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January 2015 Vol. 16, No. 1



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Bobby Winston, Proprietor
Joyce Aldana, President
Joel Williams, Publisher
Patrick Runkle, Editor

ADVERTISING & MARKETING

Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION

Francisco Arreola, Designer / Web Producer

ART DIRECTION

Francisco Arreola; Patrick Runkle;
Joel Williams

COLUMNISTS

Paul Duclos; Patrick Burnson;
Deb Self; Matt Larson; Captain Ray Wichmann

WRITERS & PHOTOGRAPHERS

Bill Picture; Joel Williams;

ACCOUNTING

Cindy Henderson

Advertising Inquiries:

(707) 556-3323, joel@baycrossings.com

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Clipper customer service center

(877) 878-8883

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Ferry Building, #22

San Francisco, CA 94111

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In 1989, no one was out on San Francisco Bay looking for pollution. Alarmed by the Bay's slow poisoning from thousands of sources, a visionary group of volunteer board members founded San Francisco Baykeeper. The new organization soon became known for reining in polluters and preventing pollution—and has gone on to change the fate of San Francisco Bay. It has been 25 years since then, and Baykeeper has a list of remarkable achievements protecting the Bay ecosystem.

Photo by Bart Quigley

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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Port of Oakland Cranes Symbolize a City on the Rise

BY PATRICK BURNSON

Things are looking up in Oakland—all the way up to the top of the port's 36 container shipping cranes. Port of Oakland cranes, some of them 240 feet tall, have become symbols of a city on the rise.

"I think there's a great sense of pride in Oakland," said port spokeswoman Marilyn Sandifur. "We're glad people think our cranes are cool."

Long the city's most powerful economic engine, the Port of Oakland has now become the muse of artistic expression, with murals, apparel and storefronts now adopting its cranes as design elements. Here are a few of the places you can find folk art portraying the port's cranes in Oakland's business district:

- On the wall outside Oakland Grill, a venerated produce district coffee shop serving truckers, forklift drivers and newly arrived hipsters;
- Cat Town Cafe, the nation's first coffee house/pet adoption center;
- Screen-printed tote bags and sweatshirts at LuckyLo Art Gallery;
- Beast Oakland, the boutique that has sold 5,000 crane T-shirts; and
- Street art murals.

Bay Crossings readers can see artistic

expressions of the Port of Oakland cranes on the YouTube video at this address: <http://youtu.be/JPT1yAA5e9c>.

Port of Oakland cranes handle 2.3 million shipping containers every year. For a city swelling with new restaurants, new digital-age companies and new spirit, the cranes serve as a reminder that old-school economics centered on trade can still be the foundation for Oakland's future.

Oakland's shipping cranes put a local face on international business. Global trade moving through the Port is valued at \$40 billion a year, and the port supports 73,000 jobs in the Bay Area. Exporters from as far away as the Central Valley and Reno use Oakland as their gateway to markets in Asia.

"They're urban, they're gritty, they're industrial," said Loretta Nguyen, owner of LuckyLo at Jack London Square. "People just like them—they say something unique about Oakland."

There may be another reason, as well. It seems residents generally feel good about the Port of Oakland. In an independent survey of 1,200 Oakland voters last May, 79 percent said that the port is a positive presence in the community. They expressed strong belief that the port generates significant job and economic activity for the region.

Legend holds that Oakland's cranes inspired the giant, robotic walkers in the *Star Wars* movies. Revisionist pop

culture now credits hydraulic-lift trucks as the model. Regardless, the port's giant workhorses are inspiring a new era of Oakland pride.

They're a hit in neighboring Alameda, too. The cranes feature in a Port of Oakland fourth hole at Subpar Miniature Golf.

Bay Area Ports to Participate in Hawaii Conference

When the Association of Pacific Ports (APP) convenes its annual conference in Lihue, Kauai, Hawaii this month, a host of Bay Area members will participate in discussions on environmental stewardship and productivity.

These include the Port of Redwood City, which recently conducted a "working waterfront" tour for its constituents featuring a vessel being loaded with recycled scrap steel at Wharf #3. The *Arion SB* arrived from South Korea and, after taking possession of 25,000 metric tons of steel, proceeded to the Sims Metal Facility at the Port of Richmond (another APP member) where it took on additional cargo before sailing to Saudi Arabia. The *Arion SB* is 623 feet long, has a crew of 24, and is flagged in Cyprus.

It should be noted here that the Port of Richmond is northern California's most diversified cargo handler. With its roots in petroleum and liquid bulk cargos, Richmond has expanded its dry bulk, break-bulk, and containerized cargo handling capabilities and has increased its automobile processing facilities. Today, Richmond ranks number one in liquid bulk and automobile tonnage among ports on San Francisco Bay.

Matson Announces Hawaii Service Rate Increase

As mentioned in last month's column, APP member Matson, Inc. announced that it is acquiring the stocks of rival carrier, Horizon, and its Alaska operations. On the heels of that announcement comes news that the Oakland-based carrier will



Photo by Todd Lappin – Flickr Creative Commons

raise rates for its Hawaii service by \$225 per westbound container and \$110 per eastbound container, effective January 4. The increase will be filed with the Surface Transportation Board. No adjustment will be made to the company's terminal handling charge. Matson estimates that the rate adjustment will result in shipping costs rising by an average of 5.4 percent.

"This rate increase will help offset rises in operating costs and support ongoing investments in our Hawaii service," said Dave Hoppes, the company's senior vice president of ocean services. "The adjustment is consistent with our longstanding philosophy of implementing modest, incremental increases as necessary to maintain the highest levels of service, and is identical to increases implemented in 2012, 2013 and 2014. Matson continues to diligently look for ways to operate the most efficient, cost effective service possible, without undercutting our standards of quality."

Hoppes further pointed out that in the past decade, Matson has invested nearly \$1 billion in four new containerships, fleet enhancements, new container equipment, information technology and upgrades to its terminal facilities. Last year, the company also signed a contract to build two Aloha class 3,600 TEU containerships for its Hawaii service at an aggregate price of \$418 million.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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 **BAYCROSSINGS**
"The Voice of the Waterfront"

Captain Dan Glasner

BY MATT LARSON

Dan Glasner, a Golden Gate Ferry captain, has been steering a variety of vessels for nearly 30 years. He's only in his third year with Golden Gate Ferry, but his experience spans much farther than that—from manning the helm on numerous charter boats in the Bay to delivering vessels between Sicily and the Maldives just south of India.

Glasner has cruised around the block quite a few times and the more he does it, the more he wants to do it again. "I've spent an awful lot of time on a boat," said Glasner. Even in his spare time he has boating on the mind. "A lot of guys spend free time being spectators, watching baseball or football or whatever—I can't stand that," he said. "Pretty much every day that I'm not working I'm on a boat. My day off from boating is, you know, boating."

The people who work the waterways of the Bay on a daily basis form a fairly small community, and they all seem to know each other in some way. "It's such a solitary job, you're up there in the wheelhouse by yourself most of the time," said Glasner. "But a lot of us talk to each other on the radio. I've heard

these guys' voices for 25 years and I have no idea what they look like."

Even though ferry captains navigate through the same general commute every day, Glasner pointed out that familiarity with the route doesn't mean that things are always the same. "The hardest thing about driving ferries, which a lot of people don't realize, is that the wind and currents out there are significant," said Glasner. The elements can affect the ferry boat just like any other vessel and the captains must work with them, not against them. Glasner said that with enough experience, a captain starts looking at the elements with a new mentality: "After a while, once you figure it out, you're on a team with mother nature."

