



BAY CROSSINGS

"The Voice of the Waterfront"

May 2014 Vol.15, No.5



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Last month, the new Ferry Bocce League debuted at the bocce ball courts located in Justin Herman Plaza, just across the street from the Ferry Building. Bay Crossings has helped to organize the league, which has dozens of teams participating and another season planned for summer. This month's cover photo features Alicia Allbin of Pacific Waterfront Partners during a recent lunch time match against the KPIX team.

Photo by Joel Williams

Corrections & Letters

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

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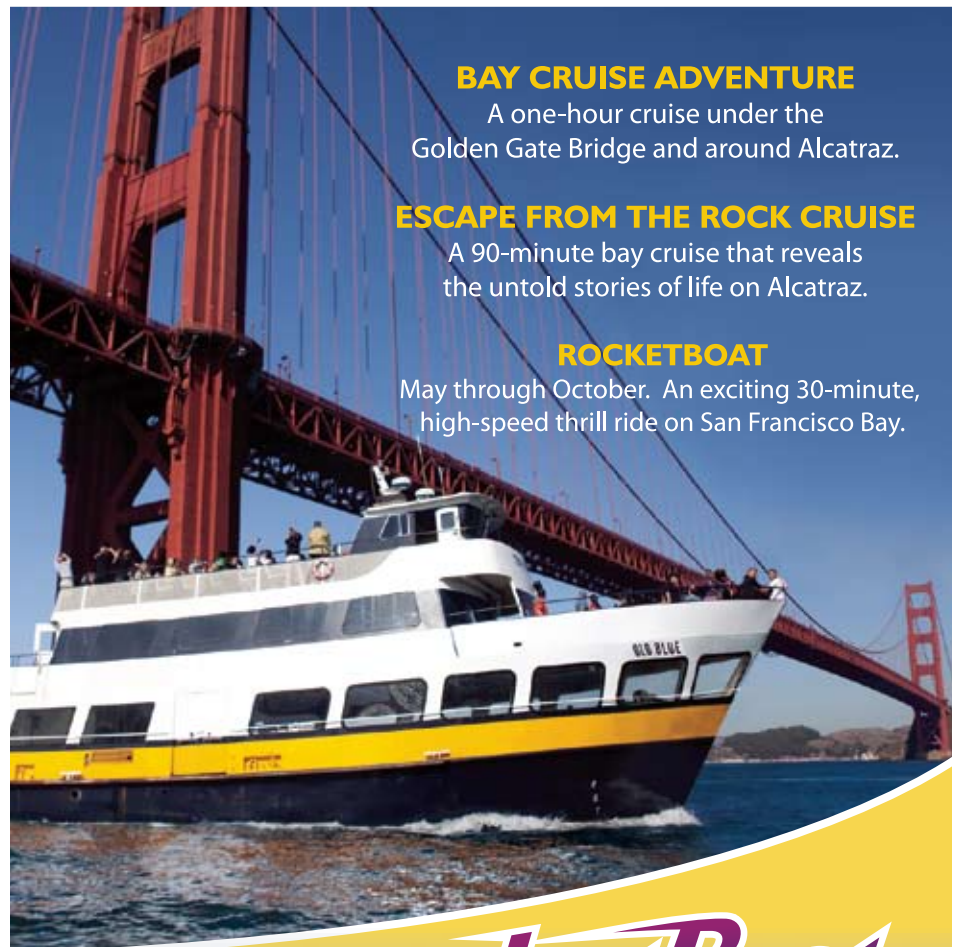
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Agricultural Shippers May Face Big Challenges This Summer

BY PATRICK BURNSON

In a past late-night television era, Johnny Carson, playing “Carnac the Magnificent,” could humorously predict the answers to questions—sealed inside envelopes—concerning unexpected and monumental changes in government, commerce and society.

In the shipping industry, we have our own Carnac in Peter Friedmann, the affable and capable leader of the Agriculture Transportation Coalition (AgTC). He won’t be donning a turban for his crystal ball prognostications at the group’s annual meeting next month in San Francisco, but a certain amount of levity may be needed when addressing the issues that keep shippers up past their bedtimes.

Friedmann has already told his constituents that new contract talks between the International Longshore and Warehouse Union and the Pacific Maritime Association will be stalled beyond the June 30 deadline, thereby

requiring an extension.

“We can learn from the recent past,” said Friedmann. “Over the past 12 months, all container terminals on the West Coast have been shut down by ILWU for varying lengths of time—from a few hours in Tacoma to five days in Los Angeles/Long Beach—and this was without any contract expiration in sight.”

He added that the ILWU locals, to varying degrees, have demonstrated their eagerness to stage wildcat strikes. “So we should not be surprised to see disruption and slowdowns at all the West Coast marine terminals,” he said.

Shippers will also learn more about the projected impact of the P3 Alliance, comprising Maersk, MSC and CMA-CGM. This consortium—recently approved by the Federal Maritime Commission—will control nearly 40 percent of transpacific cargo.

According to Friedmann, the cultural dissonance may further complicate matters as “schedule discipline” is not part of every carrier’s makeup. He points out that the three carriers currently each maintain their own sales, documentation

and customer service networks.

“But it is logical to ask whether some of these services will be combined, once the operations consolidation is fully implemented,” he said. “We do expect that there will be fewer but larger ships, resulting in reduced frequency of port calls, although with the same or even greater total vessel and equipment capacity. We are going to be monitoring this closely.”

Meanwhile, six ocean carriers are forming the G6 alliance, which has raised fewer concerns because they are already operating in vessel-sharing mode in the transpacific, without detrimental impact to shipper interest.

Vessel operators will be paying close attention at the AgTC meeting too, as it features the annual Ocean Carrier Performance Survey. Here, ag shippers measure companies in 11 categories of service. This includes the coveted “best vessel schedules and transit days” ranking.

Finally, a highly anticipated presentation on ocean cargo rates will be provided by Brian Conrad, executive administrator of the Transpacific Stabilization Agreement (TSA). Conrad has compared the recent imposition of general rate increases in the trade lane to decisions by governments worldwide to defer needed infrastructure investment.

“We are in effect negotiating the annual operating budget for a major piece of global transportation infrastructure that happens to be privately financed,” he said. “Competitive pressures to match the lowest short-term rate levels and lock them into 12-month service contracts across the board reflect a significant deferred investment in the trade.”



The Federal Maritime Commission recently approved the P3 Alliance, a consortium of Maersk, MSC and CMA-CGM that will control nearly 40 percent of transpacific cargo.



Conrad maintains that TSA carriers will eventually have to stop pricing based solely on supply-demand and pay more attention to long-term service reliability



The P3 consortium is expected to result in fewer but larger ships, reducing the frequency of port calls.

and flexibility. If this fails to develop, Conrad’s own crystal ball shows more acute problems surfacing, at significant cost to agricultural shippers.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
www.pacifictrans.org

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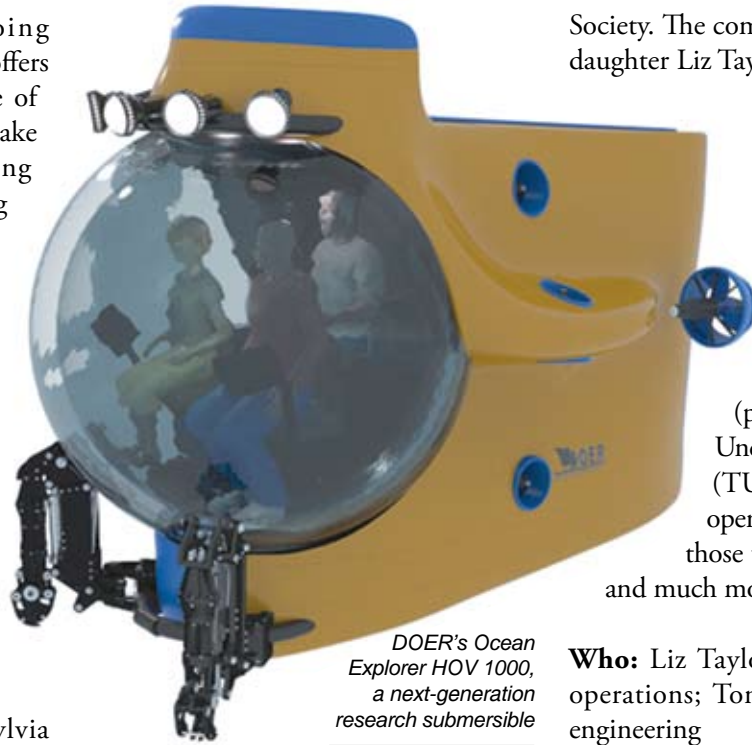
BC STAFF REPORT

As part of an ongoing series, *Bay Crossings* offers a closer look at some of the businesses that make up Alameda's working waterfront community—a thriving hotbed of distinctive, innovative and thoroughly hip young companies.

