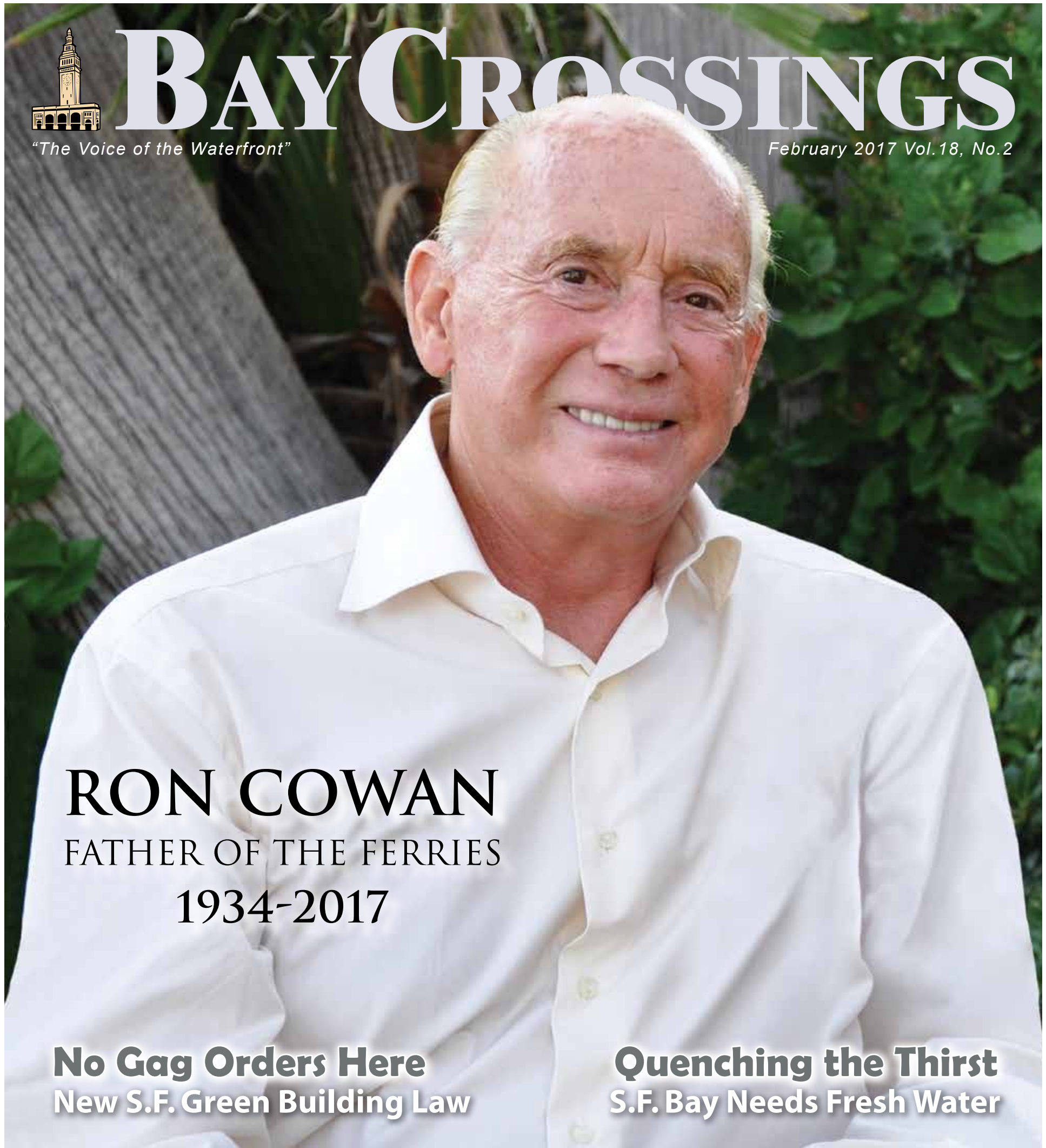




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February 2017 Vol. 18, No. 2



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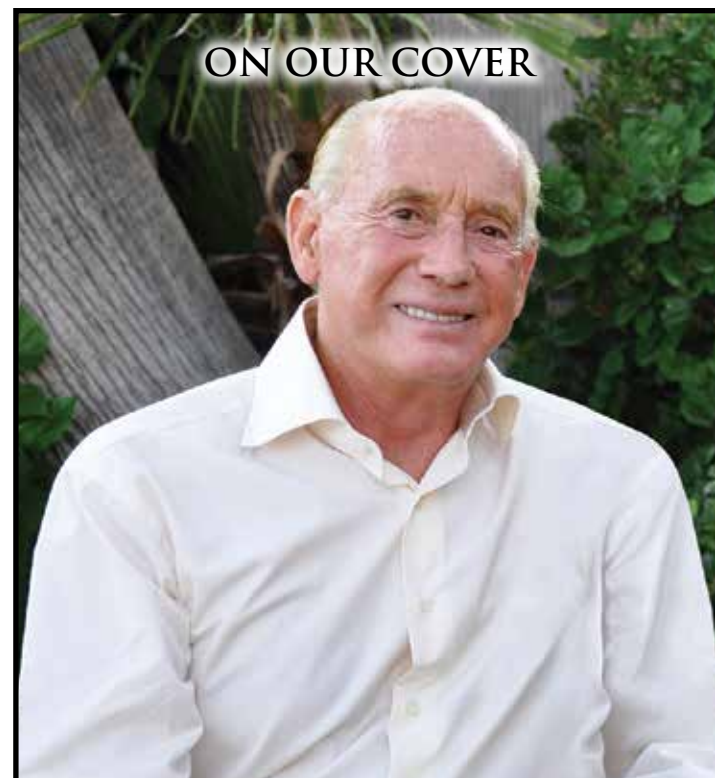
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ON OUR COVER



Ron Cowan, who died in January at the age of 82, was a noted local developer and fierce advocate for comprehensive regional ferry service. In a wide-ranging interview from 2000, reprinted starting on page 12, he describes in detail both his colorful life and the framework that he helped put in place for the ferry system to flourish over the past several decades.

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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Robust California Trade Numbers to Continue in 2017

BY PATRICK BURNSON

California's trade picture has recently brightened and should maintain its current course at least through the first part of 2017, said Robert Kleinhenz, economist and executive director at Beacon Economics. He added that despite the uncertainty about the future direction of U.S. trade policy with the incoming administration, there are plenty of reasons to remain bullish on the future.

That said, however, he cautioned that continuation of "harmonious relations" with California's principal trading partners may have been dealt further setbacks by the recent Trump administration appointments of Peter Navarro to head a new National Trade Council and by the nomination of Robert Lighthizer as U.S. Trade Representative.

"Both Navarro and Lighthizer have exhibited a peculiar animus toward China, and neither is likely to restrain President Trump from pursuing aggressive measures aimed at slashing U.S. merchandise trade deficits with China and Mexico," said Kleinhenz.

Along with several other regional think tanks, Beacon Economics believes the incoming administration's focus on

the trade deficit with China is misplaced. A large portion of what is reported as a deficit with China is really an artifact of economic accounting practices that ignore the foreign content in many goods the U.S. imports from China.

Apart from depriving American consumers of a vast array of goods essential to modern lifestyles, Beacon maintains that slamming the door on Chinese imports would increase our trade imbalances with other nations.

"The fact is the United States has not consistently run a surplus in its merchandise trade since 1970, and the last surplus was recorded in 1975," said Jock O'Connell, Beacon Economics' international trade advisor. "The country seems to have done rather well since."

Indeed, analysis of U.S. trade statistics released last month by the U.S. Census Bureau indicates that exports to California's major Pacific Rim trading partners saw a healthy 17.4 percent jump in November.

The gains were reflected in the increased volume of outbound traffic at the state's principal international

trade gateways. Export tonnage at San Francisco International Airport was up by 11.1 percent. Meanwhile, the number of outbound loaded containers sailing from the Port Oakland grew by an almost identical margin (11.2 percent) over November year-to-date.

California's largest export ocean cargo gateway, the Port of Oakland, has been especially bullish in its forecast for 2017, if political headwinds do not diminish trade opportunities. Port spokespeople said its total 2016 volume equaled 2.37 million twenty-foot equivalent (TEU) containers, up four percent

from a year ago. Total volume includes full and empty containers.

Containerized export volume jumped 10.5 percent in 2016, say port spokespeople. In December, exports were up 13.5 percent. It was the fourth straight month of double-digit export growth. "This is a gratifying outcome," said Port of Oakland Maritime Director John Driscoll. "The job now is clear—build on the momentum we created in 2016."

Ag Exports Surge in Oakland

Agricultural export tonnage has grown a stunning 233 percent at the Port of Oakland in the last five years. The result has transformed the port's trade profile, making Oakland a leading gateway to Asia—especially for California growers.

"Agricultural commodities now account for 53 percent of our total export tonnage," Business Development Manager Beth Frisher told California Trucking Association members at their annual meeting last month in Monterey. "And California growers are producing the lion's share of that amount."