Glasner's co-captain when he's off the clock is his wife, Elise. "The man is an incredible waterdog," she said. "He was born part merman and part human; if he is not near water, he'll find some." They recently renewed their vows atop of the Golden Gate Bridge for their 22nd anniversary and continue to share a mutual affinity for the water. "His love of the sea, wind, weather and complete understanding of it all is quite extraordinary," she said. "Whether it be a 165 ft. ferry or a rowboat he asked to marry me in—he was born to this life."

"I'm a pretty happy guy," said

Glasner. Born and raised right here in the Bay Area, the sights of our region never cease to surprise him when coasting along the waterways: "I'm amazed at how beautiful the place is every day," he said. "It's dramatically different. Every day. The whole beauty of the Bay and the porpoises and the seals and the different boats and ships, with everything there is to see while going across the Bay, it's worth the price of admission."

So that's one reason to take the ferry if you're living or traveling in the Bay Area, though Glasner has some other reasons as well. "It's a no-brainer," he said. "When the tourists get on the boat they ask what's the best thing to do in San Francisco. I was born in San Francisco and I've lived here my whole life, and I tell them that

the best attraction or thing to do in San Francisco is to walk. It's the best walking city in the world. Why would you bring your car to the best walking town on the planet?" At the end of the day, Glasner looks at it like this: "We're living in paradise and driving a boat across it. That's not bad."

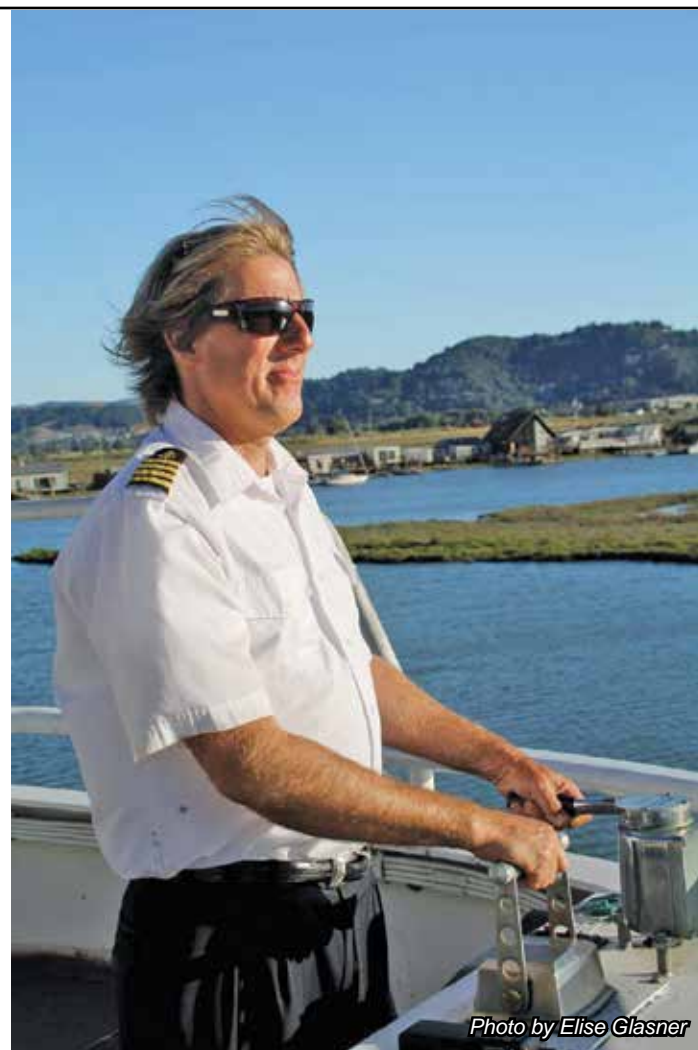


Photo by Elise Glasner

Captain Dan Glasner's wife describes him as a "waterdog." Although he has only been a Golden Gate Ferry captain for a few years, he is clearly made for a life on the water.



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The Drought: It's Not Over Yet

Google defines a drought as “a prolonged period of abnormally low rainfall; a shortage of water resulting from this.”

California is going on four years since its latest drought began. It got so bad that in January 2013, Governor Brown officially declared us to be in a state of emergency and asked residents to help out by reducing their water usage. It took time for Californians to respond to the challenge, but in the end many people stepped up; cars were left unwashed, toilets unflushed and plants unwatered.

Then came December 2014. We got hit with a few big storms, and with it,

some much-needed rain. But here's the kicker—we're not in the clear just yet. Even with the recent bout of rain, we still need a lot more of it to make up for three years of below average rainfall.

What this means is that you shouldn't stop conserving your water just yet. Every little bit continues to help. In fact, if you're in need of a little inspiration or a few new ideas for how you can conserve water, we've got some useful facts and tips to help you get started:

- In recent years, the average residential water use in California has been 105 gallons per person per day. In contrast, average individual residential use in

Australia is about 56 gallons each day. Imagine what cutting our residential use in half would do to create a more reliable water supply and protect the environment.

- It takes 1,115 gallons of water to produce one pound of sunflower and safflower oil, and 1,775 gallons to produce a pound of beef. In contrast, it only takes 11 gallons to produce a pound of frozen mixed vegetables, carrots or celery. Agricultural water use consumes 80 percent of California's developed water supplies. Using this finite supply to grow water-intensive crops in a drought-prone, semi-arid environment is wasteful—and not sustainable in the long term.

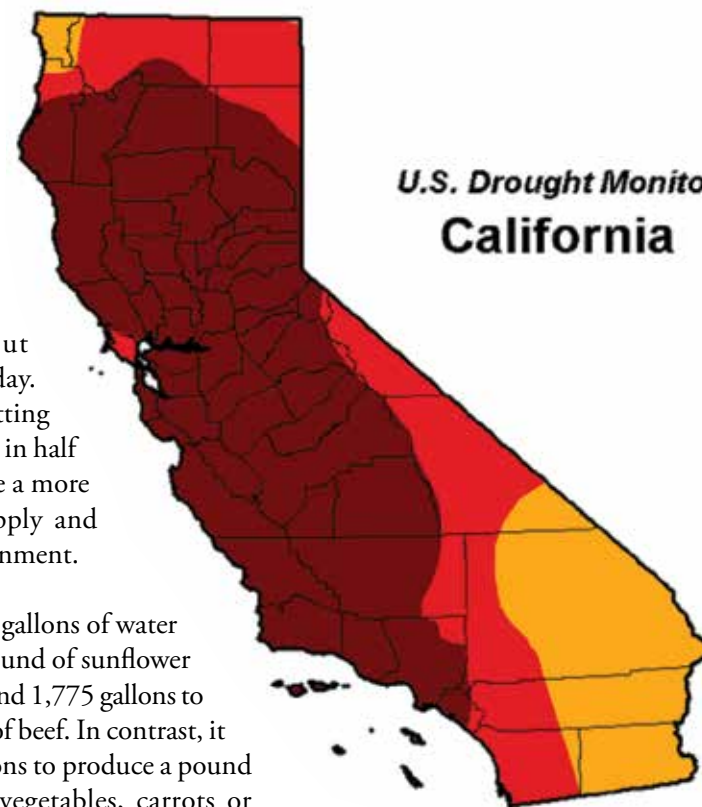
- Water losses due to leaks in utility distribution systems before water even gets to your water meter add up to nearly one million acre-feet in California each year, equivalent to about 21 gallons per capita per day. Leaks between your water meter and your house average seven to 10 gallons per capita per day.