DOER (Deep Ocean Exploration and Research)
 1827 Clement Ave.
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 www.doermarine.com

What: A cutting-edge marine research company and submersible manufacturer founded by Dr. Sylvia

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DOER's Ocean Explorer HOV 1000, a next-generation research submersible

National Oceanic and Atmospheric Administration and an explorer in residence at the National Geographic Society. The company is now run by her daughter Liz Taylor.

Where: Within Svensons Marina, Alameda

Why You Should Care:

This is your chance to visit Q's Workshop. See a QE HOV 1000 personal submarine (pictured), Terrestrial & Underwater Levee Evaluation (TULE) systems, remotely operated vehicles (ROVs) like those used to find lost airliners and much more.

Who: Liz Taylor, CEO; Ian Griffith, operations; Tony Lawson, director of engineering



DOER (Deep Ocean Exploration and Research) President Liz Taylor with one of the company's personal submarines.

How You Can Check It Out: Visitors are welcome; call first.



Greg Barron is a shark-chaser, Burning Man maven and the proprietor of Rideable Bicycle Replicas.

Rideable Bicycle Replicas
 2329 Eagle Ave.
 Alameda, CA 94501
 (510) 769-0980
 www.hiwheel.com

What: Renowned purveyor and restorer of high-wheel (also known as the "bone crusher" or "penny-farththing") bicycles with customers including the Ringling Brothers and Barnum & Bailey Circus, David Copperfield, Walt Disney and the Sultan of Oman.

Where: Just off Park (near Clement) Street, Alameda

Why You Should Care: This is a Santa's Workshop for bike aficionados. As a bonus, take in the motor home rigged as a working land-sailboat, a Burning Man fixture, and shark cages—all side pursuits of proprietor Greg Barron.

Who: Greg Barron, proprietor

How You Can Check It Out: Visitors are welcome; call first.



A Nickel Superior "bone crusher"

Alameda: A Place for Foodies and Good Drink

Alameda is known for many things: beaches, great parks, beautiful homes and as a great place to live and raise a family. Recently, Alameda has also become a place for delicious dining and fun hideaways to hang out with friends. Arriving on the island, you'll discover tried-and-true favorites, up-and-coming hotspots and some great places with food to go.

Main Street Ferry

As you hop off the Main Street ferry, take a five-minute ride over to Alameda Point's Spirits Alley. Spirits Alley is the unofficial name for a row of hangars that houses St. George Spirits, Faction Brewing, Rock Wall Winery and—opening sometime soon—Proximo Spirits, which is the new home of Hangar One Vodka. All of these places have tasting rooms and patios with wonderful views



Faction Brewing is located at Alameda Point's Spirits Alley.

of San Francisco. Rock Wall also has Scolari's at the Point, providing a menu of stromboli, salads, burgers and fries just as deliciously scrumptious as at the original Park Street location. Rumor has it that Scolari's delivers to the other Alameda Point beverage establishments on the weekends.

You can journey farther down the road to Webster Street, which features a selection of international cuisine. A recent addition is Chicha, a Peruvian bistro that builds on the already established Chinese, Japanese, Mexican, Thai and Indian restaurants in the vicinity. The opening of Cafe Jolie has added a delicious flair of French-American cuisine; who doesn't love a plate of warm beignets drizzled with chocolate or a slice of the best chocolate cake you'll ever taste? Another Webster Street success story is Wescafe, which has expanded into a neighboring space, creating a great spot to eat, drink, hang out with friends or pick up a delicious meal to go.



Blue Dot Cafe & Coffee Bar on Encinal Avenue.

Driving across town, you'll encounter India Palace just off Webster Street on Buena Vista. Depending on which route you take, you could stop at Forbidden Island or Acapulco on Lincoln Avenue. Or you can journey down Encinal Avenue and discover the numerous cafes along the way, including the yummy Blue Dot Cafe and Coffee Bar, Marti's Place, Jay's Cafe and Cafe Q as you approach Park Street.

Harbor Bay Ferry

Disembarking from the Harbor Bay Ferry, you journey through the beautiful Bay Farm Island neighborhood. You can enjoy delicious Mexican food at La Penca Azul (its original location on Park Street) or stop to pick up yummy Mediterranean food from Why Cook. If you take the road to the main island, you're certain to drive past South Shore Center. South Shore has some of the yummiest, busiest spots in town. Want something quick? Stop off at Panera, Applebee's, Jamba Juice or Chipotle. Want sushi? Stop off at the always-bustling Sushi House. Or try the new "big city feel" restaurant Trabocco, where the menu is filled with traditional Italian delights. (Just try to pass the chef without a warm "ciao!" being called out to you as you are being seated!) South Shore also has many fast food options, such as Burger King, McDonalds and a recent addition, Five Guys.

After South Shore, go down Park Street, where you will enter the heart of downtown Alameda. Up

and down Park Street you'll find restaurants that will meet your every hunger pang. There are Asian, Mexican, Cuban, American, Mediterranean and Italian restaurants. The side streets are also flush with dining riches. On Santa Clara Avenue, there's Asena, which serves Mediterranean fare, and on Lincoln Avenue you'll find the lively Speisekammer, with its German cuisine. If you wait until the weekend to journey down Park Street, you'll see the line of breakfast aficionados waiting for tables at two local institutions: Ole's Waffle Shop on Park Street and Jim's Coffee Shop on Lincoln.



The recently opened Trabocco in Alameda's South Shore Center serves traditional Italian delights.

These are just a few of the many spots you can find to fill your foodie and beverage cravings. The City of Alameda's Economic Development Division will be releasing the Dine Alameda Restaurant Guide soon. To celebrate, the City is giving away free Island Shopper bags to anyone who presents receipts over \$20 from four different Alameda restaurants to the Economic Development Division at 2263 Santa Clara Avenue. The City looks forward to seeing more people Dine Alameda!

CITY OF Alameda

Engineer Fred Von Stieff

BY MATT LARSON

Fairly new to the fleet, Fred Von Stieff has been an engineer for Blue & Gold for the past two years. A man of the water, he works on boats both professionally and personally. “I like coming to work,” he says. “I love the people I work with. I would consider all of my coworkers actually friends.”

Ferry passengers won't see Von Stieff on the job because he and the engineers work behind the scenes. “I'm a nights guy,” he said. “The boats run all day. When they come in at night is when a lot of the routine maintenance is done. The little things like oil changes, lights, all that kind of stuff.”

The work is not all routine. “The deckhands grab us as soon as something happens,” Von Stieff said. “That's why our boats are in such good condition.” Von Stieff helps keep the engine room clean, and credits the deckhands for keeping the boats so presentable all the time. “I mean, for public transportation? These things are completely pristine,” he said. “And that's the deckhands who are doing that.”

Sometimes things do happen and a boat needs to be taken offline for maintenance. That's when *Vallejo*, Von Stieff's favorite boat, comes in to save the day. “It's kind of like the little engine that could,” he said. “It's smaller than the other boats but it thinks it's the biggest boat around.” Von Stieff stresses that the big boats are always set to run first, “but as soon as a boat goes down, *Vallejo* is always ready to take over when it has to.”

When he's not working on the water, Von Stieff is often found sailing on it in either his Pearson 303 or Santana 23 D. He's a member of the Vallejo Yacht Club and enjoys putting his engineering skills to use on his own vessel. “I bought my Pearson 303, not running, in Tiburon,” said Von Stieff. “They towed us out and just let us go. My buddy was steering the boat while I was down at the bottom fixing it. I was able to fix the engine on the sail home; it was running and repaired by the time we had to start it and pull into the marina.” It was a proud moment for Von Stieff, and a relief for his buddy. “We thought we were going to have to pull in under sail, which is always colorful,” he explained. “You can't really stop.”

He hasn't taken any epic sea journeys



Photo by Matt Larson

Blue & Gold engineer Fred Von Stieff works on boats both professionally and personally. When not working, he can often be found on the water in one of his own boats that he fixes himself.

just yet, but Von Stieff looks forward to doing the Baja Ha-Ha, a sailing trip down to Mexico, someday. He plans to sail both there and back. “Believe it or not, some people stick their boat on a truck and it gets delivered home because they don't want to run upwind for a thousand miles,” he said. “That's my favorite point of sail. It's the most challenging, you can push the boat the hardest—I would definitely sail back.”

Von Stieff especially loves his job for all he gets to learn. “It's always something new,” he said. “When you think you've seen it all you'll find something that you never expected.” And just like the ferry boats, Von Stieff keeps his sailboats in top condition. “My fabrication work has

gotten a lot better after working here.”