Frisher said that in 2016, farm exports shipped from Oakland totaled 3.9 million metric tons. That was up from 1.2 million metric tons in 2012. She added that California producers accounted for 70 percent of agricultural exports last year. Frisher listed three reasons for the surge in farm exports:

- Asia's growing middle class is clamoring for high-quality U.S. farm products.
- Oakland is the last West Coast port of call before ships head back to Asia. That means perishables spend less time on the ocean if they're loaded in Oakland, which extends shelf life.
- Oakland is the closest port for growers in the Sacramento, San Joaquin, Salinas and Napa valleys who export to Asia.

Fruits and nuts are the leading agricultural commodities shipped from Oakland, Frisher said. Next come meats, and beverages and spirits. The latter category includes California wines. Japan, China and South Korea are the top three trading partners for Oakland's agricultural exports.

Oakland reported a 10.5 percent increase in total export volume last year. Exports accounted for 53 percent of the port's overall containerized cargo volume. Imports made up the rest. Oakland is one of the few U.S. ports weighted more heavily toward exports.

Frisher said 2017 could be another year of export growth—especially in agricultural commodities. Heavy rains this winter have eased five years of drought, she said, and the result should be bountiful harvests next fall.

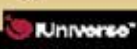
Patrick Burnson is the Executive Editor of *Logistics Management*. (www.logisticsmgmt.com)

A large portion of what is reported as a deficit with China is really an artifact of economic accounting practices

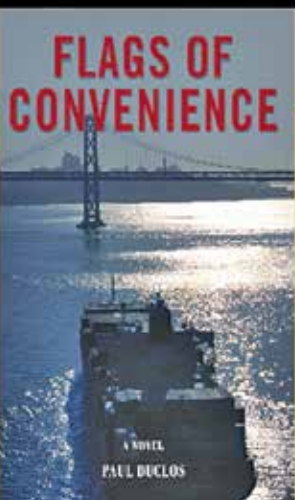
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Port of Oakland Executive Director Gives Annual State of the Port Speech

BC STAFF REPORT

What a difference a year makes. Last January, the Port of Oakland faced the bankruptcy of its second-largest marine terminal tenant. Today it faces a new year fortified by record earnings and cargo volume over the last 12 months.

“I have to tell you, this feels a whole lot better,” said Port of Oakland Executive Director Chris Lytle last month. “We’re on a bit of a roll.”

Lytle spoke to 250 people at his annual State of the Port address in Jack London Square. The audience included Oakland Mayor Libby Schaaf. During the speech, Lytle rattled off record-breaking performances at the port in four areas during the past year:

- An all-time-high 62 nonstop destinations from Oakland International Airport;
- All-time-high loaded containerized cargo volume at the Oakland seaport;
- More than three million visitors to the port’s Jack London Square; and
- \$338 million in operating revenue for Fiscal Year 2016, also an all-time-high number.

Lytle said he was particularly pleased that nearby communities benefited from the port’s success. He said that the port updated its Project Labor Agreement in 2016 to give local workers more construction jobs. He also said the port reported a 98 percent drop in truck diesel emissions, improving air quality in nearby neighborhoods.

The port’s progress is gratifying given where it began 2016, Lytle said. A year



Port of Oakland Executive Director Chris Lytle addressed a crowd of 250 people that convened on the waterfront in Jack London Square for the annual State of the Port address.

ago, its second-largest terminal operator declared bankruptcy and departed. The port responded by consolidating container business into four remaining terminals. The outcome was that the port retained all of the bankrupt terminal’s cargo and actually grew loaded container volume 7.6 percent.

“We’re healthy, and we want to keep it that way,” Lytle said.

There’s still work to do if Oakland wants to grow its influence as a global trade gateway, Lytle said. Operating performance improved in 2016, he reported, but has to get better yet. He also said the port needs to increase its

containerized import volume to match strong export growth.

Lytle said expectations are for three to four percent cargo volume growth at West Coast ports in 2017. He added, however, that he expects the Port of Oakland to outperform. “Our marine terminals are investing, modernizing, improving,” he said. “We’ve done a very good job in preparing for the future.”

Lytle said continued growth would be the port’s theme in 2017, with a groundbreaking for this month on a 300,000-square-foot “cool port.” The cold storage and transfer facility will process up to 30,000 containers of beef

and pork annually, he said.

Oakland International Airport will significantly expand its international route map this year, Lytle said. New destinations will include Barcelona, Copenhagen and Los Cabos and Puerto Vallarta in Mexico. British Airways will become the second airline flying Oakland-to-London routes.

The Port of Oakland oversees the Oakland seaport, Oakland International Airport, and 20 miles of waterfront. Together with its business partners, the port supports more than 73,000 jobs in the region and nearly 827,000 jobs across the United States.

Damon Brewer

BY MATT LARSON

When we first spoke with Damon Brewer a few months ago, he had been the director of engineering and maintenance for Golden Gate Ferry for about four days, but he was no stranger to the working waterfront.

In fact, he's been working in the marine industry ever since graduating from Cal Maritime in Vallejo, where he studied marine engineering. He's worked offshore with ConocoPhillips, transported North Slope crude from Valdez, Alaska down to the West Coast, and most recently spent a year at Matson in Oakland. Now after three months with Golden Gate Ferry, he thinks he'll stay here awhile.

"When I was younger one of the biggest things was travel," he said. "Sailing across the Atlantic, across the Pacific, going to Japan, South Korea, Singapore, through the Baltic and through the Mediterranean—that's really what you signed up for, to sail around the world and see all these places."

So he's had plenty of experience, but now looks forward to traveling for leisure rather than for work. "There certainly are people who enjoy doing that their entire lives. It was fantastic for me! But right now, I'm looking forward to being

able to work locally."

And there's plenty of work to be done. Since the day he arrived, Golden Gate Ferry has kept him occupied. "It's been a busy few months," said Brewer. "We've had two drydockings in addition to other projects, but they've all been local. It's been great!" A job like this suits Brewer's work ethic well, and he's looking forward to the challenges ahead. "This really is a 24/7 operation," he said. "I'm fortunate we have a great team here to support it. With upcoming vessel improvements, we'll be very busy for the foreseeable future."

Brewer's father was also a mariner, now retired after 30 years of service, so he's always been interested in pursuing the field. He highly recommends Cal Maritime to anyone considering a similar path, as he believes his education there set him up for success. "Before you even graduate you're going to have several months of experience out on a ship," he said.

He also told me about the *Golden Bear* training ship, which can often be spotted from the Carquinez Bridge. "It's more than an ornament! Students actually get to take that thing out and learn and refine their skills in real time while they're going through the academy. It certainly helped condition me for success in my career."

He decided to come to Golden Gate

Ferry because he aligns with what they're doing for the Bay Area community as a whole. "With the congestion the way it is and how much the Bay is growing, I see more and more people looking to ferry transportation," said Brewer. "It's a great service. When you see people lining up outside, and you see them smiling, and you know they're going to have a hassle-free commute—that's something I want to be a part of."

Living in San Francisco and working in Larkspur, this Palo Alto native will be commuting by ferry himself, so he gets to enjoy the fruits of his labor right alongside the passengers. "I finally feel like this is home," he said. "It's a good place to settle for a while after moving around quite a bit."

He's currently the president-elect of the Cal Maritime Alumni Association, and enjoys exploring his community on either his American-made titanium cross bike from Mosaic Cycles in Boulder, Colorado, or on his other bicycle from Bound Cycles in Australia. In other words, Brewer



Damon Brewer is a dedicated ferry rider that makes the reverse commute from San Francisco to Larkspur where he works as the director of engineering and maintenance for Golden Gate Ferry.

is an avid cyclist. "It's my number one hobby," he said. "And the best bike shop in the world—Above Category in Sausalito—is right in our backyard! With some of the most amazing terrain you could ask for, the Bay Area is just a really enjoyable place to be"

Brewer is home, indeed. You might see him riding up Mount Tam or working at the Larkspur Terminal, but that's probably it. He said, "If I'm not in the news, it probably means I'm doing a good job."



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It's Time to Quench the Bay's Thirst

BY SEJAL CHOKSI-CHUGH

San Francisco Bay's native fish are dying for water.

In the past, the Bay was an exceptionally rich environment for wildlife. San Francisco Bay is part of the Bay-Delta estuary, where fresh river water mixes with salty ocean tides. This creates multiple diverse ecosystems that sustain a variety of fish, birds, seals and other mammals, as well as other creatures large and small that live in water, amid wetlands and along the shore.

But over the past century, more and more river water has been diverted from the Bay-Delta estuary to irrigate farms and supply cities. That leaves the Bay and Delta thirsty for fresh water.

The estuary's health and the health of its wildlife depend on fresh water from upstream rivers, according to a recent report by the Bay Institute, "San Francisco Bay: The Freshwater-Starved Estuary." Fresh water is crucial during winter and spring. Yet in a typical year, California diverts more than half the winter-spring runoff destined for the Bay—and during the current drought, has diverted two-thirds or more.

Robbing the estuary of fresh water also creates ideal conditions for invasive species that harm the Bay's native species. And it encourages the growth of harmful algae that can choke off oxygen and kill fish and other aquatic creatures.

