest would bless the fishing fleet, seeking God's blessing for a productive fishing season and petitioning God to ensure the safety of the fishermen and the families they leave behind.

Here in the Bay Area, we tend to be a bit more inclusive and the party is open to all: fishing boats, sailboats, powerboats, workboats of all types and so on. In keeping with this theme of being more inclusive, there is

often more than just a Roman Catholic priest available to dispense the blessings. In the recent past, various Protestant denominations have been represented as well as Wiccans and Druids. The Corinthian Yacht Club in Tiburon hosts the event. It will take place this year in Raccoon Strait, the water that separates Angel Island from Tiburon. The blessing starts at 10:30 a.m. on Opening Day.

The Blessing of the Fleet is difficult to view from the shoreline. However, there are several charter vessels that are offering cruises specifically for viewing this portion of the day's celebrations from the water. These include the *Freda B*, a classic 80-foot topsail schooner sailing out of Sausalito (sfbayadventures.com), the presidential yacht *Potomac* berthed in Oakland (usspotomac.org), and Hornblower Yachts out of San Francisco (hornblower.com).

The next part of the day's activities,

however, is *very* visible from the shore of the Bay. It is intended to be a display for those who do not have a boat as well as a celebration for those that do. This second event is the Opening Day Decorated Boat Parade, which celebrated its 100th anniversary last year.

The theme this year is "Nations of the Bay," celebrating the many different aspects of the nations, ethnicities and cultures that contribute to life in the Bay Area. Undoubtedly it will be very entertaining to see the various interpretations of that theme on the boats participating in the parade.

The Opening Day parade route was purposely chosen to allow for very good viewing from all along San Francisco's northern shoreline. Between noon and 3 p.m., the decorated boats will parade from a point near the Palace of Fine Arts and the St. Francis Yacht Club, along the waterfront passing close to the Marina



Photo by Mia Bernt S/C PICYA

The Decorated Boat Parade can easily be viewed from shore.

SAILING



Photo by Mia Berni S/C PICYA

The Blessing of the Fleet occurs at 10:30 a.m. on April 22 in Raccoon Strait. This portion of Opening Day is difficult to view from the shore.

Green, Gashouse Cove, Fort Mason and Aquatic Park, all the way to Pier 39.

The Pacific Inter Club Yacht Association (P.I.C.Y.A.) sponsors this parade. First organized on May 12, 1896, its purpose (as stated in the bylaws) is:

...to constitute an association of yacht clubs and boating organizations, to promote inter-club communications, yachting activities and the social interaction relating thereto, and to organize and conduct programs which enhance the general welfare of the member organizations.

From its original five founding clubs, the organization has now grown to represent more than 100 member clubs in northern California. It has sponsored this parade since 1917. You can visit the organization's website, www.picya.org, for more information.

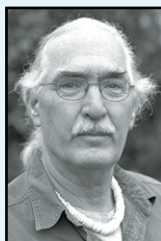
So, on Sunday, April 22, pack a picnic lunch and come on down to the Marina Green or book a window table at a waterfront restaurant. You don't need to own a boat to enjoy the Decorated Boat Parade—the viewing is free!



Photo by Mia Berni S/C PICYA

The Opening Day parade route was purposely chosen to allow for very good viewing from all along the shoreline. The parade is from noon to 3 p.m. on April 22.

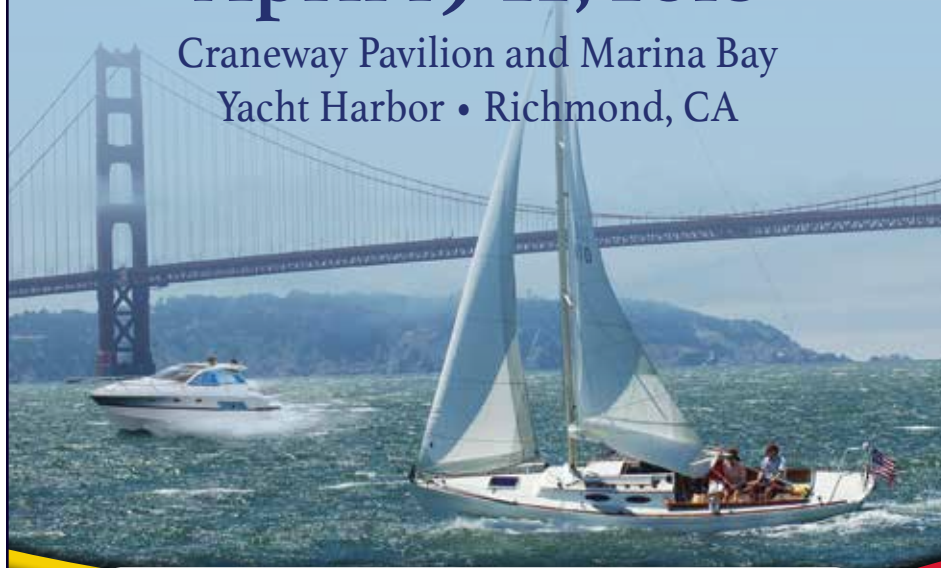
Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico,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



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Photo by Joel Williams

An RM3 Win Will Provide Critical Funds to Improve BART and Other Local Rail Systems

BY JOEL WILLIAMS

Regional Measure 3 (RM3) will appear on the June 5 ballot, and a favorable outcome will raise critically needed funds for transportation improvements in the Bay Area. If approved by a majority of voters in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties, RM3 will finance a \$4.45 billion slate of highway and transit improvements with the potential to have a transformative impact on Bay Area transit systems.