He also gets a lot of new ideas from his coworkers. “Whenever you get a group of guys together who work on boats for a living you're going to learn a lot of different aspects of the job and different ways of looking at things. It's been really rewarding and eye-opening to get so many different views on things,” he said.

For the up-and-coming engineer, deckhand or captain, Von Stieff has some words of wisdom: “Stay open-minded,” he said. “There are guys who've been doing this a lot longer than you—combined they've been doing it a hell of a lot longer. Basically, as ridiculous as some stuff sounds, they're going to be right.”



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 **San Francisco Bay Ferry**

Warriors Make a Play for Mission Bay

The Golden State Warriors announced last month that the team has agreed to terms with salesforce.com to purchase land in San Francisco's Mission Bay neighborhood, where the team intends to build a new state-of-the-art sports and entertainment center.

The arena will be built on 12 acres of private, inland property, bounded by 3rd, 16th and South Streets, and Terry Francois Blvd. The site is well-served by public transportation and borders Muni's 3rd Street Light Rail. The location is also within a few blocks of Caltrain, and BART connects via an easy underground connection to Muni, both at Embarcadero and at Powell Station once the Central Subway opens in 2018. The Mission Bay neighborhood already has ample parking. And a new I-280 freeway connection at Mariposa Street will land less than a block away.

The construction of the new arena will also put into place a key piece of the long-planned Mission Bay redevelopment puzzle. The build-out of this site will include construction of a new 5.5-acre waterfront park across Terry Francois Boulevard adjacent to the arena. The park will feature water-oriented activities and large lawn areas that can accommodate a variety of recreational uses, similar to Marina Green.



Image courtesy of Warriors

The new location also would include the construction of a new 5.5-acre waterfront park with large lawn areas similar to Marina Green.



Image courtesy of Warriors

The Mission Bay location that the Warriors have chosen for a new arena is just a few blocks south of AT&T Park and stands a much better chance of materializing than the previously-discussed waterfront location at Pier 30/32.

"We believe Mission Bay is a perfect fit," said Warriors Co-Executive Chairman and CEO Joe Lacob. "It is a wonderful inland site in a dynamic part of the City that is convenient for fans from all over the Bay Area. We are buying private property, but the city will also get a new park."

Although specific details of the plan remain to be announced, previously-discussed basic elements of the event center remain in effect: the arena will hold about 18,000 seats; it will showcase NBA basketball games as well as concerts, cultural events, family shows and convention activities; and it will be privately financed on private land, virtually unprecedented among major league sports and entertainment facilities in the United States. The transaction with salesforce.com involves no public property and no public subsidy. There are no naming rights or sponsorship rights associated with the transaction.

"We've said all along we wanted to create a spectacular cultural destination for the City and the entire region," said Co-Executive Chairman Peter Guber. "This is about a shared cultural experience—going to a beautiful and inviting place to

see a game, see a show, attend a convention. It will be easily accessible, state of the art, digitally fit, and second to none."

Mission Bay, a former redevelopment area that became the home of UCSF's second campus, has been emerging as a modern urban center for the past 15 years. The Warriors' new home will be within walking distance of several public plazas, parks, restaurants and retail corridors. AT&T Park is only a few blocks to the north; the Dogpatch, Potrero Hill and Bayview-Hunter's Point neighborhoods are just to the south.

"We've spent the past two years listening. We've learned a lot. We're proud of the plans we've put forward to date, and we're thrilled to announce this great leap forward," said Warriors President and COO Rick Welts. "We are looking forward to engaging with the neighborhood and, ultimately, making this site 'Warriors Ground.' This is our path to San Francisco."

The Warriors first arrived in San Francisco in 1960 and played their first 11 seasons in the City. The Warriors new ownership, led by Lacob and Guber, purchased the team in 2010. In 2012, the team announced plans to build a new sports and entertainment facility in San Francisco. The team has targeted the 2018-19 NBA season to debut its new arena.

Mission Bay by the Numbers

11.99:	size of parcel (in acres)
18,000:	Approx. # of seats in arena
125:	Approx. height of arena (in feet)
6:	Blocks to Caltrain
0:	Blocks to Muni
0:	Blocks to BART (via underground Muni connection)
1:	Block to freeway
9,000:	Existing parking spaces in Mission Bay
160:	Current building height limit in Mission Bay (in feet)
1:	Number of Top 25 U.S. cities (by population) without a large indoor arena (San Francisco)



Recent Rain in California: Winners and Losers?

BY THE BAY INSTITUTE

When storms skipped us in December and January following two dry years, we were in for a world of hurt. Everyone was going to suffer—including cities, farmers and even fish. When we finally did get some rain, we thought that everyone’s sacrifices would be eased just a bit. Turns out, we were wrong.

In recent months, federal and state agencies that are supposed to be protecting our environment, its endangered species and our clean water have caved to political pressures from elected officials in order to provide more water to a small group of wealthy farmers, while sacrificing protections for humans and the environment. The damage to our fish and wildlife, including six endangered species that rely on freshwater flow into and through our San Francisco Bay Estuary, could be catastrophic.

Here’s the problem... the first one.

At the beginning of February, water supply conditions were grim. The state’s largest reservoir—its Sierra Nevada snowpack—was close to its worst level ever recorded and many of the man-made reservoirs were at extremely low levels. The drought was on.

What are some of the consequences of the drought?

The effects of the drought are widespread in California, but are particularly severe in the Sacramento-San Joaquin River Delta. Here, the rivers meet to flow out to the San Francisco Bay. They’re also pumped for export to cities around the Bay Area and Southern California, as well as to farms in the San Joaquin Valley. The drought was curbing water deliveries for human use as well as environmental flows benefitting commercial and sport fisheries (Chinook salmon and steelhead), and imperiled aquatic species found nowhere else in the world (Delta smelt).

In response to California’s low water levels, the California Department of Water Resources (DWR) and U.S. Bureau of Reclamation (USBR) asked the State Water Board to relax water-quality standards in the Delta designed to protect environmental and human uses of the water. DWR proposed to store water in upstream reservoirs for potential human needs and to maintain cold-water resources that might allow successful spawning and incubation of the endangered winter-run Chinook salmon.

Unfortunately, the effects of this decision would lead to dismal results for the current offspring of Chinook salmon and steelhead that spawned last year and that rely on fresh water flows through the Delta to migrate downstream, potentially leading to the loss of an entire year of salmon. At the time, however, this initial relaxation seemed well-reasoned, prudent and probably necessary to manage limited supplies during a lethal drought.

Then, starting in mid-February, Mother Nature showed us some love and sent some rain. Even though this rain wasn’t enough to boost us out of our drought status, it should have been good news for all. The rivers would get more water just in time for the threatened juvenile fish to migrate downriver, and there would be more water for human use as well. These rains should have benefited everyone.

Instead, they are only benefiting a small few.

Here’s the second problem.

As the rains began, DWR and USBR asked the State Water Board to weaken water quality protections in the Delta for a second time. Furthermore, they asked the National Marine Fisheries Service (NMFS) to waive protections that are specifically designed to keep California’s endangered salmon from going extinct in critically dry years like this one.

So why did they continue to ask for weaker water quality standards?

Those who will benefit from the relaxation

of water quality and environmental standards actually have a lot to gain. A small group of industrial farm operations in the San Joaquin River Valley, dubbed the “San Joaquin River Exchange Contractors,” have senior rights, meaning they get all their water supply from the federal government before anybody else, including other farmers and cities who also get water from the Delta. The Exchange Contractors and other senior right holders pay virtually nothing for their water (about \$7 per acre-foot) but are able to turn around and sell some of their additional water to the farmers who have no water, for exorbitant prices (over \$1,000 per acre-foot).

Using a drought as an excuse, and despite protests from the Bay Institute and others, federal and state agencies gave

in to political pressure and unnecessarily eliminated environmental protections.

What’s next?

The rains should have made things better for California’s farmers, fish and wildlife, and those who depend on a healthy environment for their livelihood. Instead, a small group has managed to take the benefit for themselves. Only time will tell what damage has been done to steelhead and winter-run, spring-run, and fall-run Chinook salmon. The entire Bay-Delta estuary ecosystem may have been damaged in ways that we cannot now predict.

You can learn more about the effects of the drought and what environmental organizations such as the Bay Institute are doing about this at www.bay.org.

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Waterfront Bocce League's Debut Makes a Big Splash

Simon Snellgrove of the Pacific Waterfront Partners team in the heat of a bocce ball battle with the KPIX team during a recent Thursday afternoon match at Justin Herman Plaza in front of the San Francisco Ferry Building. Matches are held Monday through Thursday evenings from 5:30 to 7:30 p.m. and Thursdays from 12:30 to 1:30 p.m.

BY JOEL WILLIAMS

In February, an unassuming rolling blackboard appeared in front of the Bay Crossings store in the historic San Francisco Ferry Building. That sign invited the

public to “join the Ferry Bocce League.”

