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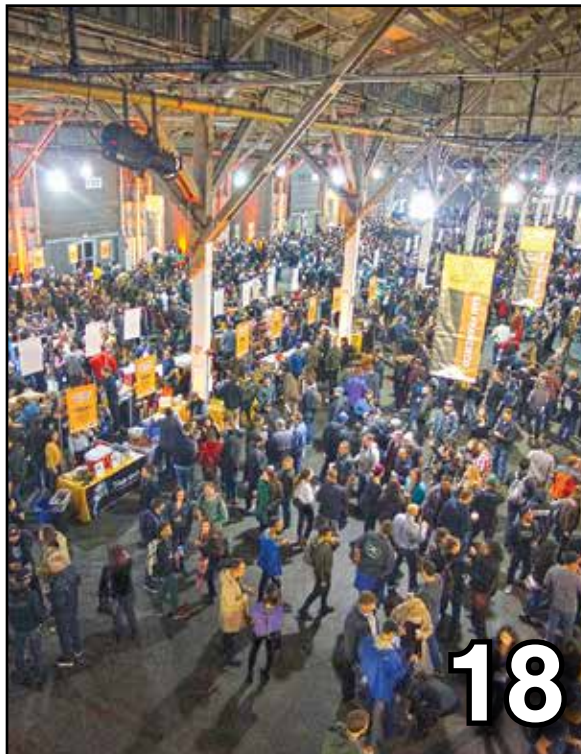
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.



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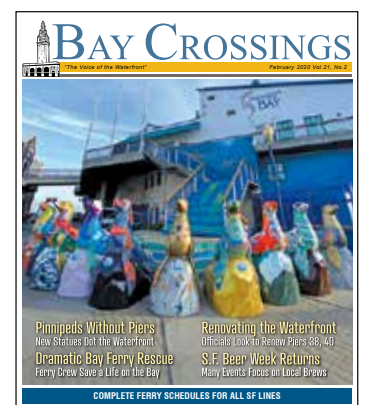
In commemoration of the 30th anniversary of the sea lions' arrival in San Francisco, 30 six-foot sea lion statues painted by 30 Bay Area artists are being placed in different locations throughout the City—one for every year the sea lions have been at Pier 39. Conceived by the Smithsonian-affiliated Aquarium of the Bay, the Sea Lion Center and jointly implemented with Pier 39, this art installation is part of the largest STEAM (Science, Technology, Engineering, Art and Math) initiative currently underway in California. Photo by Steffen Kaplan/Aquarium of the Bay

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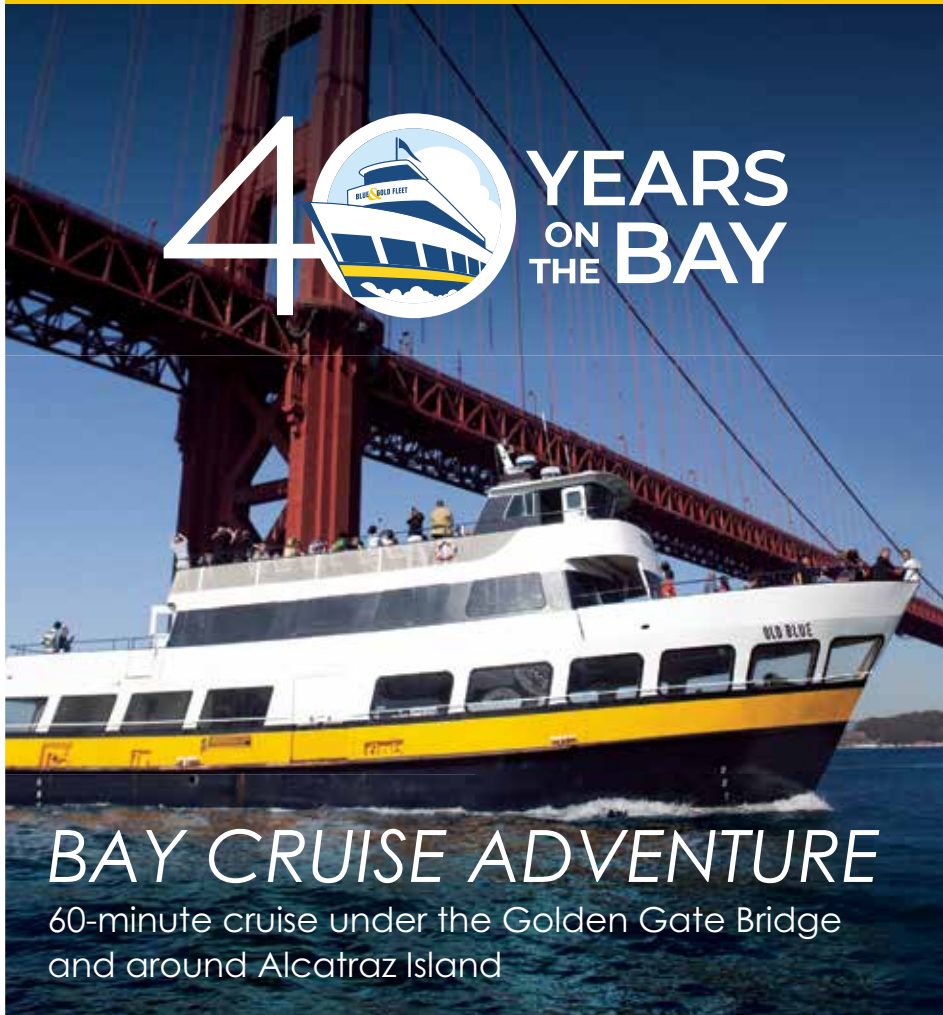
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WORKING WATERFRONT NEWS

PMSA's McLaurin Shares Views on U.S. West Coast Ports in 2020

BY PATRICK BURNSON

In last year's final *West Coast Trade Report*, Pacific Merchant Shipping Association President John McLaurin reflected on issues having the greatest impact on shippers in 2019, while speculating on what we may expect in the coming months.

On the West Coast trade community, he noted that 2019 had been "a difficult year," with market share continuing to decline and reversal not likely to come any time soon. "The Trump tariffs are definitely having an impact on cargo volumes, but those impacts deal primarily with the suppression of cargo volumes," he said. "The shifting of cargo away from West Coast ports has been well documented."

According to McLaurin, the challenge for 2020 is whether, collectively, West Coast supply chain stakeholders and public officials have the capacity to engage in an honest discussion and come together to redirect their focus about how to compete with other North American gateways.

"This is a discussion that should be

done openly, publicly and be guided by hard facts and analysis. It will not be an easy discussion," he added.

McLaurin further said that to regain lost volumes of cargo in 2020 and beyond requires innovation, not the maintenance of outdated legacy operating systems. "It requires recognition of the importance of trade on our local economy—and the realization and acknowledgment that it cannot be taken for granted. And it requires us to avoid self-inflicted wounds," he said.

In this interview, McLaurin expanded upon these observations:

Bay Crossings: *Last December you stated that while our world is changing—irrespective of our national trade policies—stakeholders have to fight to regain what we have lost, adding that "silence and inaction are not viable options." Can*

you elaborate on this observation?

John McLaurin: Complacency will result in continuing loss of market share. Competitive gateways value the jobs that cargo brings to a region and, as a result, they continue to build infrastructure and engage in effective marketing while offering competitively priced alternatives.



Pacific Merchant Shipping Association President, John McLaurin.

Loss of West Coast market share will continue unless the collective industry recognizes what is happening and is willing to engage to prevent further erosion and to compete for what has been lost.

BC: *What major innovations are likely to get underway in the ports and terminal sectors?*

McLaurin: Greater sharing of information with all parties in the supply chain will continue to grow and evolve. The hope is this should provide greater visibility, predictability and productivity for all.