What you can do to save water:

- Cut down on water use in and around your home. Check for leaks, install water efficient toilets, clothes washers and other appliances, and design your yard or garden to require little or no water. The best way to start conserving is to visit the California Urban Water Conservation Council's comprehensive website at www.h2ouse.org, and take a virtual tour around the house and yard to get specific information and advice about the most water-efficient actions you can take.

- Be a pioneer and start reusing water. The State of California and some local governments and water districts are making it easier to use graywater—water from sinks, showers and washing machines—for landscape irrigation,

U.S. Drought Monitor
California



and in new developments for flushing your toilet.

- Support the Bay Institute's efforts to promote dozens of actions that federal, state and local agencies can take to increase water supplies from drought-resistant sources such as water efficiency, water recycling and stormwater management; expand environmentally friendly and economically efficient water storage capacity; and use investments in natural infrastructure and healthy ecosystems to drought-proof the water supply. The Bay Institute's new drought action plan identifies the potential to develop millions of acre-feet of new water for Californians from water conservation, groundwater banking, urban runoff and other sources—without building harmful and expensive new dams and diversions.

Find out more about the drought action plan, plus more tips to conserve water at www.thebayinstitute.org.



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Bay Lights Are Here to Stay



Photo by Simon Turnbridge, Flickr Creative Commons

The Bay Lights on the west span of the Bay Bridge will become a permanent fixture in the night sky.

BY JOEL WILLIAMS

The Bay Lights, the light sculpture that floats across the West Span of the Bay Bridge at night, has been dazzling residents and visitors of the Bay Area since the unveiling of the installation in March 2013.

Over 50 million people have seen the captivating work of art, which consists of 25,000 choreographed LED lights and was created by visual artist Leo Villareal. The lights were originally installed to commemorate the 75th anniversary of the Bay Bridge and were scheduled to remain in place for two years, meaning they would be taken down this spring.

Due to the popularity of the installation, many members of the community wanted to make the lights permanent. But in order to do so, \$4 million was needed to replace the original installation with a more sturdy and permanent set of lights designed to weather the harsh environment of the Bay.

The nonprofit group Illuminate the Arts spearheaded a fundraising campaign and last month, philanthropist Ted Taube donated a \$2 million matching grant that helped achieve the goal. "This is a great moment for public art and a great gift of the holiday season for the people of the Bay Area," said Ben Davis, founder of Illuminate the Arts.

The current lights will need to be removed and replaced with a new permanent set that will

be installed in time for the Bay Area Super Bowl in early 2016. Bay Area Toll Authority's (BATA) Oversight Committee approved a memorandum of understanding in mid-December that helped pave the way for the temporary art installation to become a permanent feature on the Bay when it unanimously agreed to fund the operation and maintenance of the sparkling LED installation

when it becomes a permanent feature. The new installation will become the property of the State of California, and BATA will cover the \$250,000 yearly maintenance and electricity costs.

"This is a great moment for public art and a great gift of the holiday season for the people of the Bay Area,"
- Ben Davis,
founder of
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Baykeeper: Looking Forward After 25 Years of Protecting the Bay

BC STAFF REPORT

In 1989, no one was out on San Francisco Bay looking for pollution, and polluters were free to dump waste into the Bay. Alarmed by the Bay's slow poisoning from thousands of sources, research scientist Dr. Michael Herz and a visionary group of volunteer board members founded San Francisco Baykeeper.

Baykeeper soon began patrolling San Francisco Bay by boat. Bay Area residents responded by volunteering, reporting pollution and donating funds. The new organization soon became known for reining in polluters and preventing pollution—and has gone on to change the fate of San Francisco Bay.

It has been 25 years since then, and Baykeeper has a list of remarkable achievements protecting the Bay ecosystem. We celebrated the

achievements of Baykeeper's first 25 years in *Bay Crossings* last summer, but the occasion also gives us a chance to look ahead to the threats the Bay will face in the next 25 years: Chemicals released as today's pollution could harm the Bay for generations. New pollution sources will emerge and some existing sources will grow worse. Sea level rise caused by global climate change threatens to compound the impacts of pollution, and inundate our shorelines and communities.

"Now more than ever, San Francisco Bay needs the strongest protections," said Deb Self, Baykeeper's executive director. "Our vision is for the Bay to have the resilience to weather the pressures of climate change, and the vitality to support thriving communities, safe recreation and flourishing wildlife. We're determined to do what it takes to protect San Francisco Bay for the next 25 years, and we're ready for the challenges ahead."



Photo by Bart Quigley

Since 1989, Baykeeper has patrolled the San Francisco Bay by boat to find sources of pollution, and taken action to get pollution stopped.

Taking the Lead on Oil Spill Prevention

In 2007, the oil tanker *Cosco Busan* spilled 53,000 gallons of heavy fuel into San

Francisco Bay. Oil stained shorelines and beaches, and killed thousands of birds and other Bay creatures. Since then, Baykeeper has led the development of new legislation and local planning for oil spill prevention and response efforts.

In 2014, Baykeeper helped orchestrate the passage of a new state law that better protects all California waterways from oil spills. The law provides the state's rivers, lakes, and creeks with oil spill protections previously given only to California coastal waters. The law also expands funding for the rescue and care of wildlife threatened by an oil spill.

Now, Baykeeper is working to stop the oil industry's push to increase the shipment of crude oil into the Bay Area by rail. Shipping oil here in long trains of tank cars creates a substantial risk of oil spills in the watershed and for communities near railroad tracks.

A Strong Record of Making the Bay Cleaner and Safer

For years, sewage spills have been a major threat to Bay health, releasing bacteria



Photo by Baykeeper

When the oil tanker *Cosco Busan* spilled 53,000 gallons of oily fuel into the Bay in 2007, Baykeeper led the community response to the disaster and advocated for more resources to clean up the spill, worked with the media to keep the public informed, organized community members to help and educated boaters on cleanup.

and other pathogens into the water. But Baykeeper has made significant progress toward reducing sewage pollution in San Francisco Bay, making the water cleaner and safer for wildlife and for swimmers, surfers, sailors and beach-goers.

In 2000, Baykeeper led a coalition of neighborhood and environmental groups to win crucial changes in the redevelopment of San Francisco's Mission Bay neighborhood. The improvements prevented annual overflows of 30 million gallons of sewage into the Bay. Since 2006, Baykeeper's Sick of Sewage Campaign has compelled 20 of the worst-polluting cities and sewage districts in the Bay Area to upgrade leaky pipes and outdated infrastructure. As a result, some cities have already reduced sewage spills by 75 percent or more.

A Breakthrough to Protect the Bay from Sewage

Last year, in a landmark solution to a long-standing sewage pollution problem, Baykeeper won an agreement that will reduce, and eventually end, the release of millions of gallons of undertreated sewage from East Bay cities into San Francisco Bay. The changes will lead to an enormous improvement in the Bay's health. Sewer agencies serving Oakland, Berkeley and seven other East Bay cities agreed to make major investments in an aggressive effort to replace outdated pipes and infrastructure over the next 21 years. This victory is a result of joint legal action by Baykeeper, the U.S. Environmental Protection Agency and the California Water Board. Baykeeper will continue to monitor the upgrades

closely to ensure the cities are effectively reducing Bay pollution.