Within a few weeks, there was not only enough interest to get the league started, there were 36 teams registered and a waiting list for the second season. Last month, play started at the bocce ball courts located in Justin Herman Plaza, just across the street from the Ferry

Building, and the league shows all signs that it will be a successful venture, with a summer season already in the works.

Original plans to install a small band shell for public performances at Justin Herman Plaza never materialized, leaving a large grassy area intended for that purpose unused. The City sought alternative uses for the space, with the bocce ball courts being the brainchild of former Mayor Gavin Newsom. The actual installation was spearheaded by Platinum Advisors President Chris Gruwell with support from salesforce.com and LiUNA Local Union No. 261. At the time of the courts' installation, Gruwell and bocce ball pro Benji Tosi wanted to start a league, and Bay Crossings realized their vision by stepping forward to help organize the proceedings. On April 7, the Ferry Bocce League officially began play.

Tosi, an accomplished bocce

ball player who regularly appears in international championships, now serves as the resident bocce ball pro. He attends the matches and serves as the official referee, but also provides guidance to anyone who needs assistance. The league keeps score and records wins and losses, but the emphasis is decidedly on providing fun and a social opportunity for people working and living in the Financial District/Foot of Market.

According to Tosi, bocce ball has



Although scores and standings are recorded, the Ferry Bocce League emphasizes having fun.



Photo by Joel Williams

Bocce pro Benji Tosi.



Photo by Joel Williams

The Pacific Waterfront Partners team (from left) of Simon Snellgrove, Alicia Allbin, Angela Hobson and Europa Baldevia.



Photo by Joel Williams

The KPIX team includes (from left) Vern Glenn, Dan Rosenheim, Leann James, Joe Vazquez, Bruno Cohen.

always been very popular in the Bay Area, with an abundant amount of local players and leagues due to the pronounced Italian migration from Genoa—where bocce

ball was quite prevalent. Tosi has also noticed a recent resurgence in the number of players, leagues and courts installed in local wineries, restaurants and parks. “Bocce is now very hip in the Bay Area,” he said.

“What’s great about this league is that we are using these courts and it is bringing the community out,” Tosi continued. “It’s displaying the game in a public forum and the quality of bocce ball is very good.”

Tosi is also floored by the location: “I’ve represented the United States on five continents and I’ve seen some nice locations, but this is one of the top locations I’ve been to.” He also has a personal goal of seeing the Justin Herman location host an international tournament in the future.

The basic rules of the game involve throwing the larger balls as close to a smaller ball (the pallino) as possible. Only the team with the closest ball to the

pallino can score points in each frame, with one point for each ball that is closer to the pallino than the closet ball of the opposing team.

Ferry Bocce League teams consist of four players in addition to four alternates so that—given everyone’s scheduling realities—all of a team’s members do not

need to attend every match. Matches are held Monday through Thursday evenings from 5:30 to 7:30 p.m. and Thursdays from 12:30 to 1:30 p.m. Those interested in participating in the summer season, tentatively set to begin in mid-June, should visit www.ferrybocce.com. Demand is expected to be quite heavy.



Photo by Joel Williams

Vern Glenn from the KPIX team.



Photo by Joel Williams

Benji Tosi (wearing baseball cap) is the official bocce ball pro for the Ferry Bocce League, providing assistance and expertise.



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Enjoy San Francisco Bay's Shoreline Parks

BY DEB SELF

With sunnier days and warmer weather, it's a perfect time to visit a San Francisco Bay shoreline park.

Park activities include wildlife viewing, swimming, windsurfing, kiteboarding, kayaking, hiking, bicycling, picnicking, camping, fishing and hanging out amid the beauty of the Bay. Here's a sampling:

China Camp State Park, San Rafael.

Nestled along the shore of the San Pablo Bay, China Camp offers mountain biking, horseback riding and hiking through oak woodlands, with spectacular Bay lookouts. You can also camp, picnic,

fish, swim, windsurf, paddle board, kayak and boat in small vessels. The endangered salt marsh harvest mouse lives in the park wetlands, along with many water and shore birds.

Paradise Beach Park, Tiburon.

A secluded landscaped park in a residential neighborhood on the Tiburon Peninsula, Paradise has a redwood grove, wildflowers, rolling grassy hillsides, a narrow beach, a long fishing pier and easy kayak access. Occasionally, seals and sea lions pop up in the water near the shore.

Crissy Field, San Francisco.

The northern waterfront of Presidio National Park offers a walking/running path, outdoor fitness equipment, picnic sites and a sandy beach, all with breathtaking Golden Gate Bridge



Yuichi Sakuraba Flickr Creative Commons

Crissy Field in San Francisco, one of dozens of parks along the shores of San Francisco Bay.

views. Rare birds feed on native plants in restored wetlands. On windy afternoons, windsurfers and kite boarders zoom back and forth on the Bay's waves.

Aquatic Park, San Francisco.

A favorite beach for swimmers, Aquatic Park is a calm gem amid a bustling tourist area. There's a sandy area and stadium-like steps for watching swimmers—and sometimes, sea lions—glide by. A long pier leads to spectacular views of the Golden Gate Bridge, Alcatraz, Fisherman's Wharf, the San Francisco skyline and stunning sunsets.

Point Isabel Regional Shoreline Park, Richmond.

There are beautiful views of the Golden Gate and Marin County from this landscaped 23-acre park at the west end of Central Avenue in Richmond. This is one of the largest public off-leash dog parks in the nation with over 500,000 dog visits per year. Dogs may be off-leash at Pt. Isabel, although owners must have a leash with them (six-foot maximum) and have their dog under voice control and within sight at all times.

Crown Beach, Alameda.

Wind surfers and kite boarders frolic along the shoreline and waders savor the warm water at Crown Beach, one of the best urban beaches around the Bay. The 2.5-mile beach, with

sand dunes bordering a bicycle trail, looks out on the Bay Bridge and San Francisco. At the east end, you can walk along the bird sanctuary boardwalk to see many types of water birds, including herons and egrets. At Crab Cove marine reserve on the north end, a special ramp provides wheelchair-accessible tidepool viewing.

Point Molate Beach Park, Richmond.

One of the Bay's rare wild beaches, this park is just north of I-580 and the Richmond/San Rafael Bridge, with views of Mt. Tamalpais and San Francisco. The park reopened officially last month after being closed for 12 years. Toxic debris had polluted the waters and shoreline, including hundreds of logs contaminated with creosote, a now-banned wood preservative that poses a health risk to people and wildlife. In a four-month effort last year, Baykeeper and our volunteers removed 96 tons of debris. Now, the beach is safer for people who picnic or stroll along the shore, and the offshore eelgrass beds are healthier for sea life.

This is just a sampling of the delights waiting along the Bay's shore, and at dozens more shoreline parks, large and small. In fact, if you're anywhere near the Bay, you can be sure you're not far from a shoreline park. Enjoy!



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Deb Self is Executive Director of San Francisco Baykeeper, www.baykeeper.org. 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 www.baykeeper.org.



Yet More Salty Dog Talk

BY CAPTAIN RAY

I usually restrict this topic to once a year—my September column—when I help my readers celebrate Talk Like a Pirate Day, which is “officially” September 19. However, because so many sailing terms have enriched our daily language, I just can’t resist sharing a few more of them this month.

The word “boat” is often applied to any vessel. When used properly, however, the term means a small, open craft that was often used for transport between large ships and the shore, and sometimes between ships while they were at sea. This latter endeavor was often quite dangerous, requiring all on board working in unison to avoid capsizing. Getting this cooperation was easy because everyone was “in the same boat.”

Here’s another obvious one. Sailors on shore leave (or as it is sometimes called, “liberty”) were given a time to rendezvous at the dock in order to be transported back to their ships. Some—perhaps because of too much to drink the night before—would be late and were said to have “missed the boat.”

The Old English word “scufan” meant push. Sailors corrupted that word and used it as a command when leaving the dock. It then came ashore and now when telling someone to leave

(sometimes rather abruptly), we tell them to “shove off.”

Isaac D’Israeli, father of the famous English statesman and Prime Minister Benjamin D’Israeli, wrote in 1791: “There was, sir, in our time one Captain Fudge, who always brought home his owners a good cargo of lies, so much that now aboard ship the sailors, when they hear a great lie told, cry out, ‘You fudge it.’”

When the weather at sea deteriorated and the waves grew large, moving about the ship became difficult and often quite dangerous. In order to give the crew something to grasp and keep from being washed overboard, lines would be rigged fore and aft. Modern sailboats almost always have lines for the same purpose running around the edge of the boat a few feet above the deck. The term for these lines has been adopted into our language to mean anything or anyone that your life depends on—“lifelines.”