If approved, RM3 funds will come from increased bridge tolls on the seven state-run Bay Area bridges: the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward and San Francisco-Oakland Bay bridges. (The Golden Gate Bridge is run independently by the Golden Gate Bridge, Highway and Transportation District.)

Last month we focused on how RM3 is our best chance to improve and expand the San Francisco Bay Ferry system. This month we will take a look at how RM3 funds would be used to expand and improve rail service in the Bay Area.

A Better BART

By far the most overburdened rail system in the Bay area is the Bay Area Rapid Transit (BART) system. That's why a substantial amount of RM3 funds will go to improving and expanding BART service.

RM3 allocates \$500 million to purchase new railcars to expand the BART vehicle fleet—this will allow for more frequent trains, less crowding and improved reliability. According to BART, the funds will help purchase an additional 300 vehicles that, coupled with other system improvements already underway, are expected to boost transbay

passenger capacity by up to 30 percent.

An additional \$375 million would go towards extending BART from the Berryessa/North San Jose Station (expected to open in summer 2018) to San Jose and Santa Clara. The project includes new stations in Alum Rock, downtown San Jose, San Jose Diridon Station and Santa Clara.

An additional \$100 million would be used to expand Diridon Station to more efficiently and effectively accommodate existing rail service, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority (VTA) light rail and buses. On top of that, another \$50 million would be available

to fund studies, conceptual engineering, design and planning for a potential second transbay rail crossing in the Bay Bridge area to serve BART and other rail options.

More Muni

A yes vote on RM3 will also provide \$140 million for Muni fleet expansion and facilities. These funds would be used to replace and expand San Francisco Municipal Railway's vehicle fleet and associated facilities. Muni, which also includes 54 bus lines, serves 44 percent of the 1.8 million regional public transit trips taken each day.

Caltrans to Transbay

Caltrain ridership has grown over 80 percent since 2010. RM3 designates \$325 million to extend Caltrain from its current San Francisco terminus at Fourth and King Streets to the Transbay Transit Center, the future hub for regional bus service and the new San Francisco terminus for Caltrain and future high-speed rail. In addition, up to \$5 million in annual operational funds would be available for transportation-related costs associated with operating the new Transbay Transit Center.

A SMART Extension

RM3 designates \$40 million towards completion of the extension of Sonoma-Marin Area Rail Transit District (SMART) north of the Charles M. Schulz-Sonoma County Airport to Windsor and Healdsburg. And \$30 million would be used in construction of a replacement to the San Rafael (Bettini) Transit Center in downtown San Rafael that will be needed in order to facilitate the southern expansion of the rail service to Larkspur. When completed, commuters will be able to travel all the way from Healdsburg to San Francisco on public transportation via SMART and the Golden Gate Ferry.

Capitol Corridor

Another \$90 million would be invested in improvements to the performance of the Capitol Corridor rail service, which

operates weekday and weekend rail service from San Jose to Sacramento. The project funds are designed to reduce travel times, including between Oakland and San Jose; allow more frequent service; and improve safety and reliability.

Other Provisions

In 2017, the Core Capacity Transit Study, a joint effort conducted by five transit operators in coordination with the Metropolitan Transportation Commission and the San Francisco County Transportation Authority, identified a number of additional critical Bay Area transit improvements. RM3 will provide \$140 million to implement those recommendations, which will increase transit capacity to and within San Francisco. Priority will be given to Alameda-Contra Costa Transit District (AC Transit) projects identified in the study. Projects include: new transbay buses; bus priority infrastructure, such as traffic signal priority for buses; queue bypass lanes; and bus stop relocations.

If passed, RM3 would also provide at least \$1 million in annual operating

expenses to establish the Independent Office of the BART Inspector General to identify opportunities to improve the efficiency of BART operations and delivery of capital projects, including toll-funded projects.

Bay Crossings was founded as a newsletter in 2000 supporting the newly formed Water Transit Authority (WTA) and advocating the establishment of the government agency to expand ferry services on the Bay as a way to reduce congestion on the region's roads. We have always vigorously supported public transportation and will continue to do so. You can count on reading more about the importance of the passage of RM3 over the next two months as we approach the June 5 ballot. Please join us in getting the word out about this essential measure to expand and maintain public transportation in the Bay Area.



Photo by Joel Williams

Passage of RM3 would mean 300 additional BART vehicles that would increase passenger capacity by up to 30 percent.



Photo by Joel Williams

If RM3 succeeds, \$40 million of RM3 funds will go towards extending SMART train service north to Healdsburg.



Architect Looks to the Past for Innovative Green Designs

BY BILL PICTURE

Philippe Rahm hopes his latest exhibition will help inspire a new style of design. His goal is to look beyond the austere minimalism of the modernist architects of the first half of the twentieth century, whose less-is-more ethic continues to inform contemporary architecture, and instead find environmental solutions in unexpected places.

is purely stylistic,” said the show’s curator, Hesse McGraw, a principal partner at Kansas City architecture firm El Dorado. “Instead of designing physical spaces, Philippe is thinking of physiological space and its relationship to the environment.”

“It’s a shift for sure in terms of the perception of what architecture means, but it’s really quite subtle,” McGraw said. “It’s about materials, color, temperature—things we can touch and feel.”

that crept in through cracks around windows, and crystal chandeliers were used to illuminate otherwise dark rooms with refracted candlelight. But once the world was turned on to fossil fuels, these methods of dealing with the elements were deemed old-fashioned and shunned as purely decorative by the modernist architects who abandoned them in the name of progress. Why hang tapestries on the walls when “nice and toasty” is available at the turn of a dial?