Recognizing the estuary's needs, the State Water Board is proposing to increase fresh water from one of the Bay-Delta's main river systems—the San Joaquin—by 30-50 percent. If this proposal is adopted, more water will flow into the Bay from three San Joaquin tributaries: the Tuolumne, the Merced and the Stanislaus.

The result will be less water for Central Valley agriculture and for cities, including San Francisco. Sadly, San Francisco officials and representatives of agricultural interests have expressed outrage about receiving less fresh water.



Photo credit: Ingrid Taylor, Flickr/CC

The mix of fresh river water and salty ocean water makes San Francisco Bay a rich environment for wildlife. But now, the Bay is thirsty for fresh water.

But in fact, the State Water Board's proposal doesn't go far enough. For the Bay's ecosystem to actually thrive, more is needed.

For example, salmon—star species in the Bay historically—hatch in rivers and migrate when very small to the ocean. They mature and live in the ocean, then return to the river where they hatched to spawn—leaving the eggs of the next generation. The Bay once teemed with salmon hatched in the San Joaquin and Sacramento rivers and their tributaries. A local fishing industry thrived. But now, there's not enough fresh water in the rivers to support fish spawning. Most experts agree that for wild salmon to thrive in the Bay, it will take more than the proposed increases.

And it's not just salmon. Virtually all native species in the Delta and northern

San Francisco Bay have been hit hard by water diversions, especially during the recent drought.

Instead of limiting the Bay's fresh water, the Bay Area must rally behind a vision of a thriving Bay and a stronger water conservation ethic. Conserving water intelligently and making more use of recycled water collectively would allow the Bay to have the fresh water it needs. We as a region should also capture more rain that falls right here, store it, and use it during the dry season. And California should use these methods

statewide to better balance the needs of its fisheries, wildlife and people.

Baykeeper and environmental groups across northern California are calling for an increase of at least 50-60 percent of river water flowing to the Delta and Bay. That's the only way to prevent ecosystem collapse, sustain healthy wildlife and restore healthy salmon and other fish populations. To learn more about Baykeeper and ways that you can support all of our work, visit our website at baykeeper.org.

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, e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



IT CAME FROM
BENEATH THE SEA



Don't Be Sheepish

BY MALLORY JOHNSON

When walking through the underwater tunnels at Aquarium of the Bay, one fish in particular tends to stand out from the others. With its distinctive shape, color and size, most people can't help but to notice the California sheephead.

What most people don't realize about this fish is that its appearance isn't the only thing that makes it unique; it has quite an interesting lifestyle as well.

Part of the wrasse family, the California sheephead is a protogynous hermaphrodite. Simply put, they are all born as females, but eventually transform into males. This transition takes place thanks to hormonal changes triggered by environmental and social cues that take this fish from a reproductively-functional female to a fully-functional male.

The transitional phase from female to male can take anywhere from two weeks to several months to complete, and typically takes place in the winter months between spawning seasons. Generally, they will make their transition between five and eight years, but for some slower growing fish, they may never change sex at all. It's also possible that aggressive interactions with overly dominant males can suppress sex change in some females, and they won't change unless the alpha male is removed from the environment.

The California sheephead has three distinct appearances, each of which correlates to its current sexual state. Even a casual onlooker can identify what stage a sheephead is in thanks to these distinguishable looks.

- **Juveniles:** As juveniles, they are typically gold or salmon-colored with black spots on their fins and a silver stripe that runs the length of their body.



Photo courtesy of Aquarium of the Bay

There is more to the California sheephead than its distinctive shape. The unique species are all born as females, but eventually most transform into males.

- **Mature Females:** As they grow older into mature females, the spots and stripe fade, leaving them with an overall pink coloration.
- **Males:** The sheephead makes one last change during its final transformation from female to male. The head and tail turn black, leaving a bold pink midsection in between. Males also develop a new hump atop their heads, giving them a new, unique silhouette.

Another characteristic that helps this fascinating fish stand out is its protruding canine teeth. These teeth come in handy too, as they tend to dine on hard-shelled prey like sea urchins, mollusks, lobsters, and crabs.

The California sheephead typically lives on rocky bottoms, particularly in kelp beds that offer protection from predators. They aren't very adventurous, as they prefer to stick around the same reef. This fish is diurnal, meaning it hunts during the day and seeks shelter at night in crevices and caves.

You can learn more about the California sheephead and see them in person in the Under the Bay exhibit at Aquarium of the Bay. For more information, visit www.aquariumofthebay.org.

Mallory Johnson is the Communications Manager at Aquarium of the Bay, a nonprofit dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



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Ron Cowan, Noted Ferry Advocate and Harbor Bay Developer, Dies at 82

BY BOBBY WINSTON

The passing of Ron Cowan, ferry advocate extraordinaire, gives pause. Ron fought for ferry service before it was cool. Long before, in fact, and pretty much all on his own.

He largely succeeded and that's amazing. There was a time, I'm told, that people who *build* things were celebrated; now our civic heroes are those who *block* things. For 40 years Ron Cowan ran a gauntlet of naysayers and entrenched vested interests to rally, inveigle and force forward by dint of sheer personal will his beloved cause of "comprehensive ferry service."

That was his rallying cry: "comprehensive regional ferry service." His passion inspired many, including me and a murderer's row of political heavyweights, but rankled a few as well. The wrong few, as it turned out.

So Ron got sidelined and did not get the credit or honors he deserved. The reasons are complex, like the man. The political Ouija board did him in, but there is no denying that his quixotic vision—and it was *his* vision—of comprehensive regional ferry service is becoming real, and just as surely materially improving the Bay Area quality of life.

It took many years, but a public ceremony finally did take place last year, at which WETA's new regional maintenance center in Alameda was named after Ron Cowan. By that time Ron was frail—but, as always, impeccably dressed and in full command of the moment—and he took the stage to go once more into the breach for his beloved cause.

He was a complicated man; often a challenge, always a paradox. He was our champion and, with his ferry advocacy, he served the Bay Area public in a way few ever will.

Ron Cowan has been the subject of many articles in Bay Crossings over the years. When we came across this interview with Bay Crossings founder Bobby Winston from July 2000, shortly after the formation of the WTA, the predecessor of the current WETA, we felt that reprinting it would be a very fitting tribute. Here we get a glimpse of the significance of his vision for ferry service in the Bay Area, in his own words from over 16 years ago:

You've had a rather colorful life. Could you briefly recap your career for our readers?

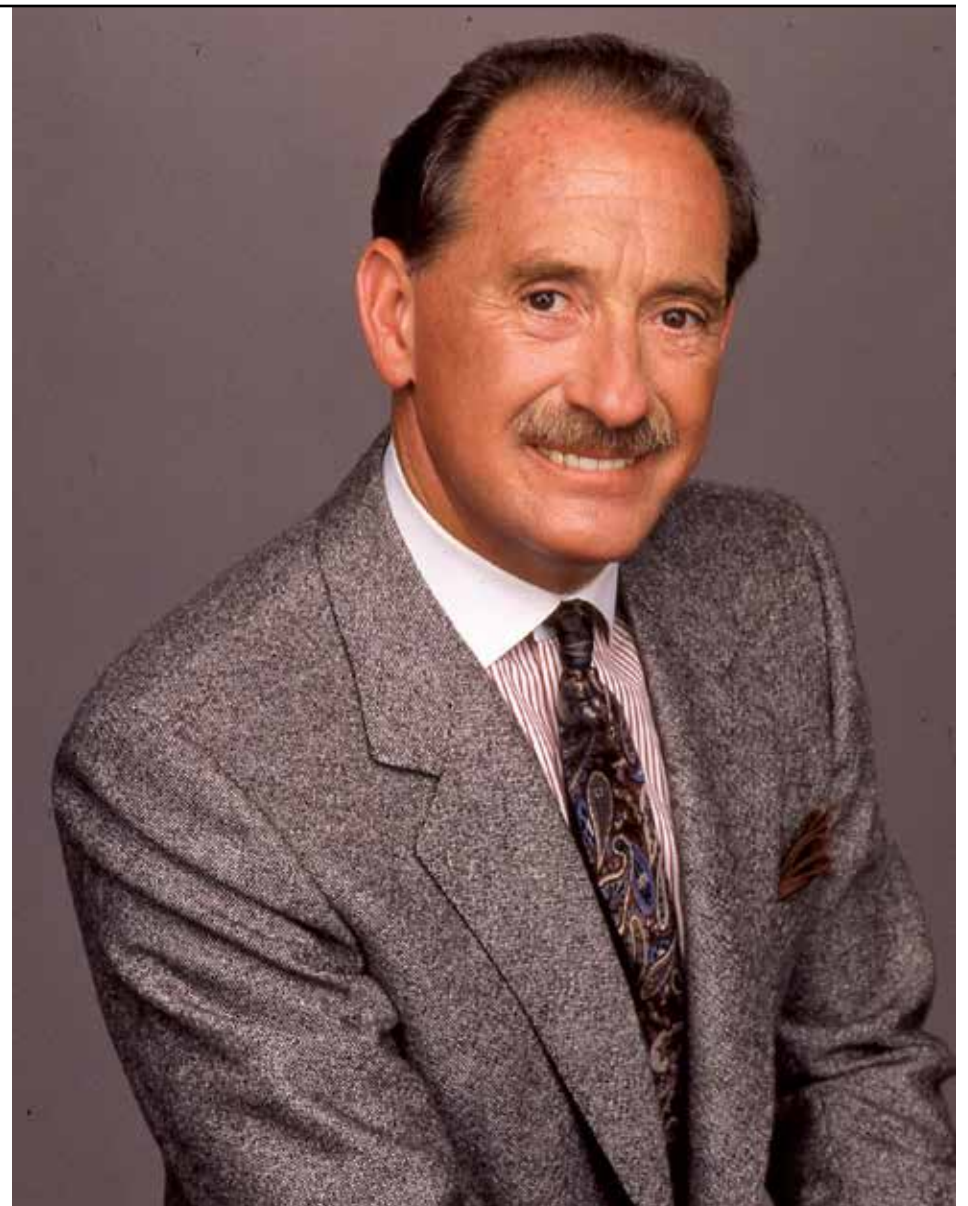
While I am not sure what you mean by colorful, I have spent a good deal of time in the public eye. I came from humble beginnings and the universe has provided me with many opportunities. I have always attempted to execute my endeavors with a sense of style.