When cargo was unloaded, each item, package, or crate was compared to what was listed on the ship manifest (or bill of lading), to ensure that it matched properly or “fit the bill.”

Ships had the ability to carry much more than cargo from one port to another. They could (and did) carry disease, sometimes very infectious disease. As commerce grew, it became the custom for the masters of departing ships to request a certificate that both the port of departure and the ship itself were free of infectious

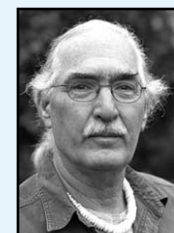
disease. This was known as a “clean bill of health.”

When the wind was howling and sailors were high in the rigging (often more than 100 feet above the deck), it was impossible for the vocal commands of the boatswain mate to be heard. In order for these sometimes very precise instructions to be completely understood, the bos’n used a small whistle, called a boatswain’s pipe. Each instruction had a different

pattern or cadence and the pipe’s shrill, high-pitched tones could be heard above the din. The last signal each evening, the one that required all unnecessary noise to stop, was accompanied with the command “pipe down.”

Because there is such a wealth of sailing terms that have entered our daily parlance, there will be plenty more for the September column. Despair not, mates!

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



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S.F. Breathes New Life Into Unwanted Clothing

BY BILL PICTURE

Unwanted clothing, including footwear and fashion accessories, currently ranks among the top five items sent to local landfills, but the City has a plan that'll help keep closet cast-offs out of the waste stream.

To help reach its goal of zero waste by 2020, San Francisco has partnered with Switzerland-based I:CO (which is short for "I Collect") to create the Zero Waste Textiles Initiative and offer incentives for donating retired garments instead of tossing them. As part of the plan, shoppers will receive discounts at participating retailers for donating bags of used textiles in any condition.

The idea of new life for old clothing is hardly a new one. The Salvation Army and Goodwill Industries have been accepting donations of unwanted clothes for the last century-plus, reselling the items to the public to fund their respective portfolios



39 million pounds of unwanted wearables still ending up in local landfills each year.

of programs and services—from addiction counseling and disaster relief to job training and placement for persons with disabilities. And of course the City's hipper neighborhoods are dotted with second-hand clothing stores, the swankier ones calling themselves vintage boutiques.

So why are 39 million pounds of unwanted wearables still ending up in local landfills each year?

It's a generational thing

"Not everybody grows up donating to Goodwill," said Residential Zero Waste & Special Projects Assistant Alexa Kielty, who works at the San Francisco Department of the Environment. "It's certain demographics that grew up doing that."

Kielty encourages San Franciscans to continue making donations to charitable organizations such as Goodwill and the Salvation Army, but acknowledges that more and more people, particularly young people, are opting to sell their unwanted garb to resale boutiques, which pay cash for garments they believe they can mark up and resell. While many unwanted items find new homes this way (at least temporarily), the rejects often end up in the nearest trash bin.

"A lot of it is convenience, or the lack of. And maybe some laziness," said Kielty. "It's easier to chuck it than it is to take it to Goodwill or the nearest collection box." That's where I:CO comes in, making donating more attractive by appealing to the avid shopper's desire for something new and cheap.



Every year, enough textiles end up in landfills to fill 1,500 MUNI buses.



The company began in Europe, partnering with mega-retailer H&M to install collection boxes near cash registers and offer shoppers a sizeable discount on new merchandise in exchange for donating a bag of unwanted garments.

I:CO brought its model to San Francisco earlier this year, adding to its list of partners American Eagle Outfitters, Levi's, the North Face, Niketown, and Forever 21, among others. With the addition of collection boxes at participating retail outlets, the number of drop-off locations in San Francisco has increased to 100, with those locations scattered throughout the City.

"It made sense to start here in San Francisco," said Kielty. "We're already working steadily toward achieving zero waste, and the City tends to be a trendsetter. If they can get through the corporate hierarchy here and make it work, they can make the program work in Iowa," she joked.

There's no arguing that the program has benefits for both the retailers and I:CO. The program brings new shoppers to participating stores and ups each retailer's green profile, while I:CO ends up with tons of clothing that it can

sell, mostly overseas. And unlike the resale boutiques, I:CO will accept even damaged or worn-out items—as well as items falling under the "fashion crime" category—to repurpose the materials.

"The items that can't be sold are shredded and used in 'shoddy cloth,' which is used for carpet padding, insulation, sound-proofing material and all sorts of other things," Kielty said.

"Everyone in San Francisco plays a role in making this initiative a success," said San Francisco Mayor Ed Lee in a written statement. "Yet again, San Francisco retailers, large and small, are teaming up with our nonprofit partners and schools to get us even closer to zero waste. Not only does this initiative prevent textiles from ending up in the landfill, but it conserves resources and creates jobs, representing the best of the green economy."

Making it easy to be green

Every year, enough textiles end up in landfills to fill 1,500 MUNI buses. By appealing to the American consumer's urge to shop and save, Kielty believes the Zero Waste Textiles Initiative will make a good-size dent in the amount of waste still heading to landfills.

She believes that dent could be made even larger by capturing textiles discarded at large multi-unit apartment



Old items that are collected but can't be sold are shredded and used in 'shoddy cloth,' which is used for carpet padding, insulation, sound-proofing material (like the example below) and all sorts of other things.

and condominium complexes. To that end, the City awarded a grant to Goodwill Industries to work with the San Francisco Apartment Association on a collection program that includes installing easy-access textile collection boxes in large residential

buildings. Similar boxes have already been installed near the dorms at San Francisco



State University.

“Again, we want to make it as convenient as possible for people to recycle unwanted clothing instead of throwing it away,” KIELTY said.

While landfill-bound textiles were a big enough concern to warrant the new initiative, KIELTY says other kinds of waste continue to appear in landfills in large enough quantities that they've caught the attention of City Hall because they stand in the way of San Francisco's zero waste goal.

San Francisco currently boasts an impressive 80 percent diversion rate, meaning only 20 percent of the City's waste goes to landfill. “Asphalt roof tiles are a bad one,” KIELTY says. “It's a common construction material and there hasn't been a good way to deal with it. I hear there are now companies that crush the tiles down and use the material in new asphalt. That's definitely on our radar.”

“And plastic film too,” she adds. “We got rid of plastic bags, but we still have the

film to deal with. It gets used on so many things, like bread bags. We see a huge volume in the landfills, and we're trying to figure out how to capture that.”

For more information on the Zero Waste Textile Initiative, visit www.sfenvironment.org/textiles. All photos courtesy of I:Collect (I:CO)

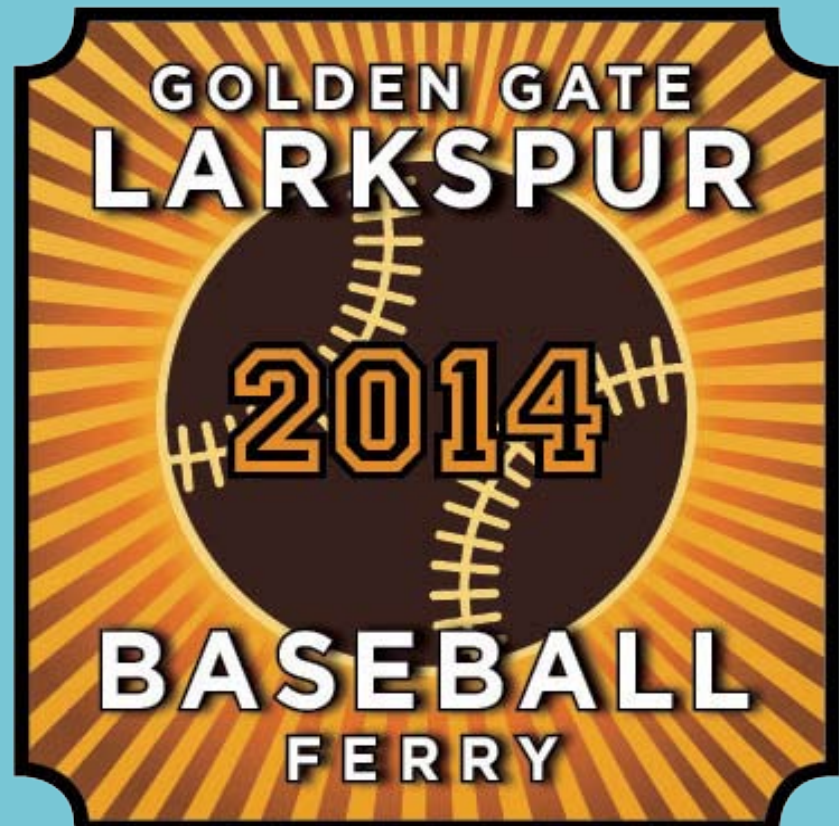
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Spring Comes to Life at Jack London Square

Jack London Square welcomes spring with a packed calendar of outdoor events during the month of May. Oakland's iconic waterfront is the perfect spot for both visitors and locals to enjoy the warm weather while dining, kayaking or perusing one of several exciting events. Springtime offers something for everyone at Jack London Square including Jack's Night Market, Session Fest, Jack of All Trades, Work Out Wednesdays with Crossfit East Bay and more!