BC: *What about regional cooperation similar to what is happening in the Pacific Northwest?*

McLaurin: Regional cooperation should provide benefits, but it should not be viewed as the only answer to competition. The Northwest Seaport Alliance has been a success. But the NWSA faces the same competitive pressures and loss of market share as other West Coast ports.

BC: *How is carrier consolidation making life complicated for shippers on the Pacific Rim?*

McLaurin: I would defer to those in the BCO community as to how consolidation has impacted their lives. Consolidation, however, is a function of the marketplace and has been influenced by shipper desires and practices.

BC: *Do you see more or less regulatory compliance burdens having an impact on West Coast shipping?*

McLaurin: Regulatory burdens will continue for all parties in the supply chain that do business on the West Coast. Proposals range from "indirect source rules" on warehouse and logistics centers to expansion of cold ironing of vessels, stormwater runoff measures for marine terminals, zero emission requirements for truckers and the like. The list goes on. We refer to these as "command and control" requirements—they typically raise costs and may limit operations, but do not come with any corresponding mitigation program to offset the burdens that are created. The supply chain has been innovative in reducing environmental impacts. Unfortunately, policy makers have not been equally innovative, nor have some recognized the cumulative impacts these regulations have on competitiveness and jobs.

BC: *What leverage can shipping associations and industry influencers have on reversing this trend?*

McLaurin: The industry has to engage in regulatory and legislative development. Cargo will take the path of least resistance. Public policy goals, no matter how well intended and thought out, frequently have unintended consequences. Silence can only be harmful to the industry.

BC: *Can emerging technologies like drones, AI and robotization drive the change you view as crucial?*

McLaurin: Technology will play an important role in meeting environmental goals and will also have a positive impact on cargo fluidity.

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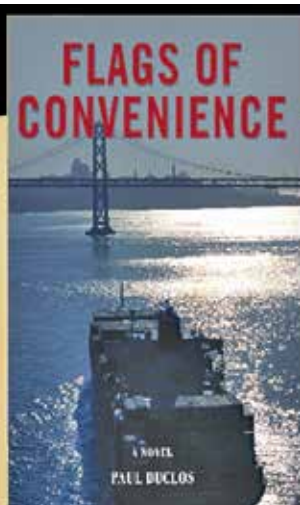
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Patrick Burnson is a widely-published business writer with a special affinity for ocean-borne cargo and seaports. A logistics and supply chain specialist, he is a past president of the Pacific Transportation Association and is presently on its Board of Directors. pacifictrans.org



Julius Dacasin

BY MATT LARSON

This month we had the pleasure of getting to know Julius Dacasin, a captain for Blue & Gold Fleet. At this writing he's been captain for more than two and a half years. Remaining flexible, he also sometimes still works as a deckhand, which he's been doing for the past five years. You may have seen him on one of the evening commutes departing from either Richmond or Alameda/Oakland.

One of the first things people notice about him is his age—Dacasin was only 27 years old when he became a captain. “When people meet me for the first time they usually think I’m a deckhand,” he said. “The look on their faces is priceless when they find out I’m the captain.”

Dacasin loves his time on the water. “The things I get to see are definitely a blessing,” he said. He also appreciates the daily challenges that come with the job, and the tough days only make him want to work harder. “The variation in weather conditions will definitely keep you engaged and wanting to learn as much as possible,” he explained. “Being as young as I am, this has definitely helped me grow as both a person and professional.”

Dacasin has always been drawn to hands-on work, and the maritime industry was a perfect fit. “It seemed interesting to be on the water, and being on a

boat sounded like a fun thing to do,” he said. “It’s much different than what I previously did, which was working in the medical field as a certified nurse assistant.”

Extra healthcare experience on board is never a bad thing, and Dacasin’s life-saving skills have already served him well sitting up on the helm.

“Some of the most intense situations I’ve been in as a captain happened in my first couple months,” he recalled. “In back-to-back weeks, I had to retrieve kite surfers out on the water. It was an adrenaline rush—we do man-overboard drills with life rings, but when you have an actual person in the water it changes the whole dynamic!” Dacasin said both rescues were successful.

When he’s not working the waterways, Dacasin can be found coaching his son’s basketball team, playing pickup games with his friends, working out at the gym and making music.

“Sound engineering is a passion of mine; it was my major in college,” he said. “I’ve been producing, writing, singing and rapping since 2006. It’s a great way to let out stress or just let your creativity flow.” So if you’re looking for some new music, search Spotify, iTunes or YouTube for “Julius Dacasin.”

Most of us don’t get to where we are without the help of others, and Dacasin wants to give a special nod to his cousin Martin Nguyen. “If it wasn’t for him helping me get a job at Blue & Gold, then I most likely wouldn’t be doing



Julius Dacasin has been a captain for Blue & Gold Fleet for two and a half years but occasionally he will pick up a deckhand shift when needed.

what I’m doing now,” he said. “Also, a shoutout to my son, Jayden, for giving me the motivation to become a captain.”

Dacasin has some favorite aspects of life on the water. “Seeing the sunset over the Golden Gate Bridge is always a beautiful sight,” he said, also noting the Bay Bridge’s light show in the evening. Dacasin has yet to captain a boat far out to sea, but it’s something he plans to do some day in the future.

Dacasin also highly recommends the ferry as a mode of transportation. “Just hop on the boat and relax,” he said. Let Dacasin and his crew take care of the rest.

If you work on or around ferry boats and are interested in sharing your story, please send an email to info@baycrossings.com.

Matt Larson has written for a variety of publications throughout the Bay Area for the past decade. He specializes on highlighting our region’s amazing people, life-changing nonprofits and one-of-a-kind events. He’s also an actor, comedian and filmmaker. See his full body of work at www.marslegstrong.com.



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FERRY NEWS

Tideline Ferry Boat Makes Dramatic Man-Overboard Rescue



Photo courtesy of Tideline

Members of the crew for Tideline ferry vessel *Osprey* were recently honored for their actions during their commute run from San Francisco to Berkeley on December 20, when they rescued a man who fell overboard from his sailboat in the Bay.

BY NATALIA GUREVICH

San Francisco Bay Tideline ferry Captain Glenn Williams and deckhand Lester Laboi of the Tideline ferry boat *Osprey* received special recognition last Thursday from Senator Dianne Feinstein for their heroics during a man overboard rescue in the cold waters of the San Francisco Bay the Friday before Christmas.

Tideline Marine Group is a private, small-boat ferry service operating out of the Port of San Francisco since 2012, and Williams has been a captain with the service for the last five years. According to Danielle Weerth, Tideline's director of business development, the rescue occurred on December 20 during Captain Williams' regular ferry route.

On that particular day, Williams was captaining the ferry boat *Osprey* on

a route from the San Francisco Ferry Building to Berkeley with about 16 passengers on board. At approximately 5:30 p.m., just after the sun had set, Williams noticed a 26-foot sailboat about one mile from his vessel. The boat appeared to be unmanned, bobbing in the water out of the designated channel.

Williams considered that someone might be in the cabin of the boat, and decided to keep an eye on it if he needed to call it in as an abandoned vessel to the Coast Guard. But as he approached the Berkeley Marina, he noticed something surface slightly from the water.

"We see tons of things in the water, from seals to diving birds to tons of debris, and I thought it could be something like that," said Williams.

But this time, he saw "what looked like a person's head."

As Williams' vessel drew closer, he grew more certain. "There was this man's face, facing up in the water, bubbles

coming from his mouth. I thought he was dead, at first," said Williams.

Williams stopped the boat immediately, put it in reverse and yelled "man overboard." Passengers and the rest of the crew became aware of the situation as Williams tried to get the side of the boat as close to the man in the water without going over his floating legs.