Recent Victories to Reduce Industrial Pollution in the Bay

Today, toxic rainy-season runoff from industrial facilities is one of San Francisco Bay's most pervasive pollution problems. The Bay Area has more than 1,000 industrial sites, including scrap metal yards, shipping terminals, auto wreckers and steel fabricators. Most are not doing what's required to keep heavy metals and toxic chemicals from contaminating the Bay. This pollution places a heavy burden on the Bay's ecosystem and wildlife. Baykeeper's Bay-Safe Industry Campaign is curbing this source of Bay pollution. So far, Baykeeper has secured agreements requiring cleanup at more than 23 industrial facilities, including Levin-Richmond Terminal Corporation, a major source of Bay pollution. The company handles hundreds of thousands of tons of toxic materials on the Richmond Channel, often stored in large exposed piles along the shoreline. After two years of pressure from Baykeeper, the company agreed to install extensive controls to protect the Bay from toxic runoff. Baykeeper is currently negotiating for cleanup with six additional industrial facilities, and has 40 more under investigation.

Stopping Storm Water Pollution From City Streets and Paved Surfaces

Industrial facilities are not the only source of runoff pollution in San Francisco Bay.



Photo by Susanne Friedrich

On boat patrols, Baykeeper legal and science staff, with the help of volunteer skippers, investigate possible new pollution sources. They also check up on polluters who have signed agreements to clean up, to make sure the polluters are doing what's required to keep contamination out of the Bay.

When rain falls on roads, parking lots, and other paved surfaces, it picks up trash, oil, pesticides and other pollutants. In most Bay Area communities, the contaminated rainwater rushes down a storm drain that dumps it—pollutants, trash and all—into creeks that flow to the Bay or into the Bay itself. After big storms, a surge of pollution is carried into the Bay. It's one of the Bay's most serious pollution problems.

While every Bay Area city is contaminating the Bay with storm water runoff, Baykeeper's two-year investigation shows San Jose has some of the highest levels of this pollution. Baykeeper recently sent the City of San Jose a notice that it intends to sue the city for failing to keep trash, bacteria and other pollution from washing into major creeks and tributaries to San Francisco Bay. The pollution threatens seals, shorebirds and other

wildlife, harms spawning fish, and can cause illness in people who spend time on or near the water.

Baykeeper will focus on compelling San Jose to install new and effective controls that will significantly reduce polluted storm water runoff, to bring the city into compliance with the federal Clean Water Act. "We hope San Jose can also serve as a model that will push other Bay Area cities to stop allowing highly polluted storm water to run into the San Francisco Bay and its tributaries," said Baykeeper Executive Director Deb Self.

Patrolling the Bay for Pollution in the Baykeeper Boat

In the coming year, as in all 25 years past, Baykeeper will be on San Francisco Bay in the Baykeeper boat, patrolling for pollution. No other nonprofit or government agency has a boat and maintains an on-the-water presence to monitor the health of the Bay. On boat patrols, Baykeeper legal and science staff, with the help of volunteer skippers, investigate possible new pollution sources. They also check up on polluters who have signed agreements to clean up, to make sure the polluters are doing what's required to keep contamination out of the Bay. And Baykeeper searches for signs of ecological health—including migratory birds, seals, and sea lions feasting on the Bay's fish.



Photo by Joan Robins

Baykeeper is looking ahead to many more years of successful action for a cleaner San Francisco Bay, to ensure that the ecosystem is healthy, the water is safe for recreation and wildlife can thrive.

To learn more about Baykeeper and how to support their efforts, visit www.baykeeper.org.



Image courtesy of 3r studio

The land chosen for this year's Architecture at Zero competition is currently occupied by a shopping plaza and a senior housing complex. Competition guidelines dictated that the senior housing was to be incorporated into the redesign, along with a grocery store, market rate and affordable housing, and a childcare center or wellness clinic. Winners 3r studio reimagined the site as a bustling neighborhood unto itself with pocket-parks and other open spaces for residents to enjoy.

Bay Area Firm Takes Top Honors in Green Architecture Contest

BY BILL PICTURE

Oakland-based architectural firm 3r studio received top honors last month at a Bay Area news conference announcing the winners of the fourth annual Architecture at Zero design competition.

Every year, as part of the competition, established architects and architects-to-be are invited to take a real-life piece of real estate and dream up a zero net energy building—that is, a building whose energy needs are covered by renewable energy created onsite.

Architecture at Zero is sponsored by Pacific Gas & Electric (PG&E) and

the American Institute of Architects Foundation (AIAF), who choose an area and then work with a local community partner to identify a site and set parameters that will test the skills and imaginations of designers.

This year, PG&E and AIAF partnered with East Bay Asian Local Development Corporation (EBALDC), a non-profit community development organization, to select land in west Oakland that is owned by EBALDC and already being eyed for potential redevelopment.

A real site with real challenges

“The site they chose this year has a lot of constraints within it,” said competition advisor Margie O’Driscoll. “It’s midway between two BART stations and sits

near a freeway junction. It’s also in a neighborhood that, for better or worse, is beginning to experience gentrification.”

The site, Jack London Gateway at 900 Market Street in Oakland, is actually two adjacent parcels of land. Currently home to a shopping plaza with no anchor store, a stand-alone fast-food chain and a newly built senior housing development, you’d be hard-pressed to find anyone who will argue the site is living up to its full potential.

Designers were instructed to envision each parcel as a bustling mixed-use site, with people living in homes above ground-floor commercial space. The first parcel was to house a childcare center or wellness clinic on the ground floor, with multiple floors of affordable family housing upstairs. The second parcel was

to feature market-rate housing atop a grocery store. And just to make sure designers didn’t get bored, organizers specified that the senior housing had to be incorporated into the proposed design. Designers also had to contend with existing height restrictions in the area.

“These are all things that the neighborhood needs badly,” O’Driscoll said. “For instance, there’s no grocery store in the area. That’s actually what sparked interest in the competition. People who live here now have to go to another neighborhood to do their shopping. And higher-density housing would help the neighborhood attract one of the big supermarket chains. In this case, the market would have customers living right above it.”



No wrong answers

3r studio, whose design was named “Embracing Limits,” imagined very linear, loft-like dwellings that allow in lots of natural light, and surrounding pockets of green space for residents to enjoy. It tied for an Honor Award in the Professional category with another team made up of designers from Canada and Spain, whose “Symbiosis” design, set inside an estate-like setting with green expanses and pools, was inarguably sleeker but not quite as homey.

Designs earning Merit Awards in the Student category ranged from a serpentine complex winding its way through green space to a modern take on the traditional apartment block. “It’s always interesting to see what the students come up with,” O’Driscoll said. “With less real-world experience to hold them back, they’re much more about pushing the boundaries of possibility. And it’s important that we encourage students to think outside the box, because they’ll have to wrestle much more vigorously with climate change than people of, say, my generation.”

Entries are reviewed by a panel of judges consisting of high-profile architects and engineers, and a senior design editor from the magazine *Architect*. While aesthetics are important and it never hurts to design a green building that’s also pretty, the proof in the pudding is the building’s energy performance.

“The designers have to fill out a complete energy assessment, and there’s a very strenuous review of the details by the judges to make sure a building will perform well,” O’Driscoll said.

That makes absolute sense considering the intent of the competition is to inspire a brainstorm of innovative ways to meet energy challenges that can be incorporated into building designs to help the state achieve goals set by the California Public Utilities Commission (CPUC). In a 2008 report, the CPUC vowed that by 2020 all new residential buildings constructed in California would be zero net energy. 2030

was set as the goal for new commercial buildings in the state.

“The zero net energy design competition is an important forum in helping shape California’s energy future,” said Vincent Davis, PG&E’s senior director of energy efficiency programs, in a written statement. “The innovative plans featured in this year’s competition continue to raise the bar in energy efficient design and bring fresh perspective on what is possible today.”