“We forgot that these decorative elements also had a function,” he said. “They’re weren’t only for style.” A century later, reliance on fossil fuels is considered a key reason for climate change. Still, the modernist “white box” style continues to be architects’ default for “hip” and “now” in the postmodern era.

Sure, newer buildings are outfitted with energy-efficient lighting and climate control systems, but Rahm is advocating for reincorporating some of the pre-fossil fuel “ornamentation” to take advantage of its comfort-making function. His take on it is anything but old-fashioned, but its function is the same and will help dwellers reduce their carbon footprints by helping further reduce their reliance on less environmentally friendly mechanical systems.

He proposes allowing design choices to be guided by the properties of effusivity, emissivity, conductivity and reflectivity. For instance, walls or floors covered with low-emissive materials—meaning they don’t radiate cold or heat—like aluminum or rubber can help maintain a comfortable indoor temperature, and colors can be selected based on their ability to absorb or reflect light or heat.

Rahm calls a white plaster wall that serves little other purpose than delineating the boundaries of a space a “very twentieth century notion.” “We can’t afford to think like that anymore,” he said. Replacing that plain white

plaster wall with a red rubber wall or an aluminum wall will likely sound pretty unusual to most people, but Rahm argues it’s really taking architecture back to its roots.

“Architecture is now very focused on the visible form or the solid element, like it’s sculpture,” he said. “For me, it’s always been about the space within. What’s the number one reason why we build buildings? Isn’t it to create an environment inside where the climate is better than the outside—where there’s more light, or it’s less cold or hot? If you understand that, then you have to consider that interior space and design the meteorology inside that space. That’s what I mean by ‘meteorological architecture.’”

Fostering endless possibilities

“I think what’s most exciting about Philippe’s work is the sense of what is possible,” McGraw said. “And it’s not gesture or speculation. It’s got real potency in the world.”

What McGraw is referring to is a 70-hectare parcel of land that Rahm is reimagining for one Taiwanese city. The Taichung JadeMeteo Park sits on parcel of land that was once an airport. Temperature, humidity, air quality and noise levels vary throughout the park, so Rahm’s challenge was to come up with ways to temper these natural and manmade elements and create comfortable outdoor spaces for people to enjoy.

A variety of trees was selected for each species’ ability to create shade, reflect the sun’s rays, produce a strong evaporation that will cool surrounding air, absorb moisture in the air to reduce humidity and absorb sound.

Artificial “climatic devices” were designed to complement the plantings. One kind of cooling device blows cool air chilled by an underground heat exchange, while another has a water-

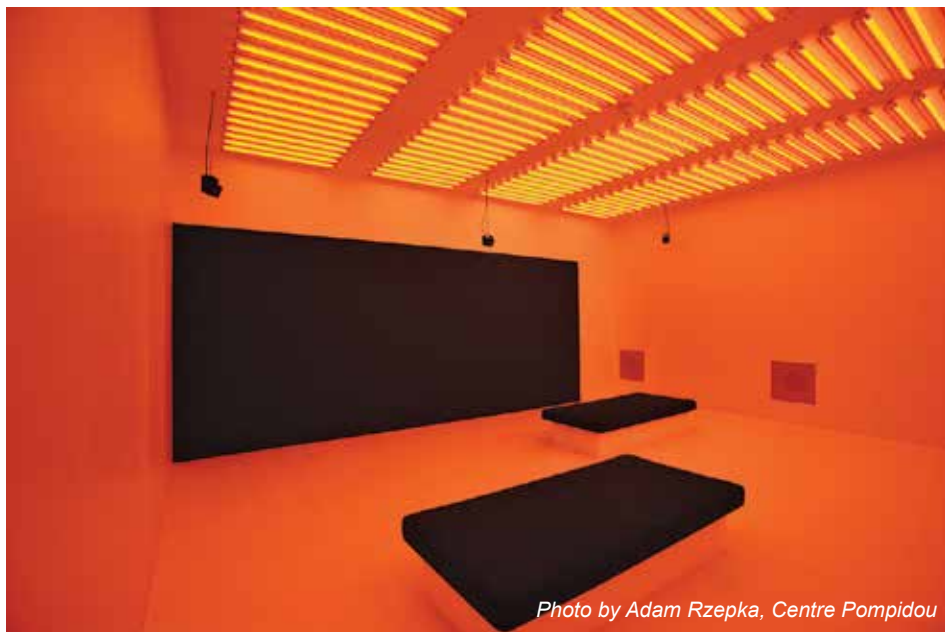


Photo by Adam Rzepka, Centre Pompidou

Philippe Rahm’s approach to architecture uses walls and floors covered with low-emissive materials and colors selected based on their ability to absorb or reflect light or heat.

With his *The Anthropocene Style* exhibition, on view at the San Francisco Art Institute through May 19, the Swiss-born, Paris-based architect challenges fellow designers to ignore predecessors’ beliefs that ornamentation is old-fashioned, and instead approach the drafting table with both the comfort of occupants and the health of the environment in mind. He calls it “meteorological design.”

“It’s a responsible and resilient design practice, rather than one that

Say what?!?!

To understand Rahm’s post-modernist “Anthropocene” style, it is important to consider the key role that industrialization played in the shaping of early twentieth century modernist architecture.