May 2 marks the return of Jack's Night Market, a captivating evening filled with merriment and verve held in conjunction with Oakland's First Fridays. This special evening will light up the waterfront with an eclectic mix of local artisans, fine crafts, food and drinks, as

well as quirky street performers and local fruit purveyors. From stilt walkers to a mobile arcade with pinball machines, the market will offer fun features for both children and adults young at heart.

Jack London Square also welcomes the Vintage Car and Truck Show on Saturday, May 3 featuring a dazzling showcase of dozens of retro cars, trucks and motorcycles. Both car buffs and two-wheeled enthusiasts will enjoy this celebration set to fill the waterfront with vintage vehicles, along with live music from Hot Rod Jukebox and a tasty barbeque hosted by the Oakland Fire Department.

It's Bike to Work Day on Thursday, May 8 and commuters are encouraged to hop on a bicycle and ride to work. Bikers are invited to stop by the Jack

London Square Energizing Station to receive a complimentary beverage, located near the Oakland Ferry, between 7 and 9:15 a.m.

Celebrate Mother's Day on Sunday, May 11 with a tasty brunch at one of Jack London Square's waterfront restaurants, and then a visit to the free Patchwork Indie Art and Craft Festival. This hub for crafting will feature more than 140 local artists, crafters and designers, as well as clothing, art, paper goods, accessories, housewares, food and DIY stations.

The Session Fest will bring more than 30 local craft brewers to the Jack London Square waterfront on Sunday, May 17 for a day of refreshing brews, live music and food, as well as beer education from local brewers. Session Fest is produced by Drake's Brewing Company and all



Jack's Night Market is a captivating evening filled with merriment.

proceeds benefit the bicycle advocacy work of Bike East Bay.

In addition to all the special events, visitors can dine at a variety of contemporary restaurants including Bocanova, Forge Pizza, Haven, Lungomare and more. Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.

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Flights of Fancy

BY PAUL DUCLOS

Prior to the completed construction of the Bay and Golden Gate Bridges, ferry commuters could gaze upward to track the course of a Pan Am Clipper takeoff bound for Pago Pago, Macao, or some other exotic destination during the golden age of flight.

Ed Musick was the first brave soul to have flown across the Pacific Ocean in 1935, and soon many others were to follow. All this and more is contained in a captivating new book, *Pan Am: An Aviation Legend*, authored by Barnaby Conrad III.

Recently reissued by San Francisco publisher Council Oak Books, this handsomely-illustrated account of Pan Am chronicles the airline's first commercial flight from Key West to Havana in 1927.

This was the year airline visionary and company founder Juan Trippe teamed up with heroic aviator Charles Lindbergh to pioneer routes into the Caribbean and South America. Enlisting early aircraft builders Sikorsky, Martin and Boeing, Pan Am developed planes that finally conquered the vast Pacific and Atlantic oceans, breaking down the boundaries that separated peoples and cultures.

During its first 40 years, the company was responsible for virtually every innovation in commercial aviation, from safety and performance features in its aircraft to jet travel at affordable fares. Along the way, Pan Am attracted endorsements from celebrities, the mistrust of Presidents and the envy of competitors. *Pan Am: An Aviation Legend* recounts the great friendship between Trippe and Lindbergh, and the secret wartime mission Franklin Roosevelt

made aboard a Pan Am Clipper.

With its logo on everything from tiny single-engine planes to the magnificent 747, Pan-American changed the way Americans saw the world and the way the world viewed America. Although Pan American World Airways ceased flying in 1991, its photographic history stirs the imagination of the air traveler just as images of the Orient Express, the Titanic and the Concorde intrigue railroad, ocean-liner and aviation buffs.

With more than 250 illustrations and vivid text, the book honors not only Pan American's golden era of the 30s and 40s, but also depicts its iconic style of the 50s and 60s jet age in an unforgettable manner. "Someday," wrote Claire Booth Luce in 1941, "a clipper flight will be remembered as the most romantic voyage in history."

Cultural Currents has long been a fan of Barnaby Conrad III, who has written on many of the artifacts and traditions that define mannered manhood: martinis, cigars and blondes, among others. (Check out *Chronicle Books* archives for these books and more.)



Author Barnaby Conrad III.

At a recent book-signing party staged by the fine arts gallery Modernism, Conrad was also talking about his impressive monograph *Mark Stock: Paintings*. Stock died suddenly this spring, and Modernism will be honoring him with a memorial exhibition this month.

Mark Stock's paintings connect viewers to the euphoria, loneliness and sometimes fatal entanglements of romance. Often melodramatic and tinged with irony, Stock's images illustrate love's power to provoke our best, and most illicit, behavior. A well-dressed voyeur peeks past the curtain of a mansion window, silent and intent on the object of his desire. Picnicking lovers look into each other's eyes. An attractive woman smokes a cigarette as she sits next to a man's corpse, which has been rolled neatly in a carpet, ready for disposal. Stock's paintings tell the story of each character with remarkable subtlety and, in many cases, with humor. Stock is, after all, a master of the realist style, and he uses color, shadow and line to amazing effect. Details in facial expression, body language and background tell you there's more going on

here than rapture, scandal and dangerous liaisons. These paintings keep you coming back for another look, for clues to life's telling moments.



Painter Mark Stock will be honored with a memorial exhibition this month.

Perhaps best known for *The Butler's in Love - Absinthe*, Stock created a body of work long championed by Modernism and collectors like Doug Biederbeck, the founding proprietor of legendary watering hole BIX on Gold Alley, and the Ferry Building's Marketbar.

Biederbeck is an author too, having

written *Bixology: Cocktails, Culture and a Guide to the Good Life*. Here's a cocktail recipe from this enchanting, vest-sized handbook:

La Feuill Morte

The color of this traditional French drink is meant to resemble that its namesake, a dead leaf.

One and one-half ounces pastis
Three-quarters ounce grenadine
Three-quarters ounce mint syrup

Combine ingredients in a rocks glass with ice. Serve with ice water on the side.

Paul Duclos is the author of *Flags of Convenience*. Signed copies are on sale at the Bay Crossings store located in the center of the Historic San Francisco Ferry Building.



From the Sausalito Ferry, take a left, two blocks south.

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WATERFRONT ACTIVITIES

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Learn to safely and confidently sail after the sun goes down. Now that days are shorter and sunset comes early, why not extend your sailing into the night? Our 4 hour night sailing course covers all of the skills needed to sail during the other half of the day. Cost: OCSC Members \$101.25, Non-Members \$135.00
- May 3** **6:15PM - 8:45PM – Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by starlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the sun setting behind Mt Tam. We will paddle leisurely while admiring the sunset reflecting off the water's surface. Cost \$55.
- May 10** **9:30AM - 2:30PM – Tomales Bay Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. Cost \$85.
- May 10-11** **Drake's Bay and Farallones Overnight Sail Aboard the Seaward - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for what is sure to be a memorable adventure on the high seas aboard the 82' schooner, *Seaward*! Saturday morning we will depart from OCSC's fuel dock and set sail out of the Golden Gate for Drake's Bay. After a night at anchor in the bay, we will sail around the Farallone islands and back home with an estimated arrival time of 5pm on Sunday. Cost: OCSC Members \$495, Non-Members \$660
- May 14** **7PM - 10PM – Moonlight Kayaking - California Canoe & Kayak, Oakland Estuary, 800-366-9804, www.calkayak.com**
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. Cost: \$49
- May 14** **7PM - 10PM – Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Cost \$65.
- May 16** **6PM - 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. A relaxing way to end the week! Cost \$50.
- May 17** **4PM - 6PM – Free Monthly BBQ!!! - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for our monthly BBQ! Enjoy food, refreshments and meet OCSC instructors, staff and members. Cost: Free.

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.


SAIL THE SCHOONER SEAWARD!

Public Sunset Sails with wine & cheese most Friday evenings.

Public Family Adventure Sails most Sunday mornings.

Port: Bay Model Visitor Center in Sausalito

Cost: Adults \$50, Youth (6-12) \$25, Children (under 6) free

 A 501 (c)(3) nonprofit educational organization. To register visit www.callofthesea.org.