The next step

For their hard work, winners received a mix of cash and prizes, and their designs will go on to inspire the future of Jack London Gateway. But it’s up to the EBALDC, which owns the property, to decide when and how to move forward.

While both winning designs are ready to go up as-is, what ends up being built on the two parcels of land may incorporate key elements from “Embracing Limits” and “Symbiosis” but resemble neither.

That’s what has happened in previous years, which gave designers the challenge of designing net zero energy buildings in San Francisco’s Tenderloin neighborhood, in Emeryville, and on the UC Merced campus. Driscoll said that after the 2012 competition, UC Merced created a master plan for the campus that included a building with “many, if not all” of the features of the winning net zero energy design.

“At the end of the day, it’s about what the community wants, and wants it to look like,” O’Driscoll said. “The goal of this competition is to present them with some great solutions, and to get the community excited about the idea of a net zero energy building.”

As for whether we can expect to see the ideas spawned by the competition become the norm for architects and developers in our lifetime, O’Driscoll says we’ll have to wait and see. “We’re making great strides, but I think we’ve got a long way to go.”



Image courtesy of 3r studio

Oakland-based 3r studio received top honors at the 4th Annual Architecture at Zero design competition for its mixed-used development. Every year, the competition’s organizers, Pacific Gas & Electric and the American Institute of Architects Foundation, choose a parcel of land and invite designers to imagine a building that will produce enough clean energy to cover its annual needs.

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For information on the Architecture at Zero competition and this year’s winners, visit www.architectureatzero.com.

Calling All Students:

Youth for the Environment & Sustainability (Yes) Conference

Around the Bay Area, students are saying “no” to climate change and “yes” to a greener way of living. Now there is a place where environmentally conscious youths can come together to brainstorm and share ideas. The Youth for the Environment and Sustainability (YES) Conference is scheduled for 10 a.m. to 4 p.m. on Saturday, February 7, at the offices of the Metropolitan Transportation Commission (MTC), 101 Eighth Street in Oakland (across from the Lake Merritt BART station).

The free, day-long YES Conference will bring together middle-school and high-school students from throughout the nine Bay Area counties to discuss transportation, clean air, climate change and a healthy San Francisco Bay Area. The 2015 gathering builds on the first

YES Conference, held in November 2013, which attracted some 90 students from around the region.

Conference organizers are encouraging students to register for the event; parents, teachers and youth advisors are welcome to attend. Organizers are also soliciting proposals for presentations by students, youth advisors or teachers. Presenters can share their efforts to encourage walking, bicycling, carpooling and riding transit to school, or discuss youth-led efforts to improve air quality and combat climate change. Proposals are due by January 7.

“Our goal is to empower youth to make healthy transportation choices for the benefit of their future and our environment,” said Amy Worth, chair of MTC and City of Orinda councilmember. “We want to encourage collaboration between students who live

in very different parts of the region so they can learn from each other.” The conference is also a great way for students to demonstrate community involvement for their college applications.

The workshop is sponsored by Spare the Air Youth, a project of MTC and the Bay Area Air Quality Management District.

Registration is free and open to students, parents, teachers and youth leaders in the nine-county San Francisco Bay Area. Breakfast and lunch will be provided.

Participants are encouraged to take

public transit to the event. Free shuttles from the North Bay and the South Bay will be available for students without easy access to public transit.

For more information and to register or submit a presentation proposal, visit: www.sparetheairyouth.com/2015yesconference. You can also call Kristina Chu with the Bay Area Air Quality Management District at (415) 749-4758 or email kchu@baaqmd.gov.



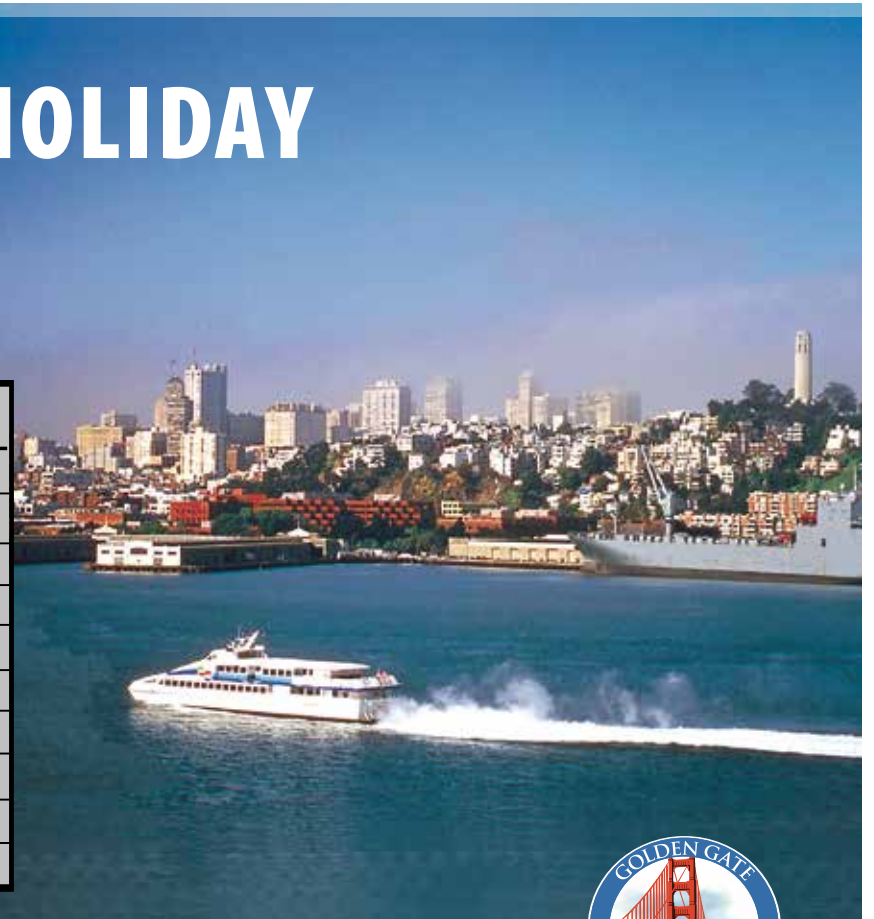
Photo by Kingmond Young

Bay Area youths engage in an interactive exercise at the 2013 YES Conference

MARTIN LUTHER KING HOLIDAY LARKSPUR FERRY SCHEDULE

Monday, January 19, 2015

Depart Larkspur	Arrive San Francisco	Depart San Francisco	Arrive Larkspur
4:51 am Route 24 bus	5:25 am (Financial District)	—	—
5:22 am Route 97 bus	5:58 am (Financial District)	—	—
7:00 am	7:30 am	7:35 am	8:05 am
8:20 am	8:50 am	—	—
9:30 am	10:30 am	—	—
11:40 am	12:30 pm	12:40 pm	1:30 pm
1:40 pm	2:30 pm	3:45 pm	4:35 pm
—	—	5:30 pm	6:00 pm
4:45 pm	5:35 pm	6:25 pm	7:15 pm
—	—	7:25 pm	8:10 pm



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Listen Up: Heggie Holds Forth

BY PAUL DUCLOS

Composer Jake Heggie's 2015 will get off to a big start. On January 21, he will join the amazing Sister Helen Prejean (author of the book *Dead Man Walking*), beloved mezzo-soprano Frederica von Stade and several others at Temple Emanu-El for a preview and discussion of Opera Parallele's bold production of Heggie's opera *Dead Man Walking*, to be performed in San Francisco February 20-22. On January 25, he will perform his composition *Coward/Cabaret* with cellist Emil Miland at Noe Valley Chamber Music. The Berkeley Symphony will perform new orchestrations of Heggie's song cycle *Camille Claudel: Into the Fire* with mezzo Sasha Cooke and conductor Joana Carneiro on Feb 26.