Before gas and electricity were readily available, tapestries and rugs were go-to methods for trapping heat and blocking the chill that radiated from cold walls and floors. Heavy curtains were used to keep out cold drafts



cooled surface that visitors can touch for a quick “aah” moment. Drying devices blow air dried by silicate gel, which absorbs moisture. Pollution mitigating devices blow filtered air into the park, and another device emits mosquito-repelling sound waves.

Rahm said a developer in search of an overtly green design may find a park full of trees a bit more satisfying on a greening level than, say, an aluminum wall. “It’s a kind of greenwashing,” he said. “If you’re designing a building and you want to highlight how green it is, you add some trees and ‘voila.’ Having trees is popular because they provide a narrative for sustainability. An aluminum wall isn’t quite as sexy, but I’m trying to go deeper into the problem.”

Rahm admits the Anthropocene

style seems radical at first glance, but he’s confident that the logic behind his ideas will appeal to designers looking to incorporate new expressions of sustainability into their work.

“It’s very logical,” he said. “Ten years ago, this was very strange, but less so now. People are interested. But it’s challenging, I know, so a person has to come to the table with a deeper interest in sustainability or with a desire to do more.”

Philippe Rahm: The Anthropocene Style, co-presented by swissnex San Francisco, runs now through May 19 at the San Francisco Art Institute Chestnut Street Campus’ Walter and McBean Galleries. For more information, visit www.sfai.edu/exhibitions-public-events/detail/philippe-rahm-the-anthropocene-style.



Photo by Philippe Rahm architects

Rahm is reimagining the future of Taichung JadeMeteo Park, a 70-hectare parcel of land in Taiwan that occupies the former location of an airport.

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Aquarium of the Bay Launches New Research Vessel

BY NORA WEBER

Aquarium of the Bay launched its new research vessel, the RV *Mike Reigle*, on March 15. The new vessel replaced the aquarium's aging research ship and offers new possibilities for the aquarium to support critical marine science in the Bay Area and beyond.

The vessel is a gift honoring a man who loved the ocean and wanted to dedicate his life to ocean conservation. Mike Reigle was an accomplished

diver and dive instructor who spent much time exploring oceans in different parts of the world. Closer to home, he planned to be a volunteer diver at the Aquarium of the Bay.

Reigle died in 2015, and his family and friends decided that the best way to continue Reigle's work was through a legacy project. It all began with a conversation between Orr Orenstein, a close friend of Reigle's and a volunteer diver at the aquarium, and Mike McGill, Aquarium of the Bay's collections coordinator. Orr was grieving the loss of his friend and McGill was discussing the impending loss of the aquarium's



Photo by Joel Williams

The new Aquarium of the Bay vessel (above) is named after Mike Reigle (below), who wanted to dedicate his life to ocean conservation.



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previous research vessel.

Soon after, Orr met Reigle's family and they discussed the idea of a common-sense mission that combined Reigle's passion for oceanic causes with the organization he was on the cusp of joining.

Funds were raised in Reigle's name to purchase the research vessel and retrofit it so that the Aquarium of the Bay could conduct in-depth studies on Bay Area native marine life. Based on experience with the previous vessel, the aquarium decided to go with a lighter hull material for fuel economy and toughness. Furthermore, the design of the new vessel allows the engines to be out of the water while the boat is docked, so corrosion to the propellers can be kept to a minimum.

Among the pieces of equipment added to the vessel are: a fish hold with water circulation to accommodate catch and release of marine mammals; a crane hoist to lower scientific equipment to the sea floor; a transom gate to accommodate divers; and a cabin large enough to host visiting scientists. The work deck has ample space for examining wildlife as well as elbow room for visiting scientists. The cabin space—with its offset aisle, head and worktable—affords a quiet place to get out of the elements and tran-

sit rough waters in relative comfort.

Depending on funding, the range of possible research includes: genetic sampling on sevengill sharks in collaboration with Seattle Aquarium to determine geographic distribution of genealogic lineages; leopard shark blood sampling in the south San Francisco



Photo by Joel Williams

Bay for a baseline knowledge study as it pertains to die-offs and storm water runoff; collaborating with local universities to determine recovery rates of sea stars affected by sea star wasting syndrome; and to help monitor declines in Bay eel grass beds, which are an important ecosystem to help off-set ocean acidification. The needs are many, so the challenge will be to identify funding to pursue critical research.

For more information, go to bayecotarium.org.

Nora Weber is the Director of Marketing and Communications for Bay.org/Bay Ecotarium, a trusted not-for-profit advocacy organization with the mission to protect, restore, and inspire water conservation from the Sierra to the sea. Aquarium of the Bay is one of six institutions under the banner of Bay Ecotarium.



Books in Berkeley and Classic Cars in San Francisco

BY PAUL DUCLOS



A free car show and preview of the 28th annual California Mille will happen on Nob Hill on April 15.

The Bay Area Book Festival—one of the world’s premier celebrations of writers, readers and the written word—has announced its full complement of presenters, programs and activities. The schedule is available at www.baybookfest.org, with tickets on sale now.

Nearly 500 authors and exhibitors—from the Bay Area, nation and world and from across the spectrum of genres, traditions and inspirations—will come together with tens of thousands of book enthusiasts for the fourth annual Bay Area Book Festival April 28 and 29 in downtown Berkeley.