In 1959, I opened Tweed's Menswear with a partner, Carl Eckhardt, at the South Shore Shopping Center in Alameda. Even though I went on to do other things, I retained my 50 percent ownership in Tweed's for 35 years—which accounts for my continued interest in fashion.

In 1963, I formed Doric Properties, a real estate development company. Doric has developed approximately 6,000 residential units and two million square feet of commercial space. Doric has been the managing general partner and master developer of Harbor Bay Isle, a 1,000-acre self-contained community in Alameda. Doric has won 17 local, state and national awards for excellence in connection with the Harbor Bay Isle development.

In 1959, I saved KJAZ Radio from extinction by buying it when its license was being revoked. I continued to subsidize it for the next 15 years until I was no longer able to do so.

In 1981, I produced the first San



Ron Cowan's vision of comprehensive ferry service included 25 to 40 terminals throughout the Bay Area that provide service with 15- to 30-minute intervals throughout the day and into the wee hours of the morning.

Francisco International Jazz Festival from Davies Symphony Hall and broadcast it live via satellite to Japan.

In 1983, following the deregulation of the telecommunications industry, I conceived and directed, in partnership with Pacific Telecom, the formation of the Bay Area Teleport and Harbor Bay Telecommunications—a privately-owned, non-regulated telephone company and regional distribution system employing digital microwave and fiber optic cable throughout the Bay Area.

In 1985, I founded Harbor Bay Maritime for the purpose of providing high-speed ferry service between Harbor Bay Isle and San Francisco.

I served on the California World Trade Commission for four years in Governor Brown's administration.

And most recently, I was honored

to serve as chair of the Bay Area Water Transit Task Force. In the course of my work, I have formed friendships with a number of powerful political figures. Willie Brown is now [in 2000] mayor of San Francisco, Bill Lockyer now is the attorney general of California. Jerry Brown is now mayor of Oakland. John Burton is now president of the California Senate. Don Perata is now a senator from Oakland, and so on. These relationships were invaluable in successfully advancing the vision of a comprehensive regional water transit system.

Is it true that you used a helicopter to commute to work?

Yes, my home is in Marin County and my office is in Alameda County and, for 22 years, I commuted by flying my own helicopter.

With your own helicopter to get you back and forth to work, what got you interested in promoting widespread ferry service?

Well, I'm not sure which came first. I would characterize it as a confluence of various observations. At Harbor Bay Isle, we look at dramatic views of the San Francisco skyline every day. You wouldn't have to be a rocket scientist to figure out that the value of our holdings would be significantly improved, along with the quality of life for the residents of Harbor Bay, if they could take high-speed ferry service directly to San Francisco and avoid congestion on the bridges and highways.

However, when we decided that we would like to have ferry service serving Harbor Bay, we ran into a major problem. Apparently, when the bridges were built back in the 1930s, in order to protect the investors who purchased the bonds, the bonds had codicils prohibiting other commercial crossings of the Bay including ferry service. In order to initiate new ferry service, we would have to persuade the state legislature to refinance the bridge bonds and remove those codicils.

In order to focus public attention and support for this change in legislation, we brought over a British-built hovercraft for a two-year demonstration project. During those two years, we carried 25,000 passengers free of charge, a great many were community leaders and public officials, and asked them to write

letters to the legislature supporting the proposed legislation. The legislation was carried by then State Senator Bill Lockyer, a longtime ferry advocate. Ultimately, we were successful. The legislature refinanced the bonds, removing the codicils, thereby paving the way for the ferry service we have today.

The concept of the Bay as a transportation spine was reinforced every day during my flight to work. I would get up to 5,000 feet and look down on the Bay Area, and it became obvious to me that the Bay was a wonderful transportation spine connecting the entire region—and it was practically empty. Reinforced images are very powerful, and to look down on this image every day made it clear to me that we here in the Bay Area have an opportunity to create a truly world-class regional water transportation system.

This vision was reinforced when I would travel to other parts of the world, particularly Hong Kong, Sydney and Vancouver, demonstrating how other metropolitan areas had taken advantage of their waterways to develop regional transportation systems. I often thought that when I had the time, I would like to lead the charge to create such a system.

So is this what led to the creation of the Blue Ribbon Task Force that studied the issues?

Yes, several years ago, I stopped going to the office in favor of telecommuting. That gave me more time. My thoughts

turned to public service and the creation of a comprehensive regional water transit system. Bill Lockyer, then president of the California Senate, upon hearing of my desires, invited me to write up my vision. I hired John Eels, a respected transportation consultant, to assist me, and together we created a white paper and sent it to Sacramento.

Lockyer then introduced me to Sunne McPeak, president of the Bay Area Council, who plays a prominent role in formulating transportation public policy. Sunne and I met, found we agreed on the importance of the concept, share the same vision and decided to become partners in leading the initiative.

Lockyer caused the senate to pass Resolution 19, authored by Congresswoman Barbara Lee, providing for the Bay Area Council to form a task force with three responsibilities. First, to develop a conceptual design for a world-class comprehensive regional water transit system; second, to recommend a financing plan for both the capital to create the system and a permanent source of subsidies for its continued operation; and third, to recommend an institutional structure to create and operate the system.

What kinds of people were on the task force, and what was the process?

There were 52 prominent community leaders on the task force, very high-powered, competent, and respected people, 12 mayors, including Mayor Brown, a number of county supervisors, the CEOs of a number of major employers, labor leaders, academic leaders and environment leaders. We held public meetings all around the Bay over a two-year period. We studied other water transit systems around the world and met with management of local land-based agencies and the Coast Guard, U.S. Maritime Administration, U.S. Department of Transportation and CalTrans, to name a few.

Can you summarize what the task force came up with?

Our studies made it clear that a comprehensive regional water transit system is the last and perhaps most important piece in the puzzle of creating a truly integrated regional transportation system. This new water transit system

would add invaluable mobility to the entire region. With congestion on the bridges and freeways increasing exponentially every year, and with the new technological improvements of fast ferries, it's much faster to use ferries than to drive.

The key is the intermodal connection—how to get people from their homes to the ferry terminals and from the ferry terminals to their ultimate destinations. In order to get people out of their cars and into a public transportation system, they must know that they can get to wherever they want to go on time and on schedule, conveniently and economically, and faster than they can do it by car.

The work of the task force showed conclusively that if you could create a comprehensive system of 25 to 40 terminals connecting all parts of the Bay with schedules that provided anywhere from 15- to 30-minute service throughout the day and into the wee hours of the morning, and if you had the appropriate system in place to get people to and from those terminals, people would, in fact, abandon their cars and use the system.

What do you think the most important priority for the authority should be?

Well, there are a number of priorities, and I think they need to be advanced in parallel. First and foremost, the authority is a regional board charged with designing, building and operating a comprehensive *regional* water transit system. The composition of the new authority will include representation of a number of locally elected officials whose constituencies will want them to protect local interests at the expense of a comprehensive regional system.

When we recommended to the legislature that the terms of the authority members be eight years, the intention was to provide them with a certain level of political independence that would insulate them from parochial interests. The agreement early on by the new authority that its interests are regional is of profound importance. In that context, it's imperative that the South Bay be brought into the initiative. The San Jose-Silicon

(CONTINUED ON PAGE 16)



Photo by Joel Williams

Ron Cowan, seen here being congratulated by former San Francisco Mayor Willie Brown, was honored in 2016 when WETA broke ground on a new ferry operations center in Alameda to be named in honor of Cowan.



S.F. Heightens Environmental Protections Against Backdrop of New Administration

BY BILL PICTURE

San Francisco is stepping up its efforts to reduce greenhouse gas emissions amid reports the incoming administration is trying to derail the nation's environmental protection movement. Eco advocates worry a purported White House-issued gag order preventing any outreach to the media and general public by the federal agencies entrusted with guarding the country's natural resources is the Trump White House's first stab at a larger brainwashing effort.