Heggie is also composer of the operas *Moby-Dick*, *Three Decembers*, *To Hell and Back*, *Out of Darkness*, and *The Radio Hour*, a choral opera. Here, in an exclusive interview with *Bay Crossings*, Heggie shares some of his latest insights:

Bay Crossings: Given the highly eclectic nature of your musical legacy, where do you find your inspiration? Any aspects of the Bay that have been of particular interest?

Heggie: I find tremendous inspiration living in San Francisco—a city that is energetic, mysterious, filled with light, motion and great beauty. My husband and I live in the Castro, but my studio is in the Haight and I can't really compose anywhere but there. I am filled with anticipation every time I head to work, knowing something magical will emerge: a new tune, a new ensemble, a new idea.

BC: When our readers are not attending musical events, they are generally "plugged in" on their commute. Any recommendations for their playlists?

Heggie: I listen to a range of music, from classical and musical theater to big band, swing, and world music. I love k.d. lang,

Audra McDonald, Nellie McKay, and have recently discovered Punch Brothers, featuring the amazing mandolinist Chris Thile, who has also recorded Bach Partitas and Sonatas. I'm a sucker for big band singers Jo Stafford, Rosemary Clooney, Peggy Lee and—eternally—Ella Fitzgerald. Of course, I'm also very proud of the music of mine that's been recorded, especially my recent *Here/After: Songs of Lost Voices* (on PentaTone Classics) featuring performances by Joyce DiDonato, Talise Trevigne, Stephen Costello and Nathan Gunn. We recorded it up at Skywalker Sound, and the instrumentalists are all from the Bay Area.

BC: Very interesting. And what are you reading these days? Any tips?

Heggie: I recently read Donna Tartt's *The Goldfinch* and loved it. It's a rollercoaster of a journey and I found myself in tears at the end. I've also been on a kick to read all of Fannie Flag's books.

BC: As a world traveler, you have been exposed to a great many cultures. Where do you go in the Bay Area when you have a nostalgic impulse to relive those experiences?

Heggie: I'm fond of looking out at the water, so I adore walks along the Embarcadero and out at Crissy Field over to Fort Point and the base of the Golden Gate Bridge. That is just breathtaking—and unlike anything you'll see elsewhere in the world.

BC: And of course, we also live in one of the world's greatest vacation destinations. Where do you take friends and colleagues when they come to visit?

Heggie: I drive them all over the city—up to Twin Peaks, through Golden Gate Park and out along the coast. We visit museums and the California Academy of Sciences. Sometimes they want to rent bikes and ride across the Golden Gate to Sausalito—then take the ferry back. And then there's shopping at Union Square and all the restaurants we have. I'm particularly fond of Waterbar, Slanted Door, Gary Danko, North Beach Restaurant and Firefly. And then the highlight is always

a performance at the opera, symphony, ballet, A.C.T., or everybody's favorite, *Beach Blanket Babylon*, which celebrated its 40th anniversary last year!

BC: You have lived here for quite some time. What has changed about the arts scene?

Heggie: The arts have always been celebrated and embraced in San Francisco. It's an essential part of the pulse of this community. It's why I wanted to move here and why I feel so at home.

BC: Finally, please tell our readers what you are up to next? Any ground-breaking work in the making?

Heggie: I'm working on a new opera, *Great Scott*, based on a brilliant, original story by the great playwright Terrence McNally (*Master Class*, *It's Only A Play*), and I think



it's going to be extraordinary—very funny and deeply touching.

Editor's Note: The entire interview can be read on Paul Duclos' Cultural Currents blog: <http://paulduclosonsanfranciscoculture.blogspot.com/>

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WATERFRONT ACTIVITIES

- January 10 7PM - 9PM – Marine Salvage – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Can you legally claim an abandoned vessel as your own? Find out at Captain Tuuli-Messer's salvage rights lecture! Topics discussed will include the history of salvage law, the difference between salvage, towing and finding abandoned property. Don't miss this one!
- January 11 7PM - 9PM – York – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
One moment you're saying hello to a pod of dolphins who welcome you into the harbor after you've sailed for twenty-seven days. The next moment the bilge pump has broken, the floorboards are floating in salt water, and you've run out of drinkable red wine. Pamela and Dennis just made landfall in New Zealand after drifting south from San Francisco in pursuit of a quiet mind on an endless sea. Did the mind go quiet? Well, sort of, once or twice. And is the sea endless? *Oh my, how endless.*
- January 12 - 23 Captain OUPV (6-Pack/100GT) Course – Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- January 13 Assistance Towing Endorsement Course - Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
This four (4) hour USCG Approved course meets the written examination requirement to receive an Assistance Towing endorsement on your OUPV 6-Pack or Master's License. This endorsement is required if you will be engaged in towing a disabled vessel for payment. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- January 15 Auxiliary Sailing Endorsement Course – Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
This Four (4) hour U. S. Coast Guard approved course meets the written examination requirement for a candidate holding a USCG Master or Mate license to obtain a Sailing or Auxiliary Sailing Endorsement. Course subjects include Rules of the Road, Parts of the sailing vessel & sail and Sailing terms and definitions. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- January 17 6:30PM - 9PM – Greece Flotilla Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for pizza, beer, and a movie. Learn how you can sail the fabled waters of Greece! Why did Odysseus's Mediterranean cruise not go so well? Because he didn't have a planning party! Enjoy food and drink while you learn why Greece remains a premier cruising destination.
- January 18 6PM - 8:30PM – Maiden Trip – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for pizza, beer, and a movie. We'll be showing "Maidentrip", a documentary following Laura Dekker's 'round the world voyage and attempt at becoming the youngest person to complete a solo circumnavigation. This is a must see!
- January 28 Radar Recertification 1 Day – 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.

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


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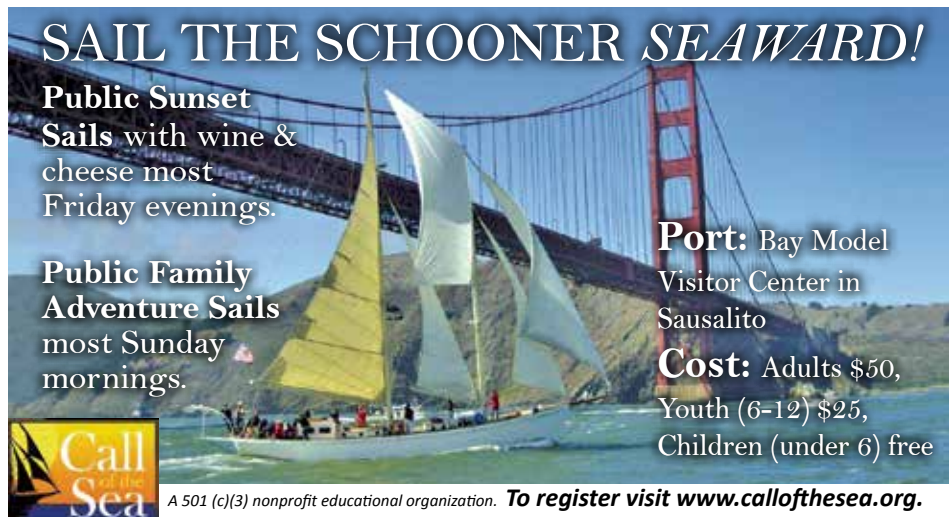
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2nd Annual S.F. Boat Show Docks at McCovey Cove & Pier 48

BC STAFF REPORT

The San Francisco Bay will be buoyant with maritime merriment for the second annual Progressive Insurance San Francisco Boat Show on January 22-25 at McCovey Cove at AT&T Park and Pier 48. The 2015 event is expanding to accommodate more exhibitors, providing visitors more to shop and ways to experience the boating lifestyle and making the new boat show the largest and most comprehensive boating event in Northern California.