The festival celebrates two days of presentations, panels, keynotes, films, performances, participatory activities, exhibits and a lively outdoor fair. The literary program will satisfy fans across many interests, from science fiction, history, mysteries, memoir, poetry, food writing, children’s literature and more, with special programs this year on women, Native American storytelling and youth literature—all within overall themes of the power of books to create a better world. Literary sessions take place in venues throughout the downtown area and on outdoor stages.

Outdoor venues, including the San Francisco Chronicle Stage, are free. All indoor programs can be accessed through priority tickets at \$10 per session to guarantee seating (ticket holders must arrive 10 minutes before session start time). The other option is a general admission wristband, which allows access to all sessions all weekend for only \$15, with wristband holders entering sessions on a first-come, first-served basis after priority ticketholders are let in.

Classic Car Show Comes to Nob Hill

Some 70 classic cars that could have qualified for the Mille Miglia, Italy’s most-famous open road race, will motor to San Francisco’s Nob Hill on April 15 for a free car show and preview of the 28th annual California Mille.

Ancient Alfa Romeos, pristine Porches and magnificent Mercedes-Benzes will take their places next to Jaguars, Ferraris, Bentleys and other classics on Mason Street, closed to traffic between Sacramento and California Streets.

The public is invited to see the cars and meet the drivers from 16 states, South America and Europe from 11 a.m. until 6 p.m. on April 15. At 1:30 p.m., California Mille co-directors David and Howard Swig will greet the fans and recall the history of the Mille Miglia (“thousand mile”) that ran from 1927 to 1957.

On Monday, April 16, at 8:30 a.m. the Italian flag will be waved outside the departure arch at Mason and California Streets, officially starting the four-day, 1,000-mile tour (not a race) of northern California time capsule towns and little-known backroads.

The California Mille was founded in 1991 as an annual event and was originally recognized by the Mille Miglia organization in Brescia. Like the Mille Miglia, the California event is held each spring, starting on the last Sunday in April.

For more information, visit californiamille.com.