White House press secretary Sean Spicer has vehemently denied the existence of any such gag order, which was first reported by the Associated Press. "That's nothing that's coming from the White House," he said. "They haven't been directed by us to do anything."

Just weeks before Donald Trump's inauguration, aggressive new laws went into effect in San Francisco requiring solar panels be installed on many new buildings, and forcibly upping developers' game when it comes to meeting already rigorous Leadership in Energy & Environmental Design (LEED) standards.

Solar to the max

An existing state law requires that whenever a new building ten floors tall or shorter is built, 15 percent of the aggregate rooftop is to be set aside for solar energy. But the law falls short of actually requiring the installation of solar panels; and as a result, a fair amount of the allocated space never lives up to its intended solar potential. It's important to note, however, that rooftop solar is already an unofficial standard to which many developers (and property owners),



Photo courtesy of Luminalt

When fully implemented, the new law, which requires new buildings ten stories or fewer to install rooftop solar panels, is expected to result in a 30 percent increase in San Francisco's overall solar capacity.

particularly in San Francisco, already subscribe.

San Francisco's new "Better Roofs" ordinance, which was approved during the 2016 legislative session and signed into law by Mayor Ed Lee, takes the state law one step further and requires the installation of solar panels. If for some reason solar panels prove not to be feasible, the space must be used for a living/green roof.

"Since the space is already set aside and solar panels are more economical to install during new construction, it makes sense to ensure the owner and the planet

benefit as soon as possible," said S.F. Department of the Environment's Policy & Communications Director Guillermo Rodriguez.

Roughly 280 new buildings go up each year, based on an average of the last two years. More than 200 of those are all-residential and the majority of those are 10 floors or less—meaning that many structures will be subject to the new law.

To date, 6,600 solar systems have been installed citywide, many of those as part of larger retrofit projects. When fully implemented, the new law is expected to result in a 30 percent increase in San

Francisco's overall solar capacity.

That's enough clean energy to power thousands of homes, and puts the city a giant step closer to reaching its goal of moving to 100 percent renewable energy by 2030. 40 percent of the electricity delivered to San Francisco (by PG&E) is already generated from renewable sources. One hundred percent of the SF Public Utility Commission's (SFPUC) power is defined as renewable.

SF Environment reports there's been no significant objections to the new solar requirement from developers. Stakeholders had the opportunity to



weigh in as the ordinance was taking shape, and the changes they requested were incorporated into the final ordinance presented to the Board of Supervisors last year for approval.

As green as green can be

More than 100 million square feet of space have earned LEED certification to date in San Francisco. The requirements for certification range from the use of green building materials, to the installation of energy-efficient lighting systems and water-conserving toilets and fixtures, to the implementation of recycling programs, with different levels of certification awarded to buildings depending on the degree of participation.

State building codes are updated every three years. Standards for

LEED qualification are also updated periodically, largely to reflect advances in technology. San Francisco has updated its building codes to reflect both sets of changes, which is a big deal because 50 percent of San Francisco's greenhouse gas emissions are attributable to the "built environment." That includes energy use and other environmental impacts related to building construction and operation.

While LEED certification is an option for builders in other municipalities, in San Francisco, LEED standards are the city-required standard for new buildings. "And those requirements have applied pretty much across the board to new development in San Francisco since 2008," said Rodriguez.

It's important to note that the recent updates to the local Green Building Code come on the heels of San Francisco being

named the top market for green building in 2016 by CBRE Group, Inc.

Rodriguez believes changes like these help attract both residents and businesses to San Francisco. "And sustainability helps San Francisco employers attract and retain a talented workforce," he added.

Rodriguez points to enrollment in the SFPUC's Clean Power program and "significant" usage of GoSolarSF, which provides subsidies for solar installation, as further evidence of the green spending inclinations of people leasing and buying property in San Francisco.

"San Francisco is sending a strong



San Francisco Department of Environment

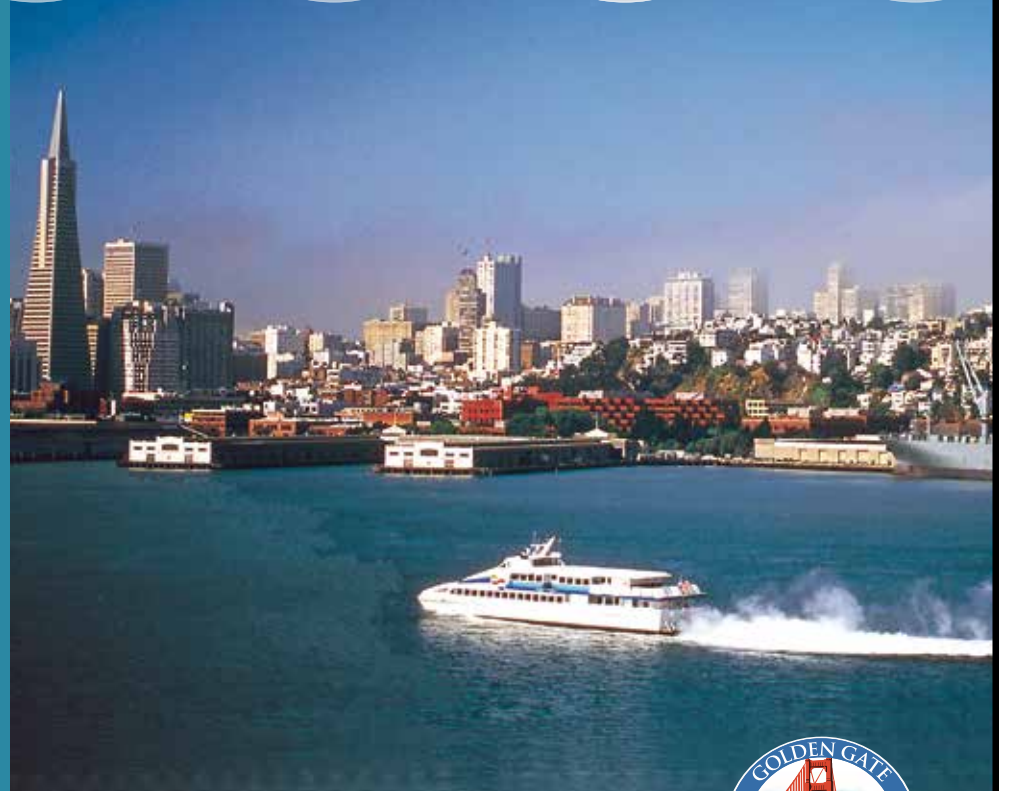
More than 200 of the 280 new buildings that go up each year in San Francisco are subject to the new law.

environmental message," said S.F. Department of the Environment Director Debbie Raphael. "Public policies are a reflection of our values, and these new laws make clear that San Francisco is willing to take bold and swift action to achieve results that will make a difference for our communities and our planet."



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Endangered Art: Plankton

ART BY ANKE FACHMANN
STORY BY DANIELLE O'FARRELL

We imagine plankton as incredibly small creatures floating in the ocean, and perhaps winding up as food for baleen whales. But plankton are not all microscopic, and are not all unrecognizable to laypeople. In fact, plankton as a category includes any creature that cannot move by its own power in the water currents.

This includes the early developmental stages of many familiar and larger marine animals—like the baby squid pictured to the right in this month's artwork. After emerging from egg sacs, the squid already look like the adults will, but their small size makes them unable to move by their own power. In this early developmental stage, the squid are planktonic, and they also consume smaller plankton as food.

After hatching with their siblings, the movements of the water disperse the young squid and dictate where they go until they grow to a size where their

actions are not overpowered by the water. At that point they are no longer planktonic, but become nektonic. However, there are thousands of other types of plankton: jellyfish, early stages of fish and crabs, and small organisms that use carbon dioxide and the sun's light to produce oxygen to name a few.

As both a food source and a developmental stage for many organisms, plankton are the foundation of most marine ecosystems. They affect life from coral reefs, to intertidal zones, to the deep sea.

Plankton, like much other ocean life, is under constant threat from human activity, such as chemical pollution of the oceans. Plankton can be hard to protect, as it moves with water currents and exists in many parts of the ocean. You can become part of the solution for protecting plankton with the San Francisco-based organization **SaveNature.Org** through its Adopt-a-Reef program.

For more information, go to
www.savenature.org.



Anke Fachmann is a graphic designer and artist who currently focuses on portraying endangered species. Transforming animals into artistic, colorful paintings and illustrations gives them a platform to be seen. Treehoppers, tarsiers, maleos and many more come to life on canvas and paper with the use of oil pastels, ink and acrylic paint, which the artist applies with her fingers. Follow her on www.instagram.com/daily_plover or go to www.thoughtsbecomeimages.com.



RON COWAN
(continued from page 13)

Valley community is not represented in the makeup of the authority. Without active and energetic participation by the South Bay-Silicon Valley, a regional system will never happen. The ability to connect more reasonably priced housing in the East Bay and North Bay with jobs in the South Bay is very important.