The 2015 San Francisco Boat Show features boats for every lifestyle and budget, water sports, accessories, hands-on education, boating and sailing lessons on the Bay, AT&T Park's famed food and beverages, family entertainment and more.

"The boating industry is on an upward trend in California, and we're expanding the show's offerings by 20 percent to meet demand," said Dave Geoffroy, vice president of the National Marine Manufacturers Association West. "We're excited to collaborate with the Port of San Francisco and AT&T Park to champion the local boating culture and engage new audiences. The 2015 San Francisco Boat Show is a fully immersive, interactive experience that promises to give attendees of all ages a chance to experience the joys of the boating lifestyle."

Featured at the show will be more than 100 new and used vessels for sale including luxury yachts, sport fishing boats, sailboats, pontoons, personal watercrafts and family cruisers. If you're not in the market for a boat, Pier 48 will feature the latest nautical gear and gadgets, marine accessories, sports equipment and the latest innovations in navigation technology.

Furthermore, the show will offer informational sessions for the boating

community, with "Discover Boating" hands-on skills power boating and sailing training clinics. These daily hands-on workshops cover a variety of topics for all experiences, from close-quarter maneuvering to docking and anchoring, and are taught by certified instructors. Additional fees apply, and space is limited. Pre-registration is encouraged. Also, from tips on fishing the California Delta to getting started in sailing, a dedicated theater stage in Pier 48 will host dozens of free, daily seminars spanning all categories and expertise levels.

DIY enthusiasts can also visit Fred's Shed Interactive Learning Center to watch certified marine technician and expert wrench slinger "Fred" demo tools and techniques on actual boat and motor cutaways. Topics include "Don't be Fuelish: Propping Your Boat for Performance and Fuel Economy" and other aspects of motor maintenance, repairs and upgrades.

New this year, the show will also feature an indoor sailing simulator first featured at America's Cup, giving novice skippers a chance to try sailing and experience how a boat reacts to wind and waves—without leaving dry land.

The expanded Kids' Zone in Pier 48 will feature nautical themed activities, arts and crafts for the little skippers. For those who prefer passenger side, the first mate skills seminar reviews the essentials for crewmembers and skippers. Get adventurous and bring a swimsuit to Try It Cove, where visitors can take a spin on a selection of water toys including stand up paddleboards and kayaks in a heated, indoor pool.

The show will also feature fantastic food. In partnership with AT&T Park, local fans can find their favorite ballpark food and beverages in the off-season, including hot dogs, garlic fries, popcorn and peanuts. You can also enjoy a taste of San Francisco with a selection of local food trucks plus a chance to sample wines and craft brews at Pier 48.



The 2015 San Francisco Boat Show is expanding, making the new boat show the largest and most comprehensive boating event in Northern California.

When:

Thurs, Jan 22, 11 a.m. – 6 p.m.
Fri-Sun, Jan 23-25, 10 a.m. – 6 p.m.

Where:

McCovey Cove at
AT&T Park & Pier 48

Tickets: Adults \$12, Active
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under 15 are Free.

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discounts available at
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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	6:15	6:20	6:50	9:30am	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			
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30	Larkspur		Sausalito	
11:10	11:45	11:55	12:30 p.m.	<i>Daily</i>			
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare (19 – 64) \$9.50 \$10.25			
2:15	2:50	3:00	3:30	Clipper \$6.25 \$5.25			
2:50	3:25	3:30	4:00	Youth/Senior/Disabled \$4.75 \$5.00			
-----	-----	4:00	4:30	Children 5 and under (limit 2 per fare-paying adult) FREE FREE			
3:40	4:15	4:30	5:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
4:10	4:45	5:00	5:30	Giants Ferry \$11.00			
4:45	5:20	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

* 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 calamarans. 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	5:35	6:05	6:00	6:30
4:45	5:15	5:30	6:00	6:45	7:15	-----	-----
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

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

SAUSALITO

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

TIBURON – Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 am	10:25am	10:30am	10:55am
11:00	11:45pm	11:50pm	12:15pm
12:20	1:05	1:10	1:45
1:50	2:30	2:35	3:15
4:10	4:50	---	---
---	7:55	8:00 pm	8:20 pm

TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45am	10:25am	10:30am	11:20
11:35	12:30pm	12:40pm	1:05pm
2:05pm	2:30	2:35	3:25
3:35	4:25	4:35	5:20

FARES:	One-way	Round trip
Adult	\$11.50	\$23.00
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			
Weekdays		Weekends & Holidays	
10:15 a.m.	10:15 a.m.	3:15	
1:15 p.m.	11:00	3:45	
3:15		12:15 p.m.	4:30
4:30		1:15	5:00
		2:15	

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

FARES: All prices include audio tour.			
Adult	\$29.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at www.blueandgoldfleet.com

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35 a.m.	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:05	2:50	3:00	3:25
3:35	4:45	4:55	5:20

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

FARES:	One-way	Round-trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
---	9:45am	10:10am	10:15am	---	10:55am
---	---	---	2:50pm	---	3:15pm

Weekends & Holidays (Depart Pier 41)					
---	9:45 am	10:10 am	10:15 am	---	11:20 am
---	---	---	4:10	---	5:20

ANGEL ISLAND PRICES

	S.F. Pier 41 (round-trip)
Adult	\$18.00
Child (6-11)	\$ 9.50
Senior (65+)	\$ 9.50
Child (5 & under)	FREE

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

Angel Island Ferry

TIBURON – ANGEL ISLAND

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

Monday - Friday
There is no scheduled weekday service from November through February. Mon-Fri: Ferry service by advance reservation for groups of 25 or more may be available. Individuals may "piggyback" with scheduled groups. Call 415-435-2131 for details.

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 - 64)	\$15.00	
Seniors (ages 65+)	\$14.00	
Children (ages 6 - 12)	\$13.00	
Small Children (ages 3 - 5)	\$5.00	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

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.	2:30	Bay Cruise
10:45 Thurs-Mon	3:00 p.m.	Adult (18+) \$28.00
11:15	3:45	Youth (5-17) \$18.00
12:00 # p.m.	4:15# Thurs-Mon	Child (under 5) Free
1:10	5:30^ Thurs-Mon	# Bridge to Bridge
1:40		Adult (18+) \$36.00
		Youth (5-17) \$24.00
		^ Sunset Cruise
		Adult (18+) \$58.00
		Youth (5-17) \$40.00

All Ferry schedules subject to change.

For the most up to date information.

Visit:

www.baycrossings.com

ROCKETBOAT

Service resumes in May 2015

AROUND THE BAY IN JANUARY

25th Years of Sea Lions at PIER 39

This January, celebrate the 25th anniversary of the sea lions' arrival to PIER 39. The boisterous barking pinnipeds began arriving in droves shortly after the Loma Prieta earthquake hit San Francisco in October 1989. With a protected environment and plentiful supply of food from the Bay, the sea lions quickly decided to make PIER 39's K-Dock their new home. Join PIER 39 to celebrate these playful mammals with sea lion encounter walking tours, refreshments, special discounts and more from January 16-19. Visit www.pier39.com for more information.