 **Tours - Classes - Sales - Rentals**



Now Offering Stand Up Paddleboarding

outbackadventures.com – 415.461.2222

WATERFRONT ACTIVITIES

- May 18** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. Sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and Bay ecology. It is a great sail for families, though everyone is invited! Adults \$50/ Youth (ages 6-12) \$25 / Children (under 6) Free
- May 24** **6:30PM - 9PM – Sunset Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by starlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the sun setting behind Mt Tam. We will paddle leisurely while admiring the sunset reflecting off the water's surface. Cost \$55.
- May 24** **7PM - 9PM – Knot Tying Seminar - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This is a great seminar for anyone looking to add a few knots to their repertoire. All skill levels welcome! Cost: OCSC Members Free, Non-Members \$25
- May 25** **10AM - 3PM – Tomales Bay Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. Cost \$85.
- May 26** **9AM - 4PM - Beginning Sea Kayaking - California Canoe & Kayak, Oakland Estuary, 800-366-9804, www.calkayak.com**
Enjoy the Memorial Day holiday on the Oakland Estuary learning how to paddle a sea kayak with our expert instructors! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. Be prepared to get wet! Includes boat, wet suit and paddling gear, and free coupon for a future rental. Cost: \$99
- May 28** **Radar Re-Certification Exam - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- May 30** **6PM - 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. A relaxing way to end the week! Cost \$50.
- May 31** **9AM - Noon – Stand Up Paddleboarding 101 - California Canoe & Kayak, Oakland Estuary, 800-366-9804, www.calkayak.com**
Give Stand Up Paddling a try in our introductory SUP class. SUPing has become incredibly popular in a few short years because it's so fun, easy, and another great way to get on the water. (It's good for you, too.) This 3-hour session in the sheltered water of the Oakland Estuary will get you started, and you'll be cruising with aloha style! Cost: \$79

California Canoe & Kayak
Jack London Square
409 Water Street
Oakland, CA 94607
510-893-7833
open 10 to 6

calkayak.com

Sales - Rentals - Classes - Trips
Kayaks - Canoes - Stand-up Paddle Boards



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All Bay Area Ferry Schedules in One Place!

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	9:40 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 <table border="1"> <thead> <tr> <th></th> <th>Larkspur</th> <th>Sausalito</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare (19 – 64)</td> <td>\$9.50</td> <td>\$10.25</td> </tr> <tr> <td>Clipper</td> <td>\$6.25</td> <td>\$5.25</td> </tr> <tr> <td>Youth/Senior/Disabled</td> <td>\$4.75</td> <td>\$5.00</td> </tr> <tr> <td>Children 5 and under (limit 2 per fare-paying adult)</td> <td>FREE</td> <td>FREE</td> </tr> </tbody> </table> <p>Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).</p>					Larkspur	Sausalito	Adult Cash Fare (19 – 64)	\$9.50	\$10.25	Clipper	\$6.25	\$5.25	Youth/Senior/Disabled	\$4.75	\$5.00	Children 5 and under (limit 2 per fare-paying adult)	FREE	FREE
	Larkspur	Sausalito																				
Adult Cash Fare (19 – 64)	\$9.50	\$10.25																				
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9:15	9:50	10:10	10:45																			
10:10	10:45	10:55	11:30																			
11:10	11:45	11:55	12:30 p.m.																			
11:40	12:15 p.m.	12:25 p.m.	1:00																			
12:40 p.m.	1:15	1:25	2:00																			
2:15	2:50	3:00	3:30																			
2:50	3:25	3:35	4:05																			
3:40	4:15	4:25	4:55																			
4:15	4:45	5:00	5:30																			
-----	-----	5:20	6:05																			
5:05	5:40	5:55	6:25																			
5:40	6:15	6:25	6:55																			
6:35	7:10	7:20	7:50																			
7:25	8:00	8:10	8:40																			
8:50	9:25	9:35	10:05																			

* 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.

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	The 5:35 and 6:45 trips do not return to Sausalito.	
6:10	6:35	6:45	7:10	6:45	7:15		
7:20	7:50	7:55	8:20				

Contact Information | For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>
 Toll free 511 or 711 (TDD) | Comments and questions can be submitted at <http://ferrycomments.goldengate.org/>

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). No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day. The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

Blue & Gold Ferry

TIBURON COMMUTE

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

SAUSALITO

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

*Fridays only

TIBURON – Pier 41

Weekdays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
---	---	---	---	9:20 am	9:35 am
9:45am	10:30am	10:40am	11:10 am	11:20	11:35
11:45	12:35pm	12:45pm	---	---	1:15pm
2:20pm	2:50	3:00	---	---	3:40
3:50	4:50	5:00	---	---	5:30
5:40	6:35	6:45	---	---	7:15
7:25	8:10	8:15	---	---	8:45

TIBURON – Pier 41

Weekends and Holidays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
10:50 am	11:10am	11:15am	11:35am	11:45am	12:00pm
12:10pm	12:30pm	12:35pm	---	---	12:55pm
1:05	1:25	1:35	---	---	2:20
2:30	2:50	3:00	---	---	3:20
3:25	3:45	3:55	---	---	4:15
4:10	4:50	---	---	---	---
4:25	5:00	5:10	---	---	6:05
---	7:55	8:00	---	---	8:35
8:40 *	9:15 *	9:20 *	---	---	10:20*

* Fridays only

FARES: One-way Round trip

Adult	\$11.00	\$22.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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)

BAY CRUISE

Depart Pier 39 Daily	
Daily Monday - Sunday	
10:45 a.m.	4:30 p.m.
12:15 p.m.	5:30
1:15	6:00
2:15	6:45
3:15	7:30

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

FARES: All prices include audio tour.

Adult	\$28.00	Child (5-11)	\$18.00
Junior (12-18)	\$22.00	Senior (62+)	\$22.00

Discount fares available at www.blueandgoldfleet.com

ROCKETBOAT

Daily, Monday - Sunday

Depart from Pier 39 Effective May 7, 2014	
12:00 p.m.	FARES:
12:45	Adult \$24.00
1:30	Senior (65+) \$20.00
2:45	Junior (12-18) \$20.00
3:30	Child (5-11) \$16.00
4:15	Holiday schedule on Memorial Day (May 27), Independence Day (July 4) and Labor Day (Sept 3)
5:30	
6:15	

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends	
Tiburon to Angel Island	Angel Island to Tiburon
Monday - Friday 10:00, 11:00, 1:00 p.m., 3:00	Monday - Friday 10:20, 11:20, 1:20 p.m., 3:30
Saturday - Sunday 10:00 - 4:00 p.m. hourly	Saturday - Sunday 10:20 - 4:20 p.m. hourly

Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups

FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)	\$13.50	
Child (6 - 12)	\$11.50	
Children (3 - 5)	\$3.50	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit www.angelislandferry.com / Schedule Subject to change w/o notice

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	3:00 p.m.	Adult (18+) \$28.00
10:45	3:45	Youth (5-17) \$18.00
11:15	4:00 #	Child (under 5) Free
12:00 p.m.	4:15	(2 Adult + 4 Youth)
12:30 #	5:00	
1:10	5:45 #	# Bridge to Bridge
1:40	6:15	^ Sunset Cruise
2:15 #	7:00 ^	
2:30		

Available beginning May 19, 2014

Fun on Ferries, Shoreline Snacking and Shopping, Take the Kids, Bikes on Boats, Fun on Ferries...



www.baycrossings.com



San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

Travel time between Vallejo and San Francisco is approximately 60 minutes.

Weekdays

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:30	-----
7:45	9:55	-----
8:45	11:10	11:30 a.m.
10:00	12:45 p.m.	-----
11:30	3:30	3:10 p.m.
2:00 * p.m.	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15	6:55

Weekends & Holidays

8:30 a.m. *	10:00 a.m.	9:30 a.m.
10:00	11:10 #	11:20
11:30	12:45 p.m.	-----
2:30	3:40 #	3:50 p.m.
4:00 #	5:35	5:00
5:15	6:30	-----
7:30 *	9:00	8:30

To Vallejo via Pier 41. * To FB via Pier 41. ** To Vallejo via Ferry Building.

FARES: One-way

Adult (13-64)	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry) w/Muni	\$290.00 / \$349.00	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK

FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times

Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**

Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekday Night Games – Return Service Only 7:15 PM Game Start Times

Return-Only Service	Depart AT&T *see below	Arrive Vallejo 60 min. later
---------------------	------------------------	------------------------------

*Ferry departs AT&T Park 30 minutes after the last out.

FROM OAKLAND/ALAMEDA

Weekday Night Games 7:15 & 7:35 pm Games

Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
6:05 p.m.	6:20 p.m.	6:55p.m.	*see below	25-30 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**

Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below	25-30 min. later

*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants

VALLEJO - ANGEL ISLAND

Weekends Only

Depart Vallejo	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
8:30 am	9:30 am	9:45 a.m.	10:10 a.m.
Depart Angel Is.	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Vallejo
4:30 p.m.	6:00 p.m.	6:30 p.m.	7:45 p.m.