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

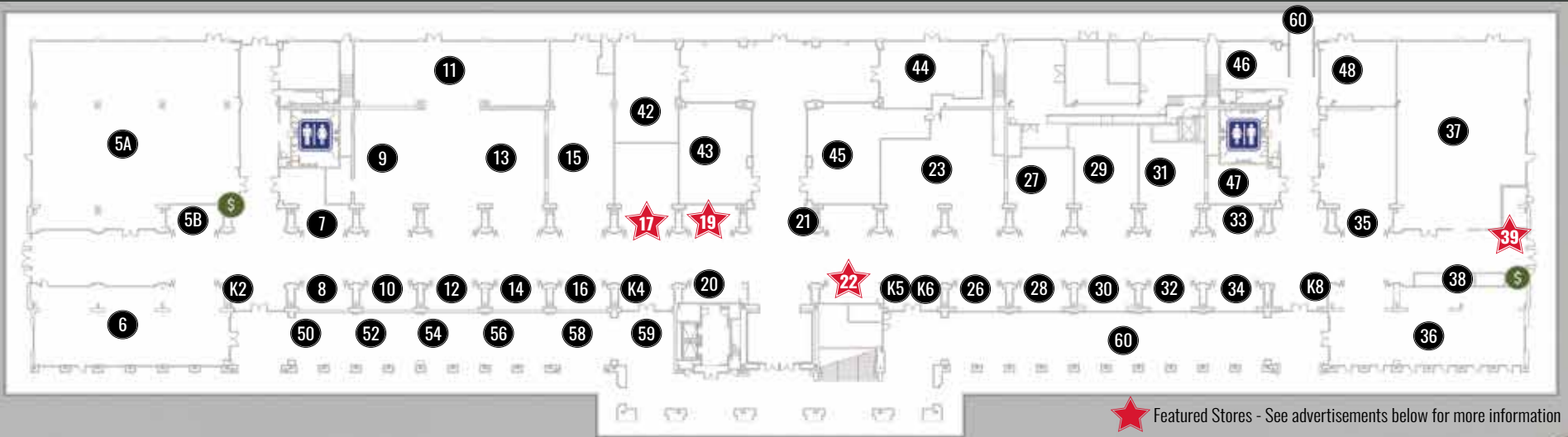


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WATERFRONT ACTIVITIES

- April 11 Radar Recertification 1 Day - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each). Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- April 18 6PM – 8PM –Wednesday Night Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for a twilight sail on the Bay with the sunset behind the Golden Gate. This event is every 1st & 3rd Wednesday of the month, join an OCSC instructor aboard one of our boats for a 2-hour sail, no experience necessary! We provide the gear! After the sail join us for chili, clam chowder, and drinks and mingle with sailors alike. Call to reserve today. Retail: \$99 Member: \$75
- April 21 4PM – 6PM – OCSC BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Stop by OCSC to join us for our free monthly BBQ. Grab a hotdog, hamburger, or veggie burger and learn about being an OCSC member or look into taking sailing classes with us. New to sailing? A club manager would be happy to take you on a tour and give you the rundown, or sit back and meet our amazing instructing staff! Call OCSC with any questions, we look forward to seeing you!
- April 21 6:30M – 9PM – Belize Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us to learn more about our February 2019 flotilla to Belize! Enjoy protected sailing, exploring secluded coves, diving, snorkeling, fishing and kayaking in warm crystal waters. Journey inland through lush rainforest to spot exotic birds and Mayan ruins, or lounge on sandy palm-studded beaches. Ideal for first-time skippers since OCSC helps in cruise planning, introduces individuals to others interested in sharing a yacht, and sends an experienced 'group leader' along. Please RSVP by calling our office.
- April 20 6PM - 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water. Take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. Tickets: Adults \$60; Youth (6-17) \$30; Children under 6 free.
- April 22 10AM - 12:30PM - Earth Day Family Adventure Sail/Opening Day on the Bay, Call of the Sea (415) 331-3214 www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though everyone is invited! Tickets: Adults \$60; Youth (ages 6-17) \$30; Children (under 6) free.
- April 22 10AM - 2:30PM - Opening Day on the Bay - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Opening Day on the Bay is an annual celebration of the maritime community on the San Francisco Bay. Join the classic Schooner *Freda B* for the festivities: blessing of the fleet, parade, and sail. A gourmet picnic lunch is included in the ticket price, and homemade Bloody Marys will be offered at the cash bar! \$75 per person.
- April 22 6:15PM - 8:30PM – Earth Day Sunset Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
As the crew raises sails on the Schooner *Freda B* and sets off across the San Francisco Bay, you'll see Angel Island, Alcatraz, Mt. Tamalpais, the Marin Headlands, and many other places that have been protected for their environmental value. You'll see these sights as the sun sets slowly in the west, marking a spectacular end to your Earth Day! \$69 per person.
- April 23 - May 4 Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Alameda, CA, 888-262-8020 www.MaritimeInstitute.com**
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- April 24 Assistance Towing Endorsement Course - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This four (4) hour USCG Approved course meets the written examination requirement to receive an Assistance Towing endorsement on your OUPV 6-Pack or Master's License. This endorsement is required if you will be engaged in towing a disabled vessel for payment. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- April 27 6PM - 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water. Take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. Tickets: Adults \$60; Youth (6-17) \$30; Children under 6 free.
- April 29 6:30PM – 9PM - April Full Moon Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Step aboard the Schooner *Freda B* in downtown Sausalito for a distinctive once-a-month sail in honor of the full moon. Take in views of the San Francisco skyline, Golden Gate Bridge, Bay Bridge, Alcatraz and Angel Islands, all while experiencing the magic of the sunset and moonrise. Ticket price is \$69.

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Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10 a.m.	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	10:00	11:10	11:30
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:50	3:10	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
-----	6:45	7:15	-----
-----	-----	8:15	-----
Weekends & Holidays			
-----	10:00 a.m.	11:10 a.m.	11:30 a.m.
11:00 a.m.	11:30	12:45 p.m.	-----
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:10	3:30	4:40	-----
-----	5:15	7:00	6:30
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FARES: One-way			
Adult	\$14.20	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$10.70		
Youth (5-18)	\$ 7.10		
Senior (65+)/Disabled/Medicare	\$ 7.10		
School Groups	\$ 4.70		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.60		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

Take the Ferry to GIANTS BASEBALL AT AT&T PARK			
FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	
	*see below	60 min. later	
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.			
FARES: One-way Roundtrip			
Adult	\$14.20	\$28.40	
Youth (5-18)/Senior (65+)/Disabled	\$10.60	\$21.20	
Child (under 5) (when accompanied by an adult)	FREE	FREE	

FROM OAKLAND/ALAMEDA				
Weekday Night Games 7:15 and 7:35 PM Game Start Times				
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see right	30-35 min. later
ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times				
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see right	30-35 min. later
FARES: One-way Roundtrip				
Adult	\$ 7.50	\$15.00		
Youth (5-18)/Senior (65+)/Disabled	\$ 5.60	\$11.20		
Child (under 5) (when accompanied by an adult)	FREE	FREE		

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Effective thru April 27				Effective thru April 27			
Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---	9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
6:30 a.m.	6:40	7:00	---	11:25	11:10	11:50	12:10 p.m.
7:00	7:15	7:35	---	12:05 p.m.	11:50 p.m.	12:30 p.m.	12:50
7:35	7:45	8:05	---	1:50	1:35	2:20	2:40
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7:55	7:45	8:25	---				
8:55	8:45	9:25	---				

Effective thru April 27				Effective thru April 27			
Weekdays from San Francisco				Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m.	7:10 a.m.	7:00 a.m.	9:00 a.m.	9:15 a.m.	9:55 a.m.	9:40 a.m.
---	7:00	7:45	7:35	10:35	10:50	11:05	11:20
---	7:45	8:20	8:10	11:15	11:30	11:45	12:00 p.m.
---	8:05	8:50	8:40	1:00 p.m.	1:15 p.m.	1:30 p.m.	1:45
---	8:40	9:25	9:15	2:00	2:15	2:30	2:45
---	9:40	10:25	10:15	3:50	4:05	4:20	4:35
10:15 a.m.	10:30	10:50	11:00	5:20	5:35	5:50	6:05
11:00 a.m.	11:15	11:35	11:45	6:55	7:10	7:25	7:40
1:45	2:00	2:20	2:35				
2:55	3:15	3:30	3:45				
3:30	---	4:10	4:20				
4:15	---	4:40	4:55				
---	4:30	4:45	5:05				
---	5:20	5:40	5:50				
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:25	6:45	6:55				
---	6:55	7:15	7:25				
---	7:25	7:45	7:55				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Effective thru April 27			
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
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			
Adult	\$7.10		
Adult (Clipper Only)	\$5.30		
Youth (5-18)	\$3.50		
Disabled / Seniors (65+)	\$3.50		
School Groups	\$2.30		
Children (under 5)	FREE		

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

** Ferries leave the ballpark 20 minutes after last out, but no earlier than 4:00 PM (and for weekend night games, no later than 11:30 PM).