Truffles Galore!

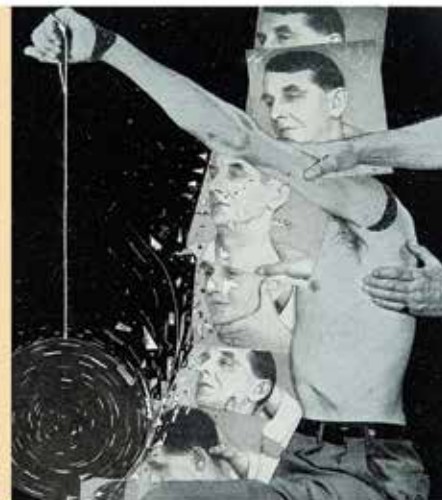
The American Truffle Company returns to Napa with the fifth annual Napa Truffle Festival on January 16-19. This event brings together two complementary aspects of European truffles: the best chefs in the world known for their truffle cuisine, and the best truffle experts/scientists in the world recognized for their expertise and data on truffle cultivation. Gourmands and aspiring truffle growers alike will find a bounty of activities throughout the festival weekend to satisfy their appetite and curiosity for the flavor and knowledge of one of the world's most prized and delectable foods. Napa Valley will again serve as the host for the festival weekend, partnering with The Westin Verasa Napa as "truffle central" for check-in and programs. They also extend exclusive, special room rates for festival guests. Unique to this festival is the Michelin star team of chefs led by Ken Frank of La Toque presenting culinary demonstrations and showcasing their extraordinary skills and talents in a tour de force truffles and wine dinner on Saturday evening. There will also be truffle experts and scientists, a master truffle dog trainer, wild mushroom foragers and, everyone's favorite, Rico the truffle dog. The festival concludes on Monday with a lively Napa Truffle Festival Marketplace at Oxbow Public Market in downtown Napa showcasing local artisan vendors and their specialty food products, plus cooking demos, fresh truffles for sale and a chance to win a real black truffle! For more information on the festival, visit www.napatrufflefestival.com. The marketplace is free to the public to browse and purchase truffle menu items à la carte.



Vanessa Woods



John Hundt



Ken Graves



Catie O'Leary

Group Collage Exhibit

A group collage exhibition by four Bay Area collage artists will be on display at a.Muse Gallery from January 12 to March 8. The group exhibition titled *Hybrid* highlights the work of Ken Graves, John Hundt, Catie O'Leary and Vanessa Woods, combining disparate elements to create new visual systems. Using original paper ephemera and found material, each artist in the show reconfigures the human body in some way to generate new narratives that explore identity, surrealism and the subconscious. The title *Hybrid* refers to the ways that heterogeneous images can be combined into fluid entities. The title also refers to the medium of collage, which in of itself is a hybrid—made by layering found images and their fragments to form a seamless whole. In the show, each artist's work is distinctive but shares a common theme. All exploit and distort the use of symbols and the human body to appropriate and reassign meaning. Thirty-six collages made from 1988-2014 will be included in the exhibit. The a.Muse Gallery is located at 614 Alabama Street in San Francisco.

Fresh Crab Feed

Two Petaluma icons team up on Tuesday, January 13 at 5:30 p.m. for another great event when Lagunitas Brewing Company hosts the third annual Fresh Crab Feed for Cinnabar Theater. Enter the beer garden, step into a heated tent and enjoy loads of freshly caught Dungeness crab along with cole slaw,

pasta salad, bread and dessert. Get your claws on some delicious crab and crack a cold one at a feast that benefits Sonoma County's beloved professional theater. Tickets for the Fresh Crab Feed are \$55. To purchase a ticket, or for more information, call (707) 763-8920 or visit cinnabartheater.org. Lagunitas Brewing Company is located at 1280 North McDowell Boulevard in Petaluma. Reservations are required by 4 p.m. on January 9 to guarantee that the crab is fresh.

Living Black

The Richmond Art Center has announced its winter exhibitions, which will include the Bay Area's only exhibition of works by artists of African-American descent. *The Art of Living Black* exhibition will feature over 50 local artists in a wide variety of media—sculpture, photography, painting, jewelry and ceramics—including work by the 2014 Jan Hart-Schuyers Award winners Asual Aswad, Yolanda Holley, Atiba Sylvia Thomas and Lawrence Buford. Three exhibitions will open on Saturday, January 10 at 10 a.m. *The Art of Living Black* was founded 19 years ago by the late sculptor Jan Hart-Schuyers and late painter Rae Louise Hayward after their realization that black artists were not being represented by galleries in any significant way. This year's exhibition will showcase a broad range of works by dozens of artists from throughout the Bay Area. The exhibit runs from January 10 to February 27 with artist

talks on Saturdays from noon to 1:30 p.m. The Richmond Art Center is located at 2540 Barrett Avenue in Richmond and the gallery hours are Tuesday to Saturday from 10 a.m. to 5 p.m. and Sundays from noon to 5 p.m. The cost is free and the art center's other galleries will feature paintings by Yisrael Feldsott and the works by the art center's professional artist instructors who teach over 200 classes each year. Visit richmondartcenter.org for more information.

Print is Not Dead

Celebrate the written or printed word at the 48th California International Antiquarian Book Fair from Friday, February 6 through Sunday, February 8 at the Oakland Marriott City Center. The three-day event is the world's largest antiquarian book fair with more than 200 booksellers from the United States and around the globe. The annual book fair features a rich selection of books, manuscripts, maps and other printed materials, including incunabula; literature from all centuries and nationalities; fine bindings; children's and illustrated books; ephemera; and antiquarian books on dozens of topics. For more information, visit www.cabookfair.com or call (415) 962-2500.

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.

Say **YES!**

to **Clean Air** and
Healthy Communities

Better Transportation Choices

Youth-led Solutions

Save the date:

SATURDAY

FEB

7

2015

10am - 4pm

Join our **FREE**
award-winning **Youth**
for the Environment and
Sustainability (YES)
Conference in Oakland to:

Learn how our transportation choices affect
our communities

Share solutions for keeping our Bay beautiful and
stopping sea level rise

Get involved in the fight against climate change



Join us February 7, 10am - 4pm

JOSEPH P. BORT METROCENTER
101 Eighth Street, Oakland
(across the street from the
Lake Merritt BART station)

FOR MORE INFORMATION, VISIT
sparetheairyouth.org

WHO SHOULD ATTEND?

Middle- and high-school students from all San Francisco Bay Area counties interested in creating a brighter future for our region. If you care about our Bay, clean air, and walking and biking, say YES!

INTERESTED IN LEADING A DISCUSSION OR BREAKOUT SESSION?

Contact Kristina at kchu@baaqmd.gov.

Complete conference details are available at sparetheairyouth.org.





CAN A BOATYARD PREDICT THE FUTURE?

The future can be tricky to predict, but what Bay Marine Boatworks can do is guarantee your complete satisfaction when you bring your boat to us for maintenance and repair.

All too many boatyards promise you the moon, and in the end you find yourself paying for it. Here is our promise to you: We will inspect the work you require on your boat, and from that inspection we'll tell you exactly what we will do to fix it, how much it will cost, and when we will finish the work. All three of these commitments are guaranteed.

Even though the future is unknown, we do guarantee that when you make the important decision to bring your boat to Bay Marine Boatworks, you will find that we will do whatever it takes to make you absolutely satisfied when you leave the yard.

our mission is to guarantee absolute satisfaction to every customer



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