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

^On Giants game days, departure goes directly to AT&T Park instead of Pier 41 from East Bay.

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	6:35	7:00
7:05	7:30	7:35	8:00

No weekend or holiday service

ONE WAY FARES:	Regular	Clipper
Adult	\$6.50	\$5.00
Youth (5-12)	\$3.25	\$3.25
Children (under 5)	Free	Free
Disabled / Seniors (62 & over)	\$3.75	\$3.75
Active Military	\$5.25	N/A
Commute (book of 10)	\$55.00	N/A
Commute (book of 20)	\$100.00	N/A
Monthly Pass (book of 40)	\$185.00	N/A

Free MUNI and AC Transit Transfers Provided

ALAMEDA/OAKLAND - ANGEL ISLAND

Weekends Only

Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:10 am
Leave Angel Island	Arrive Alameda	Arrive Oakland		
3:35 pm	4:20 pm	4:35 pm		

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

ONE WAY FARES:

	Regular	Clipper	10 Ticket Book	20 Ticket Book	Monthly Pass
Adult (13+)	\$6.25	\$4.75	\$50.00	\$90.00	\$170.00
Youth (5-12)	\$3.50	\$3.50			
Senior (65+) *	\$3.10	\$3.10			
Active Military *	\$5.00	N/A			
Child under 5	FREE	FREE			
School Groups*	\$2.00	N/A			
Short Hop**	\$1.50	N/A			
Short Hop Senior	\$0.75	N/A			

* Restrictions apply, see sanfranciscobayferry.com for details

** One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41. Fares subject to change.

PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 ** p.m.	4:55 p.m.	5:40 p.m.

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 *	5:50
6:20	6:55	7:10

*Boat departs from Oakland first. **Boat arrives Alameda first.

Wednesday & Friday midday SF service

Depart SSF	Arrive Ferry Building	Arrive Pier 41
Wed & Fri 9:00 am	Wed & Fri 9:30 a.m.	Wed & Fri 9:45 a.m.
Depart Pier 41	Depart Ferry Building	Arrive SSF
Wed. only 1:50 p.m.	Wed. only 2:05 p.m.	Wed. only 2:40 p.m.
Fri. only 3:15 p.m.	Fri. only 3:30 p.m.	Fri. only 4:00 p.m.

ONE WAY FARES:	Adult	Youth (5-12 years)	Seniors (65+ yrs), Disabled, Medicare	Children under 5 (with an adult)	Short Hop2	Short Hop Senior, Disabled, Medicare
	\$5.00	\$3.50	\$3.50	FREE	\$1.50	\$0.75

AROUND THE BAY IN MAY

Opening Day on the Strait

The Benicia Yacht Club will celebrate Opening Day on the Strait for its 35th year with the theme “Honoring Tradition.” This free, public event is filled with entertainment and fun on one of the few days each year the Benicia Yacht Club is open to the public. There will be live music as well as a variety of arts and crafts booths and boardwalk games to play along the walkway behind the yacht club. Visitors can enjoy the Blessing of the Fleet and boat parade that typically starts around 2 p.m. near West Ninth Street, then heads east on the Carquinez Strait toward the Benicia Marina entrance. View the parade from many spots along the waterfront, including the marina. For information, contact the Benicia Yacht Club at (707) 746-0739.

Altered Book Show

The Marin Museum of Contemporary Art presents an exhibition showcasing unique book artworks of 150 Bay Area artists. Ordinary books are transformed and reimagined in unique and inventive ways to produce this highly entertaining and remarkably varied exhibition. The Altered Book Show will run through May 24, when the exhibit will have a closing party and live auction. This fundraising event for MarinMOCA raises funds to help it fulfill its mission of connecting artist and the community. MarinMOCA is located at 500 Palm Drive, Novato and admission is free to the public. For more information, go to www.marinmoca.org or call (415) 506-0137.

Hot Chili and Cold Beer

Things are going to get hot in Sonoma County on May 10 from 1 to 5 p.m. when the Great Petaluma Chili Cook-Off, Salsa & Beer Tasting takes place at Fairgrounds in Petaluma. The 17th annual celebration of local chefs and amazing microbrews will feature more than 40 teams serving up their finest meat and vegetarian chili as well as traditional or fruit salsa, while 16 breweries share several varieties of suds.

Tickets are free for kids under 5, \$10 for ages 5-11, \$25 for adults, or \$40 with beer. The event is held in Herzog Hall at the Sonoma-Marin Fairgrounds, 100 Fairgrounds Drive in Petaluma. To purchase a ticket, or for more information, call (707) 763-8920 or visit GreatChiliCookOff.com.

Waterfront Yoga

Wanderlust, the fast-growing evolutionary yoga lifestyle brand, returns to San Francisco's Little Marina Green for the Wanderlust Yoga in the City (YITC) series on May 17. This free event invites influential yoga teachers, live music from ambient Oakland musician Insightful and local yogis to match their bridge pose with the breathtaking Golden Gate panorama. The one-day party will also offer healthy food samplings and plenty of hang time for attendees to explore their inner workings while also celebrating with health conscious individuals—creating the liveliest springtime yoga bash to grace Northern California. Classes run from 12:30 to 5 p.m. For those who want to head to the event early, the Kula Market will open at noon, and attendees can sip, sample and browse through sponsors' offerings and rejuvenate in between yoga sessions. Also, *Health* magazine will offer a Zen Lounge, allowing yogis to recharge, relax and pamper with great giveaways for the mind, body and soul. For more information and to register, visit sf.wanderlustfestival.com.

Open Art in Benicia

Open Studios by Arts Benicia and its artist members is a two-day event on May 3-4 from 10 a.m. to 5 p.m. The event takes place at more than 70 artist studios concentrated within the Benicia Arsenal arts district, as well as other studios throughout town. Visitors have a unique opportunity to meet the artists inside their studios and view and purchase a wide range of media. Represented will be the work of painters, sculptors, wood-turners, photographers, illustrators, metal smiths, jewelry designers and more. Visitors can pick up maps at Arts Benicia, 991 Tyler

Street, Suite 114. For more information, visit www.artsbenicia.org.

Pinball Art Show

Pinball wizards may take little notice of the art surrounding the scoreboards, but “backglass” painting is part of the experience of playing. On Wednesday, May 14, Michael Schiess, founder and director of the Pacific Pinball Museum, will discuss this unique art form at



the Frank Bette Centre for the Arts in Alameda. Schiess will present samples from the Pacific Pinball Museum's extensive collection and review the art, the artists, the process of making backglasses and the companies that produced them. He will also discuss the museum's mural program, which has enabled local artists to craft stunning hand-painted murals of selected backglasses. Frank Bette Center for the Arts is located at 1601 Paru Street in Alameda. The event runs from 7 to 9 p.m. and the gallery opens at 6 p.m. Admission is \$10 for guests and \$5 for Bette Art Center members. For more information, visit www.frankbettecenter.org or call (510) 523-6957.

Vintage Car & Truck Show

On Saturday, May 3, Jack London Square will showcase more than 60

vintage cars, trucks and motorcycles from the 1920s to 1960s. From car buffs to casual enthusiasts, the waterfront will transform into an auto mecca showcasing rare vehicles. Enjoy live music, delicious eats from Jack London Square's fantastic restaurants and stroll along Oakland's premiere waterfront. The show will take place throughout Jack London Square from 10 a.m. to 4 p.m.

Killer Whale Trail Lecture

NOAA's Office of National Marine Sanctuaries and the Whale Trail will hold a public lecture at the Aquarium of the Bay on May 13 by international orca researcher Erich Hoyt. Hoyt will discuss his decades-long research on killer whales (orcas) in the north Pacific, including connections to orcas in California. An award-winning author, he has written or co-written 20 books and hundreds of magazine articles on whales and dolphins, as well as ants, insects, wild plants and other subjects. The lecture is at 7 p.m. with a reception at 6 p.m. and tickets are available at www.brownpapertickets.com.

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.

Join us in celebrating 20 years of bike commuting during Bike Month in May!



20TH ANNIVERSARY

BIKE TO WORK DAY

MAY 8, 2014



MAY IS BIKE MONTH



BIKE TO WORK DAY IS MAY 8 – ARE YOU READY?

- Visit youcanbikethere.com for information about Bike Month activities, including Bike to Work Day on May 8 and Team Bike Challenge.
- Nominations are open for the Bike Commuter of the Year Awards. Visit youcanbikethere.com to submit nominations. The deadline is April 18.
- Plan your route. Visit bicycling.511.org.



DINE & SHOP in the

CITY OF Alameda



Present receipts of over \$20 from four Alameda restaurants to the Community Development Department and receive a **FREE** Island Shopper bag.



Look for the
Alameda Restaurant Guide
on our website
alamedaca.gov