It's impossible to overstate the importance of intermodal connectivity. You can't turn ferry terminals on the Bay into huge parking lots. People need to get to these terminals by means other than cars. I envision fleets of thousands of small shuttle buses that would go into

neighborhoods to bring people to the ferry. But whether it be CalTrain, BART, "kiss and ride," car share, shuttles or whatever, the ability of the land-based transportation providers to make a connection to the ferry is critical. The authority will have to find a way of energizing the leadership of the 29 other transportation systems that exist in the Bay Area to provide a seamless, intermodal connective network. Many governmental officials have felt for a long time that a super-agency, acting as an umbrella for all of the other 29 agencies, is what is needed to create a truly efficient regional intermodal transportation system. Politically, that's probably unlikely. The Water Transit Authority, however, by executing

intermodal transit agreements with each of these 29 other transportation systems, has the ability to create from the bottom up what may not be accomplished from the top down. Consider, if the authority has an agreement with SamTrans and also an agreement with Vallejo, you now have a connection between Vallejo and the Peninsula. Same thing with the Golden Gate Bridge District in the North Bay and AC Transit in the East Bay. So water transit can be the missing piece of the puzzle, effectively tying together all the transportation systems in the Bay Area.

Is water transit the solution of the region's transit woes?

I don't know that it is the only

solution, but I do know that it may be the most important part of the solution. Traffic congestion in the Bay Area is growing exponentially, right along with population and job growth. The regional transportation system is clearly undersized and uncoordinated. So, a comprehensive intermodal water transit system is obviously an opportunity to take cars off the freeways and bridges and create new capacity; and most importantly, I think it has the potential of creating genuine regional mobility.

So, now, what's next for you?

Who knows? The universe always has a way of identifying my next calling. It will come.

OLD BOOKS AND NEW (LUNAR) YEAR

BY PAUL DUCLOS

Long recognized as one of the world's largest and most prestigious exhibitions of highly valued and collectible books, the California International Antiquarian Book Fair returns to Oakland this month. The event, which marks its 50th anniversary this year, takes place Friday, February 10 through Sunday, February 12 at the Oakland Marriott City Center.

The book fair's venue in downtown Oakland is an added convenience for bibliophiles, as it is a short distance from ferry service to Jack London Square.

Sponsored by the Antiquarian Booksellers' Association of America and the International League of Antiquarian Booksellers and featuring the collections and rare treasures of nearly 200 booksellers from over 20 countries around the world, the three-day fair gives visitors the opportunity to see, learn about and purchase the finest in rare and valuable books, manuscripts, maps, autographs, graphics, photographs, fine bindings, children's and illustrated books, and ephemera from many centuries and countries.

This year's book fair will include a special exhibit from the Bancroft Library at the University of California, Berkeley, which has a long history of collecting the literary fiction of California. In more recent years, that scope has expanded to include mystery and detective fiction, fantasy and science fiction, and western fiction. This special exhibit will highlight California authors' notable contributions in genre fiction and will emphasize recent donations to the library by featuring materials from the extensive

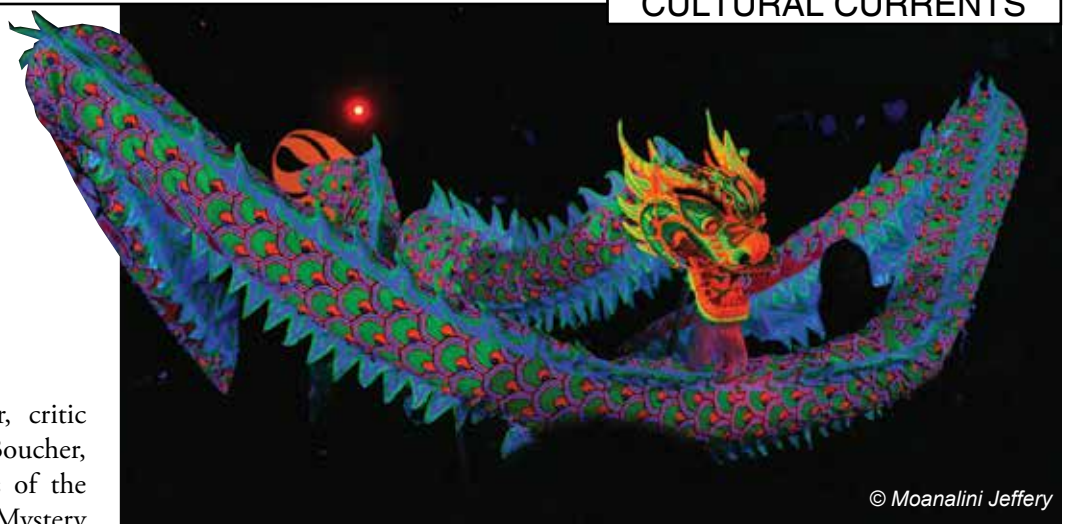
collection of influential author, critic and literary mentor Anthony Boucher, first editions by early members of the Northern California Chapter of Mystery Writers of America (MWA), selections by popular western and adventure writer Kenneth Perkins and MWA Grand Master Ross Macdonald, and more.

The book fair will also work with local "book art" artists and organizations to create an interactive, informative and entertaining area at the fair. Local libraries and universities will be exhibiting one-of-a-kind works from their collections. Calligraphers, bookbinders and a small press operator will once again be creating unique souvenirs for attendees to take home.

The book fair's schedule will also include events and special exhibits, free with fair admission. For more info, see www.cabookfair.com.

The San Francisco Symphony (SFS) welcomes the year of the rooster with a Lunar New Year concert and celebration on Saturday, February 4 at Davies Symphony Hall. Conductor Mei-Ann Chen leads the SFS in a concert with special guest soloist Tang Jun Qiao performing the dizi, a Chinese bamboo flute. All ticketholders are invited to a free Festival Reception beginning at 3 p.m. in the Davies Symphony Hall lobbies with family-friendly entertainment and activities including arts and crafts, lion dancing, games, complimentary food, desserts and tea bars.

The 4 p.m. concert opens with the popular neon dragon dance and features a combination of traditional folk music, alongside orchestral works by Asian composers, and nods to the year of the rooster. Concert highlights include "Raise the Red Lantern" and



© Moanalini Jeffery

The popular neon dragon dance opens the Lunar New Year concert on February 4 at the San Francisco Symphony.

"Plum Blossom Variations" performed on dizi by Tang Jun Qiao with the San Francisco Symphony; SFS cellist Amos Yang performing selections from Tchaikovsky's *Rococo Variations*; and a celebration of the year of the rooster with selections from Rimsky-Korsakov's *Le Coq d'or* [*The Golden Cockerel*] Suite.

The elegant Lunar New Year Imperial Dinner, inspired by the rich

visual pageantry of traditional Lunar New Year celebrations, is at 6 p.m. in Zellerbach Rehearsal Hall, located at 300 Franklin Street at the rear of Davies Symphony Hall. Dinner packages that include access to the festival reception, premiere concert seating, and the Imperial Dinner are sold separately. For more info, see www.sfsymphony.org.



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WATERFRONT ACTIVITIES

- February 4 11AM – 1PM - Intro to Sailing – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC's instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us for on the water and take a tour of our fleet and facilities. We'll answer all your questions about lessons and membership. Retail: \$75 Member: \$56.25.
- February 10 5PM – 7PM - Full Moon Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Enjoy the sunset and full moon rise from the deck of the traditional gaff rigged schooner *Freda B*. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island and the Bay Lights. Boarding in downtown Sausalito, walking distance to the ferry, and many local restaurants. \$69 per person.
- February 11 11AM – 1PM - Intro to Sailing – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC's instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us for on the water and take a tour of our fleet and facilities. We'll answer all your questions about lessons and membership. Retail: \$75 Member: \$56.25.
- February 12 4:30PM – 7PM - Sunset Sail - Schooner *Freda B*, Sausalito, 415-331-0444 www.schoonerfredab.com**
Enjoy the first sunset sails of the year aboard the traditional gaff rigged Schooner *Freda B*. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island and the Bay Lights. Boarding in downtown Sausalito, walking distance to the ferry and many local restaurants. \$65 per person.
- February 13 License Renewal - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
Renew your USCG Deck License (up to 200 ton only) by completing the one day classroom presentation and course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- February 14 6:30PM - 9:30PM - Valentine's Day Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Sail with your sweetheart this Valentine's Day aboard the traditional gaff rigged schooner *Freda B*. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island and the Bay Lights. Boarding in downtown Sausalito, walking distance to the ferry and many local restaurants. \$75 per person.
- February 17 6:30PM – 9PM - Bay Lights Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Sail out of Sausalito towards the Bay Bridge to catch the beautiful Bay Lights installation. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island, and the Bay Lights. \$65 per person.
- February 18 11AM – 1PM - Intro to Sailing – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC's instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us for on the water and take a tour of our fleet and facilities. We'll answer all your questions about lessons and membership. Retail: \$75 Member: \$56.25.