"My thought process was, 'get this man on board as fast as possible, because either he was gone, or we could possibly save his life,'" said Williams.

The crew, with the assistance from some passengers, began to pull the man up from the water using a boat hook, but struggled against the weight of his sodden clothing. Seeing this, Williams left the helm to run over, grabbed the man by the collar and heaved him aboard.

At first the man wasn't moving at all, and a passenger who identified herself as a nurse prepared to perform CPR. But Williams stopped her after noticing the

man's chest moving slightly underneath his sweatshirt, inhaling and breathing in air on his own. Without seeing any obvious broken bones or major injuries, Williams and others present wrapped the man, identified later by just his first name, Bob, in blankets and stabilized him.

Once they arrived at the Berkeley Marina, paramedics took over and Williams notified the Coast Guard about Bob's abandoned vessel, *Angel*, which he'd fallen from while trying to secure a dinghy to the bow of his boat earlier in the evening. Williams guessed that Bob was a bit older, maybe around 70, and that he'd most likely been in the water for at least half an hour, maybe more, before they had picked him up about a mile from his sailboat.

In a written statement, Williams said that the paramedics thanked him and his crew, saying that they had saved Bob just in time.

Williams has had a lot of experience

FERRY NEWS

doing rescues in the past, not just as a ferry captain, but also in his personal time on his own sailboat. He noted one occasion 10 years ago when he and a coworker helped save a man who had fallen overboard near the Golden Gate while trying to adjust a fishing rod.

While captaining Tideline's ferries, Williams said he often rescues wildlife, such as birds. He also volunteers with the Marine Mammal Center on the husbandry harbor seal crew and with the seal rescue team.

As a ferry captain, Williams says that he and his crew do man overboard drills around three times a month. "Sometimes I like to surprise my deckhands or even my deckhands will surprise me by throwing a life jacket overboard, and we'll announce 'man overboard,'" said Williams.

He said their protocol is if they see a person overboard, they point at the person in the water, keep pointing while maintaining eye contact and describe distance and location. They'll throw something that floats to the person and

try to pull the person out with a boat hook. No one jumps in to get the person, because that just creates a multiple man overboard situation.

According to Weerth, in her five years with Tideline, the December 20 incident is the first rescue where someone near death was saved by one of the company's captains. According to Williams, Tideline CEO and founder Taylor Lewis called him afterwards to thank him, and to encourage him to keep up the good work.

At last Thursday's monthly Water Emergency Transportation Authority (WETA) meeting at Pier 1, newly appointed chair of the board Jim Wunderman wanted to commend the rescue, and voiced his gratitude to Williams in absentia, who was not able to attend the meeting in person. "Want to really thank him for doing his duty, but doing it in a way that saved a life, that's meaningful work," said Wunderman. "And I think it really resounds to the point that when we create this system, we're going to create the opportunity

to save lives and provide emergency response."

WETA executive director Nina Rannells added, "This kind of thing does happen out on the Bay," she said, "The workers out on the ferry boats, this is one of the things they do, and we don't really talk about it."

Senator Feinstein and her husband, Richard C. Blum—an investor in Tideline according to Weerth—gifted both Williams and Laboi with dinner certificates for the Fairmont Claremont Hotel and Spa in Berkeley along with their commendation.

Williams said he plans to use the certificate for a dinner with his wife, either this month or the next.



Tideline Captain Glenn Williams has often rescued wildlife, including birds, in the past.

Natalia Gurevich is currently working towards her masters degree in journalism at UC Berkeley, with a focus on narrative writing. She has most recently reported on Oakland crime, criminal justice and law stories for *Oakland North*, and previously worked for a policy-based weekly journal, *CQ Researcher*, in Washington DC.



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FERRY NEWS

Jim Wunderman Appointed WETA Board of Directors Chair

BC STAFF REPORT

Last month, Governor Gavin Newsom appointed Jim Wunderman as the chair of the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board of Directors.

Wunderman has served as the WETA Board vice chair since 2015, when he was appointed by Governor Jerry Brown. Governor Newsom will appoint a new vice chair to serve on the board.

“Chair Wunderman has been a real driving force as WETA grows San Francisco Bay Ferry service and expands into new markets,” said Nina Rannells, WETA’s executive director. “We’re excited to press ahead with him at the helm.”

Wunderman has been the president and CEO of the Bay Area Council since 2004. He was senior vice president of external affairs at Provident Financial Corporation from 1997 to 2004, chief of staff in the office of the Mayor of San Francisco from 1993 to 1995, and vice president and general manager at Norcal Waste Systems from 1987 to 1991.

“Restoring robust regional ferry service is critical to addressing the Bay Area’s transportation challenges,” Wunderman said. “I’m honored to take on this role, grateful for Governor



Photo by Joel Williams

Newsom’s confidence in me and excited to work with an amazing Board of Directors, Executive Director Nina Rannells and many, many other stakeholders to give the Bay Area the world-class water transit system it needs and deserves. And I want to thank former chair Vice Admiral Jody Breckenridge

for her leadership in steering WETA through a period of incredible growth.”

Wunderman replaces U.S. Coast Guard Vice Admiral Breckenridge (Ret.) as chair. Vice Admiral Breckenridge, who was appointed by Governor Brown, had served as WETA’s Board chair since 2014.

“Vice Admiral Breckenridge brought immense, important maritime expertise to WETA, especially when it came to our critical emergency response mission,” Rannells said. “Her six years of leadership at WETA made us better prepared. That legacy will live on.”

Shelter from the Storms

The Port of San Francisco recently replaced the canopy covering the gangway leading to the boats at Gate B, which services San Francisco Bay Ferry’s Vallejo route and Golden Gate Ferry’s Tiburon service. The work was completed in early January just be-

fore several winter storms hit the Bay Area. Vallejo and Tiburon commuters were happy to see the tattered canopy replaced, as it provides shelter from rain for those who arrive early and must wait for the next boat to arrive.



Photo by Joel Williams

Ferry Short Takes

BY NATALIA GUREVICH

Richmond Weekend Service to Resume

WETA has recommended that the pilot ferry program providing weekend service between the Port of San Francisco and Richmond, which launched last August, should continue. The pilot program ran for 12 weeks from August 2019 to October 2019, and according to a survey of about 200 riders, many enjoyed the service for the quality of the ride and the bonus of avoiding traffic. Richmond Mayor Tom Butt also voiced support for the service to continue. Approval will hinge on the cooperation of the West Contra Costa Transportation Advisory Committee.

Union Agreement Talks Underway

Private ferry charter company Tideline Marine Group has withdrawn an extension request to WETA to keep

running services on a pilot basis. Since February 2019, Tideline has operated a pilot shuttle service for employees of a private firm, Exelixis, between Harbor Bay Terminal and South San Francisco. This pilot service was renewed after the first six months in August 2019 for a subsequent six months, and the company initially requested another renewal for January 2020. The company withdrew its request while it works out a more final agreement with the Inlandboatmen's Union of the Pacific.

WETA Rider Milestone Reached

Last month WETA marked a major milestone in ferry ridership. Riders of the morning ferries on January 9 received free coffee and doughnuts to celebrate WETA surpassing three million passengers in 2019. There was an overall increase in ridership of 10 percent in 2019, with ridership also increasing in various specific regions. There was a 4.8 percent increase in Harbor Bay, a 4 percent increase in Alameda/Oakland,



Photo by Joel Williams

WETA is recommending that weekend Richmond ferry service resume this spring.

and a 2 percent increase in Vallejo. Nina Rannells, WETA's executive director, said: "We have a good news story—not every other transit operator, in the Bay Area or in the country, has just year after year of positive growth."