SOUTH SAN FRANCISCO		
Effective thru April 27		
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
Effective thru April 27		
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
Effective thru April 27		
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way	Adult \$8.30	Seniors (65+ yrs), Disabled \$4.10
FARES:	Adult (Clipper Only) \$7.60	School Groups \$2.70
	Youth (5-18 years) \$4.10	Children (under 5) (with an adult) FREE

Red & White			
BAY CRUISE Pier 43 1/2			
10:00 a.m.	1:10 p.m.	3:45 p.m.	FARES:
10:30	1:40	4:15 #	Bay Cruise
11:15	2:15 #	5:00	Adult (18+) \$32.00
11:45	2:30	6:00 ^	Youth (5-17) \$22.00
12:30 #	3:00		Child (under 5) Free
			^ Sunset Cruise
			Adult (18+) \$68.00
			Youth (5-17) \$46.00
			# Bridge to Bridge
			Adult (18+) \$40.00
			Youth (5-17) \$28.00

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	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:50	9:20	-----	-----	Larkspur		Sausalito	
9:20	9:55	10:10	10:45	Daily		Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64) \$11.50			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 7.50			
11:40	12:15 p.m.	12:25 p.m.	1:00 p.m.	Youth (5-18)/Senior/Disabled \$ 5.75			
12:40 p.m.	1:15 p.m.	1:25 p.m.	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	Contact Information Toll free 511 or 711 (TDD)			
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.
8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	---	---	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

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

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.	6:05 a.m.	6:35 a.m.
6:45	7:15	7:20	7:50
7:55	8:25	8:35	9:05
9:10	9:35	---	---
---	---	4:25 p.m.	4:55 p.m.
5:05 p.m.	5:35 p.m.	5:45	6:15
6:20	6:50	6:55	7:25
7:30	8:00	8:05	8:35

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

Blue & Gold Ferry

TIBURON – Pier 41

Effective thru April 29			
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.
11:20	12:05 p.m. ^	12:15 p.m.	1:05 p.m. *
1:15 p.m.	2:00	2:10	2:55 *
3:05	3:50 ^	4:00	4:45 *
4:55	5:45 *	5:55	6:25
8:05 #	8:35 #	8:45 #	9:15 #
10:00 #	10:30 #	10:40 #	11:10 #

TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:10 a.m.	12:00 p.m. *	12:10 p.m.	12:55 p.m. *
1:05 p.m.	1:55 *	2:05	2:35
2:15	3:05 ^	3:15	3:45
3:35	4:25 ^	4:35	5:25 *
4:50	5:20	5:30	6:20 *
6:30	7:00	7:10	7:55 *
8:05	8:35	8:45	9:15
10:00	10:30	10:40	11:10

FARES:			
One-way	Round-trip		
Adult	\$12.50	\$25.00	
Child (5-11) SENIOR (65+)	\$7.50	\$15.00	

SAUSALITO

Effective thru April 29			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20 a.m.	12:25 p.m. *	12:40 p.m.	1:05 p.m.
1:15 p.m.	2:20 *	2:30	2:55
3:05	4:10 *	4:20	4:45
4:55	5:25	5:35	6:25 *

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm**
1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 **
2:15	2:45	2:55	3:45 *
3:35	4:45 **	4:55	5:25
4:50	5:40	5:50	6:20
6:30	7:20 *	7:30	7:55

FARES:			
One-way	Round-trip		
Adult	\$12.50	\$25.00	
Child (5-11) SENIOR (65+)	\$7.50	\$15.00	

For the most current schedule, visit <http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm>

BAY CRUISE

Effective thru April 29		
Depart Pier 39		
Daily Monday - Thursday		Friday - Sunday
10:15 a.m.	10:15 a.m.	3:15
1:15 p.m.	11:00	4:30
3:15	12:15 p.m.	5:30 p.m.
4:30	1:15	
	2:15 p.m.	

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

FARES: All prices include audio tour.			
Adult	\$33.00	Child (5-11)	\$22.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Effective thru April 29	
Monday - Thursday (depart PIER 39)	Friday - Sunday & Holidays (depart PIER 39)
11:30 a.m.	11:30 a.m.
	3:45 p.m.

TICKET PRICES: ADULT: \$39.00 | CHILD (5 - 11): \$26.00
JUNIOR (12 - 18): \$31.00 | SENIOR (65+): \$31.00

ANGEL ISLAND - S.F.

Effective thru April 29			
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 *
11:20	11:45	11:55	1:05 pm^
1:15 p.m.	1:40 p.m.	1:50 p.m.	2:55 ^
---	---	3:40	4:45 ^

Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:15 a.m.	10:25 a.m.	10:55 a.m. *
11:10	12:20 p.m. *	12:30 p.m.	12:55 pm
---	---	4:15	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 State Park Fees / Weekend Schedule on President's Day (February 19) / Memorial Day (May 28) / Independence Day (July 4) and Labor Day (Sept 3)



All Ferry schedules subject to change.

For the most up to date information. Visit: www.baycrossings.com

AROUND THE BAY IN APRIL

Boat Show Returns to Craneway

The 2018 Pacific Sail & Power Boat Show will cruise into the historic Craneway Pavilion and Marina Bay Yacht Harbor from April 19 to 22 for all things boating. The show has expanded its exhibit space in both locations and attracted more exhibitors from around the world. Beautiful new sail and power boats in and out of the water are on display and available for tours, with boats of every size and budget from high-end sail and power yachts to multihulls, daysailers and inflatables. New marine products include hardware, the latest electronics, engines, solar panels, foul weather gear, life jackets, stand up paddle boards, kayaks, technical clothing and more. Tickets are \$18 for a one-day adult pass; children 12 and under are free when accompanied by a paid adult. Hours are 10 a.m. to 6 p.m. Thursday through Saturday and until 5 p.m. on Sunday. Advance tickets are available at pacificboatshow.com. The Craneway Pavilion is located at 1414 Harbour Way S. in Richmond.