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February 18 7PM – 9PM - San Francisco Bay Cruising Destinations – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com

Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are “in the know.” You too can become an insider by attending this seminar. Popular and challenging destinations – restaurants, nature preserves, maritime and natural history museums, night clubs and secluded coves -- are all just a sail away, but only if you know where to go and how to make the most of them. Discover the well-kept secrets of Bay cruising. Retail: \$25 Member: free.

February 19 8:15AM - 11AM - Headlands Eco Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com

Take a journey beyond the Golden Gate Bridge along the Marin Headlands and out to the Point Bonita Lighthouse aboard the traditional gaff rigged schooner *Freda B*. This captain guided tour provides information about the wildlife and history of the area. \$75 per person.

WATERFRONT ACTIVITIES

- February 19 4:30PM – 7PM - Sunset Sail - Schooner *Freda B*, Sausalito, 415-331-0444 www.schoonerfredab.com**
Enjoy the first sunset sails of the year aboard the traditional gaff rigged Schooner *Freda B*. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island and the Bay Lights. Boarding in downtown Sausalito, walking distance to the ferry and many local restaurants. \$65 per person.
- February 23 6PM – 8PM - Physics of Sailing – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Learn about sailing through the eyes of a physicist. Join Alexandra Liguori, PhD, for a captivating talk on just what makes sailing work. This lecture was given to a sailing school in Spain (Escola Garbí, in Barcelona) a few years ago, and we're very excited to enjoy the same experience. If you've got an itch to become more in-tune with your boat, and the physics that make it move, look no further than this special event. Retail: \$25 Member: free.
- February 24 6:30PM – 9PM - Bay Lights Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Sail out of Sausalito towards the Bay Bridge to catch the beautiful Bay Lights installation. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island, and the Bay Lights. \$65 per person.
- February 25 11AM – 1PM - Intro to Sailing – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC's instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us for on the water and take a tour of our fleet and facilities. We'll answer all your questions about lessons and membership. Retail: \$75 Member: \$56.25.
- February 26 8:15AM – 11AM - Headlands Eco Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Take a journey beyond the Golden Gate Bridge along the Marin Headlands and out to the Point Bonita Lighthouse aboard the traditional gaff rigged schooner *Freda B*. This captain guided tour provides information about the wildlife and history of the area. \$75 per person.
- February 26 4:30PM – 7PM - Sunset Sail - Schooner *Freda B*, Sausalito, 415-331-0444 www.schoonerfredab.com**
Enjoy the first sunset sails of the year aboard the traditional gaff rigged Schooner *Freda B*. See the SF Skyline, Golden Gate Bridge, Alcatraz, Angel Island and the Bay Lights. Boarding in downtown Sausalito, walking distance to the ferry and many local restaurants. \$65 per person.
- February 27 to March 3 Radar Observer Unlimited Course - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. Register or view a complete schedule at www.MaritimeInstitute.com.

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



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6:00	-----	-----
6:30	6:35 a.m.	-----
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.	-----
2:00	3:30	3:10 p.m.
3:00	4:30	-----
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.
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Senior (65+)/Disabled/Medicare	\$ 6.90	
School Groups	\$ 4.60	
Child (under 5)	FREE	

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
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
8:10	8:20	8:40	---	2:50	2:35	3:20	3:40
8:40	8:50	9:10	---	4:40	4:25	---	5:10
9:15	9:25	9:45	10:00 a.m.	6:10	5:55	6:30	6:50
10:15	10:25	10:45	11:00	7:45	7:30	---	8:20
11:00	10:50	11:30	11:45				
11:45	11:35	12:15 p.m.	12:30 p.m.				
2:40 p.m.	2:25 p.m.	3:05	---				
3:50	3:35	4:20	---				
5:05	4:50	5:30	---				
5:55	5:40	6:20	---				
6:20	6:05	6:50	---				
6:55	6:45	7:20	---				
7:55	7:45	8:25	---				
8:55	8:45	9:25	---				
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 p.m.	2:00 p.m.	2:20 p.m.	2:35 p.m.				
2:55	3:15	3:30	3:45				
3:30	---	4:10	4:20				
4:15	---	4:40	4:55				
---	4:30	4:45	5:00				
---	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				
FARES: One-way				FARES: One-way			
Adult	\$6.90	Adult (Clipper Only)	\$5.00	Adult	\$6.60	Adult (Clipper Only)	\$5.00
Youth (5-18)	\$3.40	Disabled / Seniors (65+)	\$3.40	Youth (5-18)	\$3.30	Senior (65+) Disabled	\$3.30
School Groups	\$2.30	Children (under 5)	FREE	Child under 5	FREE	School Groups	\$2.20
				Short Hop - Adult	\$1.60	Short Hop - Youth	\$0.80
				Short Hop - S / D	\$0.80		

GIANTS BASEBALL AT AT&T PARK

Service will resume for 2017 Season



Illustration from www.tuscolatoday.com

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

Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
		7:35	8:00
FARES: One-way			
Adult	\$6.90	Adult (Clipper Only)	\$5.20
Youth (5-18)	\$3.40	Disabled / Seniors (65+)	\$3.40
School Groups	\$2.30	Children (under 5)	FREE

SOUTH SAN FRANCISCO

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	5:50
7:00	7:50	7:35
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way FARES:	Adult \$7.90	Seniors (65+ yrs), Disabled \$3.90
Adult (Clipper Only)	\$7.40	School Groups \$2.60
Youth (5-18 years)	\$3.90	Children (under 5) (with an adult) FREE

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends				FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Tiburon to Angel Island Monday - Friday	Angel Island to Tiburon Monday - Tuesday					
* There is no scheduled weekday service during this time period.	* There is no scheduled weekday service during this time period.			Adult (13 - 64) \$15.00	\$15.00	For the most current schedule and other information, visit www.angelislandferry.com Schedule Subject to change w/o notice
				Seniors (ages 65+) \$14.00		
				Children (ages 6 - 12) \$13.00		
				Small Children (ages 3 - 5) \$5.00		
				Toddlers (ages 2 and under) Free*		
				Bicycles \$1.00		
Saturday - Sunday		Saturday - Sunday		* Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups		
10 am	1 pm	10:20 am	1:20 pm			
11 am	3 pm	11:20 am	3:30 pm			

Red & White

BAY CRUISE Pier 43½

10:00 am	1:10 pm	3:45	FARES:	
10:30 *	1:40	4:15 # *	Bay Cruise	^ Sunset Cruise
11:15	2:30	5:30^*	Adult (18+) \$30.00	Adult (18+) \$64.00
12:00 pm #	3:00		Youth (5-17) \$20.00	Youth (5-17) \$44.00
			Child (under 5) Free	
			# Bridge to Bridge	
			Adult (18+) \$38.00	
			Youth (5-17) \$26.00	
* Thursday - Monday				

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				Larkspur
8:45	9:20	-----	-----					Sausalito
9:15	9:50	10:10	10:45	Daily		Daily		
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64)		\$11.00		
11:10	11:45	11:55	12:30 p.m.	Clipper		\$ 7.25		
12:40 p.m.	1:15 p.m.	1:25 p.m.	2:00	Youth (5-18)/Senior/Disabled		\$ 5.50		
2:15	2:50	3:00	3:30	Children 4 and under		FREE		
2:50	3:25	3:30	4:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).		FREE		
-----	-----	4:00	4:30	Direct ferry service is provided to all Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.				
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 Adelphian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

Weekdays

Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
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At press time, it was still not determined if Tiburon commute service will be provided by Golden Gate Ferry or Blue & Gold Fleet. Schedules and fares may change at any time. For schedule updates visit blueandgoldfleet.com or goldengateferry.org.

Blue & Gold Ferry

TIBURON – Pier 41

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
9:45 a.m.	10:30 a.m.	10:40 a.m.	11:10 a.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20	12:05 p.m.	12:15 p.m.	1:10 p.m.	11:20 a.m.	12:25 p.m.	12:40 p.m.	1:10 p.m.
1:20 p.m.	1:55	2:05	2:55	1:20 p.m.	2:10	2:25	2:55
3:00	3:30	3:35	4:40	3:00	4:00	4:10	4:40
4:45	5:15	5:20	6:15	4:45	5:30	5:45	6:15
8:15 *	8:45 *	8:50 *	9:20 *				
10:20 *	10:50 *	10:55 *	11:25 *				
*Only on Fridays				Weekends and Holidays			
TIBURON – Pier 41				Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
Weekends and Holidays				11:20 a.m.	12:05 p.m.	12:15 p.m.	12:45 p.m.
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	12:55 p.m.	1:25	1:35	2:30
9:45 am	10:30 am *	10:40 am	11:10 am	2:35	3:05	3:15	4:20
12:55 pm	1:50 pm ^	2:00 pm	2:30 pm	4:50	5:40	5:50	6:20
2:35	3:30 ^	3:35	4:20 *	6:30	7:20	7:25	7:55
4:50	5:20 ^	5:30	6:20	Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)			
6:30	7:00 ^	7:10	7:55	FARES:			
8:15	8:45 *	8:50	9:20	One-way		Round-trip	
10:20	10:50	10:55	11:25	Adult	\$11.50	\$23.00	
*Via Angel Island, ^Via Sausalito				Child (5-11) SENIOR (65+)	\$6.75	\$13.50	
FARES:				One-way		Round-trip	
Adult		\$11.50	\$23.00				
Child (5-11) SENIOR (65+)		\$6.75	\$13.50				
For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm							

BAY CRUISE

Depart Pier 39

Daily	Monday - Thursday	Friday - Sunday
	10:15 a.m.	10:15 a.m.
	1:15 p.m.	11:00
	3:15	12:15 p.m.
	4:30	1:15
		2:15 p.m.
		3:15
		4:30

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

FARES: All prices include audio tour.