Mission Bay Ferry Terminal Updates Continue

The Port of San Francisco team provided an update on the construction status and timeline last month of the long-awaited Mission Bay Ferry Terminal plan. Financing for the project is still a bit uncertain, with \$25 million of the \$47

million required funding dependent on Regional Measure 3 funds, which are currently on hold due to pending litigation. The port team feels confident in its budget estimations, but Port of San Francisco Executive Director Elaine Forbes acknowledged a struggle to accurately assess the cost of sediment remediation and dredging that will arise with the project. But the team hopes to award a construction contract in February and begin construction in June when the work window opens up in the Bay.

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COVER STORY



Photo by Steffen Kaplan/Aquarium of the Bay

Citywide Statues Commemorate 30th Anniversary of Sea Lions' Arrival

BY JOEL WILLIAMS

It was shortly after the 1989 Loma Prieta earthquake shook the Bay Area that the first sea lions began hauling out onto the piers in the Pier 39 marina. It was a few here and there at first, but by January 1990 their numbers had reached 500—at one

point they topped out at 1,400.

Before long, the sea lions had overrun the marina's K-Dock. It soon became clear that this pinniped colony had claimed the area as their new home, apparently due to the protected environment and close proximity to a reliable and abundant food source in the Bay.

In the aftermath of the earthquake, tourism had plummeted as San Francisco was rebuilding. The sea lions earned the City some much needed positive coverage with both national and international headlines and news stories. Stakeholders made a decision to find a way to keep the federally protected sea lions as residents of Pier 39.

At first, not everyone was happy to see the new noisy and

smelly residents. The marina's tenants were being rather inconvenienced by the 600-pound visitors who were not paying for the rental space they were occupying, and it soon became clear that some sort of solution was needed. Those who wanted the sea lions removed came up with suggestions to repel the invaders, including cruel actions like covering the docks they were occupying with broken glass.

The marina staff decided to consult the Marine Mammal Center, an organization that studies, rescues and rehabilitates marine mammals, for advice on how to handle the situation. Ultimately, the marina relocated the affected boat owners and let the sea lions take over K-Dock.

Many expected them to stay for a while and eventually move on. Fortunately for Pier 39, they never did.

Taylor Safford, Pier 39's CEO, has worked on the pier for over 40 years. "For three decades, this herd of sea lions has made Pier 39 their home. And over



Photo by Joel Williams

The statues represent a diverse mix of styles, and each includes technological features to allow public interaction.



Photo by Joel Williams

San Francisco Mayor London Breed proclaimed January 16 Sea Lion Day in the City.

that time, over 250 million people have watched the sea lions bark, roughhouse and play king of the mountain on the docks below," he said. "We are so proud to have been stewards for this amazing group of pinnipeds."

In commemoration of the 30th anniversary of the sea lions' arrival in San Francisco, 30 six-foot sea lion statues painted by 30 Bay Area artists are being placed in different locations throughout the City—one for every year the sea lions have been at Pier 39. Conceived by the Smithsonian-affiliated Aquarium of the Bay, the Sea Lion Center and jointly implemented with Pier 39, this art installation is part of the largest STEAM (science, technology, engineering, art and math) initiative currently underway in California.

As part of the STEAM initiative and in an effort to bring together art and science, each statue will have a QR code that can be scanned for multi-lingual information focused on environmental sustainability and ocean conservation. Each uniquely hand-painted statue reflects the local artist's experience with sea lions and their environment. Young and old are encouraged to visit and learn from the statues, many of which are along the Embarcadero.

"The port is proud to host the sea lion installation

all along the waterfront," said Elaine Forbes, executive director of the Port of San Francisco. "We love seeing the majestic marine mammals in the water and are looking forward to seeing the artistic renderings dot the waterfront providing residents and visitors inspiration and important information about climate change and sea level rise."

Last month, Pier 39 hosted a kickoff event that featured San Francisco Mayor London Breed, who regaled those in attendance with stories of her experiences with the world-famous sea lions from her youth before officially proclaiming January 16 as Sea Lion Day in San Francisco.

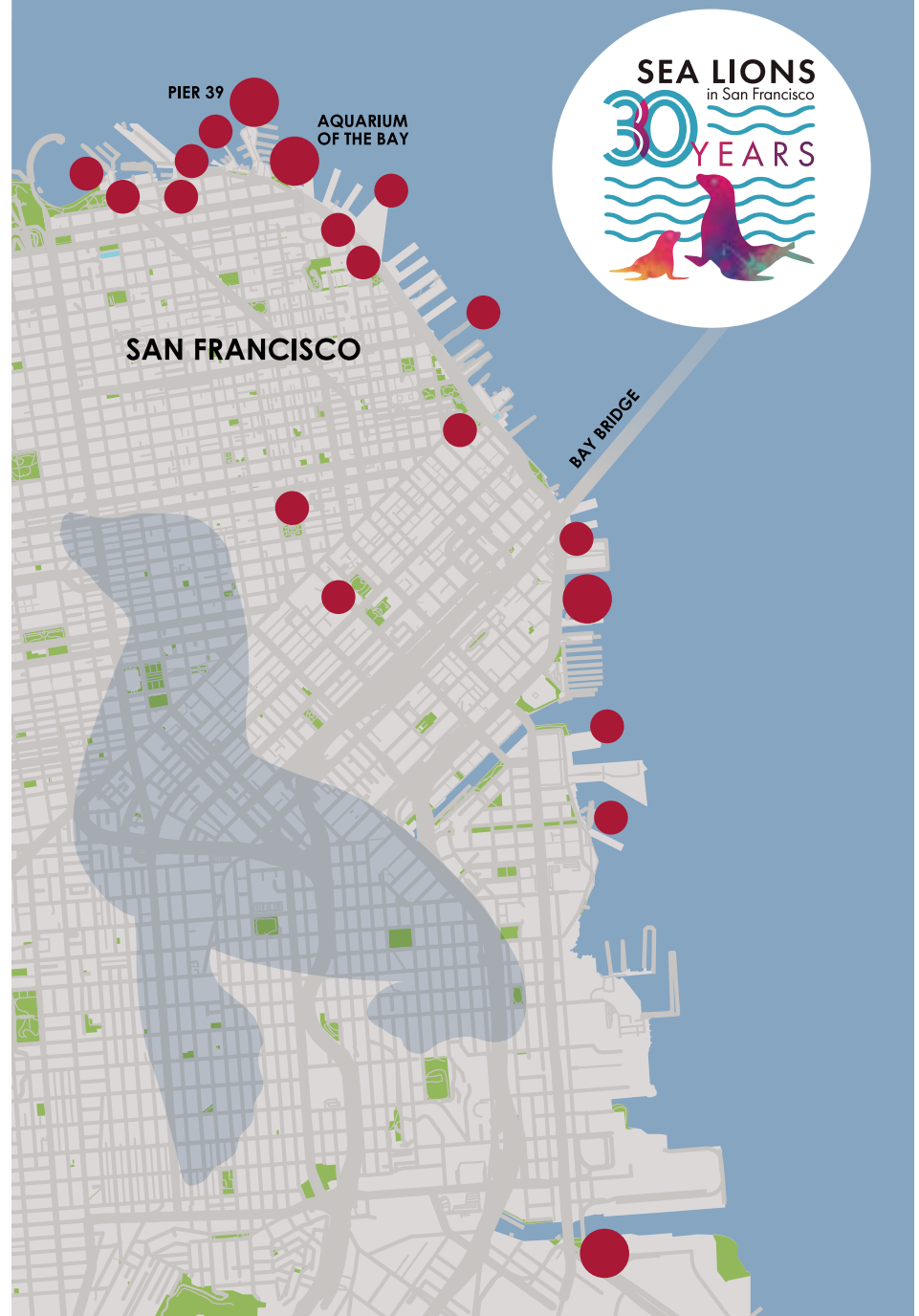
"I went to Galileo High School, right up the street, and I actually spent a lot of time at Pier 39," Mayor Breed told the crowd. "I don't know what it is about watching the sea lions and listening to them but the minutes go by, then sometimes even an hour can



Photo by Joel Williams

SeaLionLove.org

#SeaLionLoveSF



A map helps direct visitors to the locations of the 30 sea lion statues. Most, but not all, are situated on the San Francisco waterfront. Map courtesy of Aquarium of the Bay

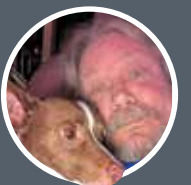
go by before you realize that you actually have to go."