Pitch In on Earth Day

The California State Parks Foundation's 20th Annual Earth Day Restoration and Cleanup is Saturday, April 21 at state parks throughout the Bay Area. Thousands of volunteers are needed to work on much-needed projects that help improve our parks. Helpers are needed throughout California to assist with: renovations of structures for ADA compliance; trash pickup and graffiti removal; removal of invasive plants and reintroduction of native species; renovation of campgrounds; trail maintenance; and more. We encourage you to join this important occasion to do your part to restore and care for the places where we live, work and play for this and future generations. Over the past 19 years, more than 85,000 participants have built bridges, split rail fences and boardwalks, conducted river, lake and beach cleanups, restored trails and habitats with native plants and installed recycling bins and irrigation

systems. Earth Day 2018 provides an opportunity for all of us to do something meaningful for our planet and our communities. To volunteer on Earth Day, visit calparks.org/earthday or call (415) 262-4400. Space is limited, so advance registration is required.

Give Back then Kick Back

The Parks Conservancy, the nonprofit supporting the Golden Gate National Parks, is hosting *Give Back, Take Back* on Saturday, April 7 from 9:30 a.m. to 2:30 p.m. Enjoy your national park with "feel-good vibes" by coming dressed in your best Hawaiian or tropical-style attire for a day filled with uplifting volunteer work, island jams, delicious BBQ and thirst-quenching adult beverages. Give back in the morning from 9:30 a.m. to noon during a volunteer event at Lands End. Then kick back "island style" at Fort Miley with incredible views, all-you-can-eat BBQ, unlimited libations provided by Deep Eddy Vodka and Fort Point Beer Company, live entertainment and more. Tickets are just \$25 if you volunteer in the morning or \$50 if you just want to kick back at the party without volunteering. For more information, visit parksconservancy.org/events.

Petaluma's Butter & Egg Days

Petaluma's Butter & Eggs Parade and Celebration on April 28 is in its 37th year and is one of the most beloved traditions in downtown Petaluma. It celebrates the region's rich agricultural history as one of the premier dairy regions in the country. Together with the Petaluma River, eggs and dairy products created an economy that turned Petaluma into one of the most prosperous communities in the state in the early 1900s. The event typically draws over 10,000 attendees. The 100-unit parade features over 3,000 participants and more than 100 volunteers. Activities before, during and after the parade include four blocks of exhibit space for arts and crafts exhibitors, food vendors, sponsor booths, community and nonprofit booths and a

large area to entertain youngsters with inflatables, rides and hands-on activities. This is a free event held from 10 a.m. to 4 p.m. in Petaluma's historic downtown on Saturday, April 28 with an antique fair from 8 a.m. to 4 p.m. on Sunday, April 29.



Albatross Soirée at the SF Zoo

The Farallones National Marine Sanctuary & San Francisco Zoo present the Albatross Soirée from 7 to 9:30 p.m. on Saturday, April 28 at the San Francisco Zoo. Albatrosses (our planet's largest seabirds) soar across vast ocean basins, returning to land only to nest on remote islands. Breck Tyler, a researcher with the Institute of Marine Sciences at UC Santa Cruz, has spent three decades living among these aerodynamic marvels. Learn from his intimate knowledge of their lifestyles, lovestyles, biology and conservation during his 8 p.m. lecture. Tickets are \$20; there will be a no-host bar and the minimum age is 16. Space is limited so RSVP at sheintzelman@farallones.org or call (415) 530-5366.

Waterfront Beer Fest

Join the San Francisco National Park Association on Thursday, April 19 from 6 to 9 p.m. for their annual Beer Fest

with a selection of beer tastings from some of the best craft brewers in the world. The event takes place at Pier 45, the home of the USS Pampanito World War II submarine in the heart of Fisherman's Wharf. General Admission tickets are \$45 and include unlimited beer tastings, small bites from favorite local vendors, entertainment, and a souvenir tasting mug. Free transportation will be provided by Big Bus after the event from Pier 45 to various San Francisco neighborhoods. Visit maritime.org for more information.

BUG DAY

The bugs are back! Check out the incredible extravaganza of insects at the Randall Museum's annual Bug Day on Saturday, April 21 from 10 a.m. to 2 p.m. Celebrate everything insect with hands-on science and art activities, games, entertainment and more. Join

in the insect-inspired fun and learn how important these little creatures are to our planet and to our survival here. Kids and their families can make their own fabulous bug-related crafts to take home, see and touch live exotic insects, take a scientific look at insects through microscopes, compete in the Insect Olympics and perhaps even eat a bug or two. The San Francisco Beekeepers Association will have a hive of live honeybees on display. Kids can watch beekeepers at work and decorate containers of freshly made beeswax lip balm to take home. There will also be honey collected from hives all over the city and other bee-made products for sale. Randall Museum is a facility of the San Francisco Recreation & Park Department located at 199 Museum Way in San Francisco. Admission is free with low-cost activities also available. Call (415) 554-9600 or visit www.randallmuseum.org for more information.

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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