Adult	\$31.00	Child (5-11)	\$21.00
Junior (12-18)	\$25.00	Senior (62+)	\$25.00

Discount fares available at www.blueandgoldfleet.com

RocketBoat

Service resumes in May 2017

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.
11:20	11:50	11:55	1:10 p.m.
---	1:45 p.m.	1:50 p.m.	2:55
---	3:45 p.m.	3:50 p.m.	4:40

Weekends & Holidays (Depart Pier 41)

9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m.
11:20	11:50	11:55	12:45
2:35 p.m.	---	3:50 p.m.	4:20 p.m.

ANGEL ISLAND PRICES

	One Way	S.F. Pier 41 (round-trip)
Adult	\$ 9.00	\$18.00
Child (5-11) SENIOR (65+)	\$ 4.75	\$ 9.50
Child (5 & under)		FREE

* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)

BAY CROSSINGS

"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 FEBRUARY

Make Your Dog Best in Show

Enjoy an afternoon like no other at Contra Costa Humane Society's Best in Show 2017 on February 12 from 2 to 5 p.m. at the Concord Hilton, 1970



Diamond Blvd. Celebrate Valentine's Day a few days early this year with special Valentine's Day prizes, surprises and a gift for every single canine guest. Let your pup shine on the runway and win prizes in the first Contra Costa Humane Society "Strut Your Mutt" Dog Show. You can strike a silly or serious pose with your furry friend in the guest photo booth with props and costumes provided. Enjoy a day out with your dog (dress 'em up!) and help support the Contra Costa Humane Society programs and services for animals in need. Not to mention fine wine, champagne, nibbles and desserts—for you and your canine. Individual tickets are \$50 each and group packages are available. Your well behaved, fully licensed and vaccinated pups are most welcome. For more information, call (925) 279-2247 or visit www.cchumane.org.

Tulipmania

PIER 39 comes alive from February 11 to 19 with the vibrant colors of more than 39,000 blooming tulips and seasonal garden favorites during Tulipmania! Enjoy the flowers' beauty and learn helpful gardening tips with the self-guided tour anytime during Tulipmania or take a free guided tour that begins

daily at 10 a.m at PIER 39's Entrance Plaza and concludes with a special treat at Trish's Mini Donuts. For more information, visit www.pier39.com.

Flyway with Me

Both birds and people will be flocking to Mare Island in Vallejo to celebrate what has become a special annual winter ritual. The 21st Annual San Francisco Bay Flyway Festival, February 11-12, includes guided hikes and outings, tours, workshops and an exhibition area. The two-day event celebrates the return of over one million shorebirds and hundreds of thousands of ducks, geese and hawks that migrate through or winter in the San Francisco Bay Area. The main Flyway Festival headquarters is at the former Mare Island Naval Shipyard in Expo Building 221 at 880 Walnut Avenue in Vallejo. The Wildlife and Birding Expo includes exhibits and interactive activities offered by nonprofit, natural and historical resource agencies, slide shows, commercial art, birding suppliers and digital equipment and optics vendors. For more information, visit www.sfbayflywayfestival.com or call (707) 249-9633.

Monet: The Early Years

The Legion of Honor in San Francisco presents *Monet: The Early Years* from February 25 through May 29. This will be the first major U.S. exhibition devoted to the initial phase of Claude Monet's career. Through approximately 60 paintings, the exhibition demonstrates the radical invention that marked the artist's development during the formative years of 1858 to 1872. In this period the young painter developed his unique visual language and technique, creating striking works that manifested his interest in painting textures and the interplay of light upon surfaces. This exhibition is a once-in-a-lifetime opportunity to experience Monet's mastery before Impressionism, and

includes paintings that are profoundly daring and surprising. Depictions of moments both large and small, with friends and loved ones, in the solitude of forests and fields and in the quiet scenes of everyday, offer new revelations about an artist that many consider to be ubiquitous. With a selection of works gathered from some of the most important international collections—the Musée d'Orsay in Paris, the National Gallery of Art in Washington, D.C., the Metropolitan Museum of Art in New York and other public and private collections worldwide—*Monet: The Early Years* authoritatively demonstrates the artist's early command of many genres, not only the landscapes for which he has become so renowned but also still lifes, portraits and genre scenes. A limited number of special exhibition timed-entry tickets are available and advanced reservations are strongly recommended. For more information or to purchase tickets, visit www.legionofhonor.famsf.org.

65th Annual Pacific Orchid Exposition

The Pacific Orchid Exposition, the largest orchid show in the United States, is thrilled to announce its expansion to include more gardening delights in a brand new venue. The 2017 Pacific Orchid and Garden Exposition is taking place February 24 to 26 at the San Francisco County Fair Building at 1199 9th Avenue. The new show features thousands of orchids and so much more. With a theme of "Big Ideas for Small Gardens," the expo this year will have a special focus on learning about pollination and helping plants thrive in apartments, on windowsills and in city environments. Having trouble keeping your plants alive and healthy? Be sure to visit the "plant doctors" for advice on all your growing needs. Throughout the days of the event, docent tours and skilled horticultural experts will educate attendees with guided tours through the various intricate displays and award-winning flowers. Gather tips on how

to maintain the perfect garden while spending the day with your family and friends. You'll find that this exposition is an ideal outing: with a silent auction, live music and beautiful flowers from all over the world, this is one show you won't want to miss. Show hours are 9 a.m. to 6 p.m. on Friday and Saturday and 10 a.m. to 5 p.m. on Sunday. General admission tickets are \$14 advance online/\$15 at the door, seniors (65+) are \$11 advance online/\$12 at the door and a three-day pass is \$30. Children 16 and under are free. For more information, visit www.orchidsanfrancisco.org or call (650) 548-6700.

Tall Ships Return to JLS

From February 28 to March 16, the *Lady Washington* and *Hawaiian Chieftain* will dock at Jack London Square in Oakland to offer dockside vessel tours, sailing cruises, and mock cannon battles. Launched in 1989 as part of Washington State's centennial, the wooden-hulled *Lady Washington* has appeared in several motion pictures and TV shows, including *Pirates of the Caribbean: Curse of the Black Pearl* and *Once Upon a Time*. Constructed of steel, *Hawaiian Chieftain* was launched in 1988 and was originally designed for cargo trade among the Hawaiian Islands. Private educational sails, which delve into maritime history of the 18th and 19th centuries, can be booked for all ages. Students (kids and adults alike) are taught to set the sails, before breaking into small-group learning sessions. Dockside visitors can expect to tour the tall ships and talk with the crew, while sailing passengers will experience the crew in action and the ship under wind power. If you're ready to run away to sea, a full schedule of events, tickets and volunteering information can be found on the organization's website at www.historicalseaport.org. For the seasickness-prone but curious, free walk-aboard tours never leave the dock. The boats will be at Jack London Square at 1 Broadway and Water Street, Oakland. Call (800) 200-5239 for directions.

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.

NOW OPEN!



The HUB @ 375 Beale in San Francisco's Rincon Hill neighborhood is the region's newest resource for transportation information.

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- **And other Bay Area transportation information**

**Open Monday-Friday 8 a.m. to 6 p.m. and
Saturdays 9 a.m. to 1 p.m.**



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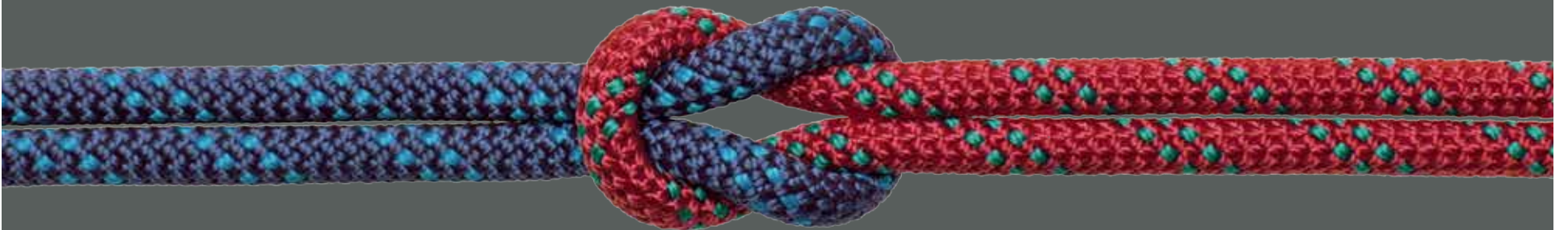


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