The sea lion statues have been spread throughout San Francisco to some of the most visited areas by both local residents and tourists alike to ensure their messages reach as many people as possible. The

statues will remain on display in their respective locations for the rest of 2020.

For more information and to view a complete list of the locations, visit www.sealionlove.org.

Bay Crossings Publisher Joel Williams with our official mascot, Buddy. Joel has been with Bay Crossings since 2005, starting in advertising sales and becoming the publisher in 2007. He is also a frequently contributing staff writer and photographer.





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King Tides Sound a Pollution Alarm in the Bay

BY SEJAL CHOKSI-CHUGH

Last month, high tides in San Francisco Bay washed up onto the shoreline of a large former pharmaceutical company in Richmond. A few hours later, the outgoing tide pulled contamination—including pesticides, toxic chemicals and radioactive waste—off the industrial land and into the Bay.

Right now, this occurs a few times every year during the highest tides, known as king tides, which are one to two feet higher than normal high tides. With sea levels rising over the coming decades, however, flooding waters like this could hit polluted shoreline sites every day.

King tides aren't related to sea level rise. They're caused by certain gravitational pulls of the sun and moon. But king tides do allow us to forecast what's coming as water levels rise in the next few decades.

Sadly, what's ahead is a major threat to the Bay and its wildlife. Baykeeper's ShoreView website identifies more than 1,100 contaminated sites that could be flooded. Unless these sites are cleaned up in advance, a torrent of toxic waste will wash into the Bay. These most vulnerable sites need cleanup before the water rises.

The Bay's wetlands also need to be built up. Wetlands soak up water like a sponge, protecting shorelines against rising water and shoreline communities from flooding and storm surges. They

filter pollutants, keeping contamination out of the Bay. And wetlands store carbon, helping to slow climate change. Some cities are meeting the challenge of taking these kinds of preventive measures.

The City of Alameda, for example, recently approved construction of DePave Park. This involves removing hard pavement from 16 acres of the Alameda Point shoreline to make way for a public park and coastal wetland. This new wetland will help shield the low-lying island city from rising water levels in the Bay.

But some Bay Area cities are moving backward and approving new shoreline development on sites where wetland restoration is desperately needed. Leaders of the South Bay city of Newark recently approved construction of more than 400 luxury homes at the edge of the city's wetlands. The 430 acres of land slated for this development were once wetlands that were filled in during the 20th century.

Instead of shortsightedly allowing the construction of new homes that will be flooded in a few decades, Newark leaders should have restored the site as a tidal marsh. The marsh could have helped protect nearby existing Newark neighborhoods from sea level rise. It could also have helped to protect the Bay from toxic pollution coming from more than 20 contaminated pieces of land near the Newark shoreline.

Baykeeper is defending San Francisco Bay's shoreline and communities from



SAN FRANCISCO
BAYKEEPER

Photo by Robb Most and LightHawk

The year's highest tides flood contaminated shoreline sites, like this one in Richmond, washing toxic pollution into San Francisco Bay. As sea levels rise, flooding waters could hit polluted shorelines every day.

sea level rise. In addition to fighting for toxic cleanup and more wetlands, we're also advocating for Bay Area shoreline cities to plan for sea level rise together, so that one city's actions don't

cause flooding in another city. Join the battle against sea level rise by signing up for Baykeeper's monthly E-news at baykeeper.org.



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



GREEN PAGES

Port of San Francisco Looks to Revitalize Piers 38 and 40

BY BILL PICTURE

The Port of San Francisco sees in Piers 38 and 40 the opportunity to transform an underused stretch of the City's waterfront into a vibrant extension of the bustling South Beach and South of Market neighborhoods that it borders.

Last month, the port invited developers to suggest strategies to make the piers a destination for San Franciscans and tourists alike—while at the same time honoring the structures' (and the area's) unique history and contributing to the City's effort to better the resilience of the waterfront. The request for proposals was issued on January 10, and the deadline for proposals is March 4.

"This area is ripe for activation," said David Beaupre, the Port of San Francisco's master planning project manager. "Oracle Park is right next door, so are South Beach Marina, South Beach Park and Brannan Street Wharf Park. There's already foot traffic in the area, so we're looking to come up with creative ways to leverage that and then build on it."

Pier 38 has been vacant since 2011, while Pier 40 is only partially occupied at this time. Both structures need plenty of TLC to bring them up to modern standards, so whoever's idea gets the greenlight from the port must commit to a substantial list of necessary upgrades as a part of the deal.

"There's a fair amount of structural rehabilitation that needs to be done, flood-proofing, entirely new utilities—rehabilitating these piers requires a significant investment," Beaupre said. "How the structures relate to the seawall also needs to be considered."

The four-mile-long seawall is what keeps the waters of the San Francisco



Photo courtesy of Port of San Francisco

Pier 38 has been vacant since 2011, while Pier 40 is only partially occupied at this time. Both are classic structures that need plenty of TLC to bring them up to modern standards. But the area's potential is virtually limitless.

Bay from reclaiming the landfill atop which the Embarcadero, portions of the Financial District, South Beach and South of Market were all built. Though a modern marvel for its day, 100-plus years later engineers question the seawall's ability to withstand a good shaking or projected sea level rise.

The City is now a few years into the planning phase of a seawall rehab that could include replacing portions of the wall, as well as moving critical pieces of infrastructure that have been rendered vulnerable by time.

Piers 38 and 40 were built not long after the seawall's completion, and the sea air and Bay water lapping at their heels for nearly a century have compromised the Beaux Arts beauties' overall condition and leasability.

Why now?

From 2015 to 2019, the port undertook the task of updating its waterfront land use plan, which guides how port property can be used. To help with this, the port assembled a 30-member group

representing a diverse cross section of the City to weigh in on the best path forward.

"And what we heard loud and clear is that we need to really invest in the Embarcadero Historic District," Beaupre said. "Preserving a national treasure is important to them, as is finding uses and activities that draw the public to the waterfront to enjoy historical aspects, improve the waterfront and surrounding neighborhoods, and help build a more resilient city."

And time, Beaupre added, is not on

GREEN PAGES

the port's side. "The condition of these piers isn't getting any better and the longer they sit vacant, the worse they get," he said.

The group had a lot of good ideas for ways to help make the piers more of an attraction. Among them was attracting world-class cultural and arts facilities, and carving out affordable space for community groups and nonprofit organizations.

"That was a big one," Beaupre said. "But in general people really wanted to make sure that the plan for activating the piers includes uses that attract the greatest diversity of people possible—all ages and income levels and ethnic groups. That was very important to the group."

Beaupre's ideal mix would also include restaurants and shops, office and creative spaces, and open space. The only nonstarters are residential and hotel uses, which San Franciscans voted in the 1990s to ban on port property in order to retain both the charm and integrity of the waterfront area.

"But beyond that, we're leaving it up to developers to apply the goals and objectives of the waterfront land use plan and come up with their own vision for the piers," Beaupre said. Those visions will first be subject to a third-party review to gauge technical feasibility, after which a panel of stakeholders will be assembled to determine which proposals best mesh with the community feedback that recently helped reshape the waterfront land use plan.

"We're aiming to go to the port commission on May 12 and present the proposals that qualified," said Beaupre, who adds that lease negotiations could



Photo courtesy of Port of San Francisco

The Port of San Francisco is looking to transform Piers 38 and 40 into vibrant components of the current waterfront neighborhood that includes Oracle Park, South Beach Marina, South Beach Park and Brannan Street Wharf Park.

begin before summer. Part of that process would be an environmental review.

Sustainability is a key tenet of the port's ethos, and one with which a potential tenant's plan will need to align. And if all goes well, Beaupre hopes to see new life breathed into Piers 38 and 40 within the next two years.

"The City and the Port of San Francisco have very forward-thinking sustainability programs, and everything we do gets looked at through that sustainability lens," Beaupre said. "A big focus of late is building a resilient city, and a big part of that is sustainable development."

"Everything we do gets looked at through that sustainability lens,"
- David Beaupre,
Port of San Francisco

Bill Picture is a veteran journalist, but also produces events for some of the world's most recognized brands (**Billpicture.com**). A former *SF Examiner* staff reporter and *SF Chronicle* contributor, Bill now calls both Southern California and the Bay Area "home." That said, you're most likely to find Bill holed up at an airport bar, en route to somewhere.



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ACTIVITIES

SF Beer Week Returns

BC STAFF REPORT

Each year, breweries, venues and event hosts of all types from across the Bay Area celebrate independent craft beer and its role within our communities of fostering friendships, encouraging collaboration, and as a source of creativity and self-expression. They do this in the form of a curated “week” (actually 10 days) of amazing, inspiring events and activities.

This year the local beer community will host these events from Friday, February 7 through Sunday, February 16. If you're a lover of local craft beers and socializing, there's surely an event for you. SF Beer Week's events—and there will be hundreds of them—cater

to many tastes. The craft community is a big one and craft beer appeals to a wide range of people. SF Beer Week events are diverse, and collaboration is encouraged across kindred industries that are as inventive and as committed to creativity as craft beer itself: the arts, entertainment, food, tech, humanities, and more.

The SF Beer Week Opening Gala, from 6 to 10 p.m. on Friday, February 7 at Pier 25 is the largest, most anticipated, and prestigious annual gathering of the Northern California craft beer community. It also serves as the kickoff party for SF Beer Week, commencing the 10-day marathon of beer dinners, tastings, tap takeovers and educational events that occur all over the Bay Area. This community-centric gathering is ground zero for the



Photo by Carly Hackbarth

The SF Beer Week Opening Gala, from 6 to 10 p.m. on Friday, February 7 at Pier 25 is the largest, most anticipated, and prestigious annual gathering of the Northern California craft beer community.

region's craft beer scene. Breweries from throughout the greater Bay Area will be converging in San Francisco to serve the most creative and compelling beers the region has to offer.

Attendees receive a commemorative glass and enjoy unlimited samples of new, rare and classic beers. Expect mouth-puckering sours alongside subtle funk, hop bombs both cloudy and clear, brawny barrel-aged brews, and a wide range of beer styles traditional and experimental with all the creativity and innovation that has made Northern California one of the best beer producing regions in the world. Over 120 breweries will tap more than 300 select beers at this event and, in addition to great beer, some of the best local food vendors in the Bay Area will be on site, serving up delicious options for purchase.

Five never-before-tasted Bay Area Brewers Guild official collaboration beers will be tapped for the first time at the opening gala this year. These Bay Area Brewers Guild one-off collaboration brews are an annual hallmark of SF Beer Week, expressing the brewers' collective state of mind, and honoring the cooperative and creative spirit of the craft beer community. All five recipes sourced some or all of their grain from freshly kilned California-grown malts from Admiral Maltings in Alameda, one of the nation's few traditional artisan floor-malting facilities. The 2020 official SF Beer Week collaborations will offer



SF Beer Week

Five new, one-off collaboration beers have been produced to celebrate this year's SF Beer Week.

an exhibition of the bright, hoppy, drinkable beers brewers love to make.

Tickets for the gala are \$80 for general admission or \$120 for a limited amount of VIP Passes that allow you early access to the event.

But the opening gala is just one of hundreds of events that will take place. With so many events, planning is key. The SF Beer Week website at sfbeerweek.org offers a few tools to make that easier, including the ability for you to create and share your own itinerary, to filter and sort by a host of criteria (event type, event time, geography, participants, etc.), and to look up what's happening at your favorite venues.

The cost to attend other events, if any, is determined by the host venue or event producer. Many events are “pay as you go,” meaning free to attend, but you pay for any beer and/or food you consume. Other events may require an admission fee, or advanced reservations, or ticket purchase. Still other events may offer free food samples or discounts.

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We rely on the support of people like you who care about the health of the Bay and its wildlife. Visit us online at www.baykeeper.org and become a member today.

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Levi Strauss Exhibit Comes to Contemporary Jewish Museum

BY PAUL DUCLOS

Levi Strauss: *A History of American Style*, an exhibit at the Contemporary Jewish Museum, will run from February 13 to August 9. The exhibit will celebrate the birth of the blue jean, showcase the life of Levi Strauss, track the evolution of Levi's from workwear into iconic fashion wear, and describe how the City of San Francisco inspired this style revolution.

Here's an exclusive interview with Heidi Rabben, one of the exhibit's curators:

Bay Crossings: *How did you work with Ms. Panek to put a show like this together? Can you describe the collaboration?*

Heidi Rabben: My co-curator, Justin Limoges, and I were generously granted access to the archives to research the contents, and through that, to determine what kind of story we could tell. It became clear very quickly how selective we would need to be due to the wealth and diversity of objects in the archives—but a clear story started to emerge through the materials we found.

This story traces both the life and legacy of Strauss the man, alongside the legacy of his namesake, Levi's blue jeans—both legacies being of core importance to our mission here at the Contemporary Jewish Museum to support culture, history, art and ideas. Once we had a framework and some objects in mind, we worked very collaboratively with Tracey Panek and Laura O'Hara in the archives to find the best items to help illustrate Strauss' life, from his Jewish roots in Buttenheim, Bavaria, to his patent with Jacob Davis for the first copper-riveted workpants, to his death in San Francisco.

In parallel, we sought to trace the evolution of the blue jeans, from their origin as durable workwear for miners, lumberjacks and other blue-collar workers, to the uniform of the American



Surf campaign billboard advertisement, ca. 1960s. Levi Strauss & Co. Archives

cowboy, to an enduring symbol of contemporary pop and counter culture. We were also incredibly fortunate to work with Dani Killam to locate a few key garments from outside the archives to crystallize the pervasive influence Levi's continues to have today, particularly with celebrities and cultural icons.

BC: *What surprises emerged as you researched this project?*

Rabben: This project has been a revelation from the very beginning all the way through to the present. As someone who has lived in San Francisco for 12 years, I completely took for granted that the quintessential American garment, worn by at least 50 percent of the global population on any given day,

as relevant as ever is a truly singular feat.

BC: *What makes this exhibition unique to San Francisco?*

Rabben: San Francisco has undergone a lot of rapid change in the past 20 years, but this show is an illuminating reminder that San Francisco has always been a place for outcasts and innovators. From the Gold Rush to the earthquake and fires of 1906 to the Summer of Love to the AIDS crisis, to the dotcom boom and bust, so many important political and social events of the 19th, 20th and current centuries took place here, and people were wearing Levi's jeans throughout all of them. It paints a vivid picture of our city as a source and leader of change. Likewise, to be able to tell Strauss' story here—where he lived and worked for the vast majority of his life—and to understand how deeply influential he was and continues to be to this place and region perfectly demonstrates that this is the most meaningful place to tell his story.

BC: *What lessons about style and fashion does this exhibition impart?*

I think more than anything, it's that style is what you make of it. The evolution of Levi's is less in the jean itself—as mentioned, that has more or less remained the same for 150 years. But it's how the whole world has used jeans as a blank canvas of self-expression that contains within it a whole condensed history of fashion.

was born here in this city. It was such a treat to be able to do a deep dive into the history of that garment and the history of the man who launched it into mass production. Perhaps the biggest surprise of all is the most obvious thing: that Levi's original 501 jeans have barely changed since the first pair was patented in 1873. For anything to survive nearly 150 years essentially unaltered and still be

To see more of the interview, check out duclosculturalcurrents.com.

Paul Duclos is a pen name. The author retired from his career in motor sports to write the cult classic *Flags of Convenience*. Since then, he has been sharing his passion for the Bay Area arts scene with *Bay Crossings* readers and fellow ferry evangelists. Follow his blog at www.duclosculturalcurrents.com.



San Francisco Bay Ferry

VALLEJO

VALLEJO/SAN FRANCISCO - Weekdays

Depart Mare Island	Depart Vallejo	Arrive Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Pier 41	Depart Pier 41	Arrive Vallejo	Arrive Mare Island
5:10	5:30	6:30	-----	-----	-----	-----	-----
5:40	6:00	7:10	-----	-----	-----	-----	-----
6:10	6:30	7:30	6:35	-----	-----	7:35	-----
6:40	7:00	8:10	7:15	-----	-----	8:25	-----
-----	7:45	8:45	8:15	-----	-----	9:15	-----
-----	8:30	9:40	9:45	-----	-----	10:55	11:05
-----	10:15	11:15	11:25	11:35	11:45	12:45	12:55
-----	12:00	1:10	2:40	-----	-----	3:50	-----
1:40	2:00	3:20	3:30	3:00	3:10	4:30	-----
2:50	3:10	4:10	4:30	-----	-----	5:30	-----
-----	4:00	5:10	5:00	-----	-----	6:00	-----
-----	4:45	5:45	5:30	6:45	6:55	6:40	6:55
-----	5:45	7:05	6:00	-----	-----	7:00	7:15
-----	-----	-----	7:15	-----	-----	8:15	8:30
-----	7:00	8:00	8:15	-----	-----	9:15	9:30

Weekends & Holidays

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

FARES: One-way

Adult	\$15.10	Child (under 5)	FREE
Adult (Clipper Only)	\$11.30	Mare Island Short Hop Adult	\$1.70
Youth (5-18)	\$ 7.50	Mare Island Short Hop Youth	\$0.80
Senior (65+)/Disabled/Medicare	\$ 7.50	Senior (65+)/Disabled/Medicare	\$0.80
School Groups	\$ 5.00		

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ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

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

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

Adult	\$7.20
Adult (Clipper Only)	\$5.40
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$3.60
Child under 5	FREE
School Groups	\$2.40
Short Hop - Adult	\$1.70
Short Hop - Youth (5-18 years), Seniors (65+ yrs), Disabled	\$0.80

RICHMOND

Weekdays

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

Weekends

No Winter Weekend Service

FARES: One-way

Adult (cash fare)	\$9.30
Adult Clipper Card	\$7.00
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.60
Children under 5	FREE
School Groups	\$3.10

SOUTH S.F.

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:15	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	6:10 *	5:55
7:00	7:50 *	7:35

* Arrives at Alameda first. All arrival times are estimates.

FARES: One-way

Adult	\$9.40
Adult (Clipper Only)	\$8.10
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.70
School Groups	\$3.10
Children (under 5) (with an adult)	FREE

GIANTS BASEBALL AT AT&T PARK

Service will resume for 2020 Season



Illustration from www.tuscolatoday.com

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LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45 a.m.	6:15 a.m.	6:20 a.m.	6:50 a.m.	-----	-----	8:40 a.m.	9:10 a.m.
6:35	7:05	7:10	7:40	9:30 a.m.	10:05 a.m.	10:20	10:55
7:00	7:30	7:35	8:05	11:25	12:00 p.m.	12:30 p.m.	1:05 p.m.
7:30	8:00	-----	-----	1:15 p.m.	1:50	2:30	3:05
7:50	8:20	8:30	9:05	1:40	2:30	3:45	4:35
8:20	8:50	9:10	9:45	3:25	4:05	5:25	6:00
8:50	9:20	-----	-----	4:45	5:35	6:25	7:15
9:20	9:55	10:10	10:45	-----	-----	7:25	8:10
10:10	10:45	10:55	11:30	One-way Ferry Fares			
11:10	11:45	11:55	12:30 p.m.	Larkspur		Sausalito	
12:40 p.m.	1:15	1:25	2:00	Daily			
2:15	2:50	3:00	3:30	Adult Cash Fare (19 – 64)		\$12.50 \$13.00	
2:50	3:25	3:30	4:00	Clipper		\$ 8.00 \$ 7.00	
-----	-----	4:00	4:30	Youth (5-18)/Senior/Disabled		F 6.25 \$ 6.50	
3:40	4:15	4:30	5:00	Children 4 and under		FREE FREE	
4:10	4:45	5:00	5:30	(limit 2 per fare-paying adult)			
-----	-----	5:30	6:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
5:10	5:45	6:00	6:30	Visit goldengateferry.org for updates.			
5:40	6:15	6:30	7:00	Contact Information Toll free 511 or 711 (TDD)			
6:40	7:10	7:20	7:50	Giants Larkspur Ferry: \$14 each way per person. Advanced purchase of tickets at goldengateferry.org or (877) 473-4849 is required. Ferry departure times vary.			
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

SAUSALITO

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Berkeley
K Dock at Berkeley Marina in front of Harbor Master's office

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Richmond
1453 Harbour Way South

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

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

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

FARES:		One-way	
Adult (19-64)		\$13.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.50	
Child (age 4 & under)		FREE	

TIDELINE

BERKELEY/SAN FRANCISCO

Weekdays			
Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:30 a.m.	8:00 a.m.	8:15 a.m.	-----
8:45	9:20	9:40	10:15 a.m.

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
3:55 p.m.	4:30 p.m.	4:45 p.m.	-----
5:15	5:50	6:05	6:35 p.m.

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

Blue & Gold Fleet

TIBURON – Pier 41				SAUSALITO			
Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:30 a.m. •	10:40 a.m.	11:10 a.m.	11:20 a.m.	12:25 p.m. •*	12:40	1:05 p.m.
11:20	12:05 p.m. •	12:15 p.m.	1:05 p.m. ^	1:15 p.m.	2:20 • +	2:30	2:55
1:15 p.m.	2:00 •	2:10	2:55 ^	3:05	4:10 • +	4:20	4:45
3:05	3:50 •	4:00	4:45 ^	4:55	5:25	5:35	6:25 +
4:55	5:45 ^	5:55	6:25				
7:15 #	7:45 #	8:00 #	8:30 #				

• Via Angel Island ^ Via Sausalito
Available Friday ONLY: November 4, 2019 - April 26, 2020

TIBURON – Pier 41				Weekdays			
Weekends and Holidays				Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:10 a.m.	12:20 p.m. **	12:30 p.m.	12:55 p.m.	11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm **
1:05 p.m.	1:55 ^	2:05	2:35	1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 •
2:15	3:25 **	3:30	3:55	2:15	2:45	2:55	3:55 • +
3:35	4:25 *	4:35	5:25 ^	3:35	4:45 • +	4:55	5:25
4:50	5:20	5:30	6:20 ^	4:50	5:40 •	5:50	6:20
7:15	8:10 ^	8:20	8:50	7:15	7:45	8:00	8:55 •

• Via Tiburon, + Via Angel Island

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

For the most current schedule, visit www.blueandgoldfleet.com

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

BAY CRUISE

Depart PIER 39

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

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

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

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Monday - Thursday (depart PIER 39)

11:30 a.m.
Friday - Sunday & Holidays (depart PIER 39)
11:30 a.m.
3:45 p.m.

Ticket Prices:		Adult	Child (5 - 11)	Senior (65+)
Adult	\$42.00	\$28.00	\$28.00	\$31.00
Junior (12 - 18)	\$31.00			

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:15 a.m.	10:20 a.m.	11:10 a.m. *
11:20	11:45	11:55	1:05 p.m. **
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	12:00 p.m. +	12:10 p.m.	12:55 p.m.
---	---	3:15 +	3:55
---	---	4:15	5:25 **

* Via Tiburon + Via Sausalito

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

All prices include general state park entrance fee.

Red & White

BAY CRUISE Pier 43½

Monday – Sunday

10:00 a.m.	1:10 p.m.	3:30 p.m #
11:15	1:40	4:15
12:00 #	2:30	6:00^

FARES: Bay Cruise # Bridge to Bridge ^ Sunset Cruise - Friday/Saturday/Sunday
 Adult (18+) \$34.00 Adult (18+) \$44.00 Adult (18+) \$70.00
 Youth (5-17) \$23.00 Youth (5-17) \$30.00 Youth (5-17) \$48.00

AROUND THE BAY IN FEBRUARY

Call of the Baby Beluga

Join the Ocean Film Festival organizers on Thursday, February 6 at the Bay Conference Center in Tiburon for a screening of *Call of the Baby Beluga*. It is the story of baby beluga whale washing up on a gravel beach along the St. Lawrence River in Quebec. Unexpectedly, she is vigorously alive and a scientific team decides to take unusual steps to try to save her. The story leads you on a larger journey through the amazing world of the St. Lawrence beluga whales and of the scientists who have worked for decades against long odds to help them. Like the story of the baby, it is a tough trip in a beautiful place, a true tale of drama, uncertainty, camaraderie, hard work, achievement, perseverance and love, brightened by a glimpse of hope. Doors open at 6 p.m., and the film starts at 6:30 p.m. Attendees are invited to bring their favorite movie snacks with them, as there will be no concessions. Tickets are \$9 and available at intloceanfilmfest.org.



Tulipmania

PIER 39 comes alive from February 8 to 17 with the vibrant colors of more than 39,000 blooming tulips and other 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 from

Trish's Mini Donuts. For more information, visit www.pier39.com.

SF Giants Fan Fest

It's not quite baseball season yet, but the Giants and their fans are going to kick into action this month with their annual fan fest event on Saturday, February 8. This is your chance to meet players, coaches, alumni, broadcasters and other Giants VIPs, get their autographs, take photos with the World Series trophies, play catch on the field and purchase new merchandise. Admission is totally free, so get on your orange and black and get ready for a fun-filled day at beautiful Oracle Park from 10 a.m. to 3 p.m. Don't forget to download the free entry pass to this year's Fanfest. The first 10,000 fans to use their mobile passes to enter the ballpark will receive a Giants mystery item. Visit mlb.com/giants for more information.

Chinese New Year's Parade

The Chinese New Year celebration in San Francisco is one of the largest in the world. The main draw of this celebration, the Grand Parade, will be held on Saturday, February 8. It starts at 5:15 p.m. at the corner of 2nd and Market. It then weaves its way through Chinatown and ends at Kearny Street and Columbus Avenue around 8 p.m. There are more than 100 parade entries—including several floats, the largest and most popular of which is the 28-foot-long Golden Dragon. It takes a team of more than 100 people to operate and move it through the streets of San Francisco. This is a free event for all to attend but tickets must be purchased to sit in the bleacher sections. Bleacher tickets range from \$38 to \$55. Visit chineseparade.com for more information.

Paint Party

Blue Rock Springs Golf Course in Vallejo is hosting a paint night party on Thursday, February 13 from 6 to 8 p.m. Canvas, paint, full instructions, appetizers and light beverages will be provided. Tickets are \$40 per person or \$70 for

couples. The painting can be split into two pieces so each person in a couple will have one half of the painting. For tickets or more information, call Ashley Thomas at (707) 643-8477.

Great SF Pillow Fight?

The Great San Francisco Pillow Fight should once again be on Valentine's Day at the Embarcadero Plaza across from the Ferry Building this year. This is an unsanctioned event, so there really isn't anyone in charge and details can change at any time. If it happens, it is open to everyone and starts at 5:50 p.m. on February 14. Make sure to arrive with your pillow in a bag. When the clock strikes 6 p.m., it's time to begin the fun. Please don't hit anyone without a pillow in their hand (unless they want you to hit them). Updates can usually be found on the Great San Francisco Pillow Fight page on Facebook.

Science Sleepover

On February 14, love will be in the air and underwater at the California Academy of Science's Valentine's Sleepover for adults. Romantics and cynics alike are invited to celebrate the human side of chemistry with an all-inclusive overnight at the museum, including a buffet dinner, champagne toast, planetarium screenings, silent disco, science demos, aquarium yoga, free parking, next-morning breakfast, and more. Tickets are \$195 for the public and \$175 for members. All attendees must be at least 21 years old. For more information, visit calacademy.org.

Orchids in Focus

The San Francisco Orchid Society presents 2020: Orchids in Focus. The 68th annual Pacific Orchid Exposition will expose you to the beauty and diversity of the orchid world, as well as provide education about ongoing issues of orchid habitat challenges and conservation efforts. Presented by the finest local and international vendors, more than 150,000 orchids of all sizes, shapes, colors and even fragrances will be on display and

for sale at the Hall of Flowers in Golden Gate Park February 20 to 23. Join in the three days of fun and adventure for the entire family with daily demonstrations on how to successfully grow orchids in the Bay Area, hard-to-find supplies, companion plants, and fun educational activities for both kids and adults. There will be a preview night on Thursday, February 20 where attendees will be the first to enjoy the orchid displays with reduced crowds (a few hundred rather than a few thousand people). Attendees will have first pick of the show vendors' most beautiful and exotic orchids with entertainment, beer, wine and appetizers. A special educational area with activities aimed at kids will take place Friday through Sunday. Admission for children under 13 years old is free with a paid adult accompanying them. General admission is \$15 at the door or \$12 in advance. The preview gala is \$50 per person (must be 21 or over) at the door or \$30 in advance. The event runs from 10 a.m. to 5 p.m. on Friday through Sunday. The Hall of Flowers is located at 1199 9th Avenue on corner of Lincoln. Visit pacorchidexpo.org for more information and to purchase discounted tickets in advance.

A View from the Wheelhouse

On Thursday, February 20, the Corinthian Yacht Club Speaker Series welcomes two retired San Francisco Bar Pilots to discuss the challenging job of piloting ships into and from the harbors and waterways of San Francisco Bay. With 90 years total on the water, the two retired Bar Pilot guests, Captains Rick Hurt and Gregg Waugh, could easily fill multiple nights describing their vast experience on western waters. They will bring not only their best stories, but also video and photographs. Your job is to bring your best questions. The event is at 7 p.m. at the Spaulding Marine Center on 600 Gate 5 Road in Sausalito. Although this event is free and open to the public, reservations are appreciated. Call (415) 435-4771 or email speakers@cyc.org for more information.

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SAIL & RAIL

Photo by Tom Rennie

For more information, visit goldengate.org



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