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June 2015 Vol. 16, No. 6



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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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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;
Sejal Choksi-Chugh; Matt Larson;
Captain Ray Wichmann

WRITERS & PHOTOGRAPHERS

Bill Picture; Joel Williams;

ACCOUNTING

Cindy Henderson

Advertising Inquiries:

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

Bay Crossings SF Ferry Building Store

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Mega Cargo Vessels Bring More Goods, and Jobs Too

BY PATRICK BURNSON

The ongoing infrastructure investment for the Port of Oakland may be paying big dividends soon if super-sized container vessels continue to make more inbound calls. Well over a dozen megaships have called here in the past 30 days.

“We have prepared for these ships and they’re here to stay,” said Port of Oakland Maritime Director John Driscoll. “It’s gratifying to see our planning and advance work pay off.”

The working definition of megavessel is a ship capable of carrying 10,000 or more 20-foot containers. Two

Oakland arrivals last month, the MSC *Regulus* and the CMA CGM *Margrit*, hold up to 13,000 containers each.

International shipping lines have migrated to the 1,200-foot-long behemoths for economies of scale and improved fuel efficiency. Another upside for the community is that they also produce fewer emissions per container carried.

The first big ship to call Oakland, the MSC *Fabiola*, berthed in March 2012 and carries up to 12,500 20-foot containers. In 2013, the MSC *Beatrice* became the largest vessel to call Oakland. It holds 14,000 20-foot containers and is nearly a quarter-mile long. Its containers placed end-to-end would stretch more than 52 miles.

The Port of Oakland prepared for megavessels by dredging approaches and berths to 50-foot depths over the last decade. It raised crane heights to reach over the mountains of containers stacked above vessel decks. And it continues to refine marine terminal operations to improve landside cargo-handling speed.

Port spokespeople said that vessels holding between 6,500 and 8,500 20-foot containers remain “the norm” in Oakland. But they added that the number of big ships calling here is growing, and that the big ship migration will test Oakland’s marine terminals’ ability to load and unload vessels.

According to recent port data, big ships spend 40 to 45 hours in Oakland discharging or loading cargo. Smaller ships usually depart in 35 to 39 hours.

The port said that upcoming improvements designed to accelerate landside operations could help shorten berth time for larger ships. The steps include weekend gates and after-hours off-dock locations for cargo.

The Port of San Francisco, meanwhile, may also profit from this new trend if it attracts more business for its storied ship repair legacy.

Earlier this spring, the San Francisco Port Commission executed a new 20-year lease agreement with BAE Systems for maritime ship repair that will sustain San Francisco’s 150-year tradition of shipbuilding and repair.

The agreement includes a provision that could extend shipyard operations through 2045. BAE Systems San Francisco Ship Repair currently leases the port’s Pier 70 shipyard and two floating drydocks under a 30-year lease set to expire in December 2017.

The shipyard has made a successful transition over the past 20 years, since the Bay Area military base closures in the early 1990s, to being highly competitive in commercial ship repair. As a result, BAE Systems and the port crafted a new lease agreement that will sustain industrial ship repair into the future.

“Today we proudly continue one of San Francisco’s oldest maritime traditions, a tradition that has been creating and maintaining quality maritime jobs for more than a century,” announced Port of San Francisco Executive Director Monique Moyer. “BAE Systems and the port have collaborated to expand West Coast dry-docking capabilities, servicing post-Panamax ships, providing emission-free electrical power to the ships, and deepening the shipyard’s channel entrance to accommodate large ships. This agreement fortifies our alliance to sustain this industry for decades to come.”

BAE Systems employs an average of 250 skilled craft workers year-round, representing 10 local trade unions, plus additional jobs during peak periods, where employment levels can rise to over 1,000 people. San Francisco’s most marketable features in the ship repair business are its two floating drydocks and its central-coast location, which makes it ideal for both northbound and southbound migratory commercial fleets.

The shipyard is located at Pier 70, near the intersection of 20th and Illinois at the foot of Potrero Hill. Ships have been built and repaired in and around this area for over 150 years.

Today ship repair remains of vital economic interest to the port and to San Francisco, as this industry generates hundreds of family-wage jobs and helps attract maritime commerce through increased cargo vessel activities. So while the era of containerization spelled the end for San Francisco as a world-class ocean cargo gateway, it remains a leader in the ship repair industry niche.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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Drought Triggers Need for Barrier in Delta

BY BC STAFF

Faced with potentially insufficient water supplies to repel salinity in the Sacramento - San Joaquin Delta, the California Dept. of Water Resources (DWR), in consultation with federal and state water and wildlife agencies, has moved to install an emergency, temporary rock barrier across a Sacramento-San Joaquin Delta channel.

San Rafael-based Dutra Construction, a division of the Dutra Group, began installation of a single emergency salinity barrier across West False River in early May, to be removed six months later in November. State and federal water and wildlife officials determined that the barrier would help deter the tidal push of saltwater from San Francisco Bay into the central Delta. The barrier is essentially a pile of basketball-size rocks across the 750-foot-wide channel that still allows limited water flow upstream and downstream, depending upon tides.

Keeping saltwater from the central Delta is a priority because a large portion of the state's freshwater supplies travel through this part of the Delta. The barrier will help prevent saltwater contamination of water supplies used by people who live in the Delta; Contra Costa, Alameda and Santa Clara counties; and the 25 million people who rely on the Delta-based federal and state water projects for at least some of their supplies.

Typically, when saltwater threatens to encroach deeper into the Delta, water project operators try to repel it either by slowing the pumping of water from the Delta or increasing the amount of water flowing into the Delta from upstream reservoirs. In this fourth year of drought, however, Delta pumping by the state and federal water projects is already negligible. It takes three to five days for fresh water released from Lake Oroville or Shasta Lake to reach

the Delta. The emergency barrier will provide an additional tool to help limit salinity intrusion prior to arrival of fresh water from upstream reservoirs.

"We had hoped not to have to install any temporary emergency barriers in the Delta this year," said DWR Director Mark Cowin. "But conditions stayed dry through March and April. The West False River emergency barrier would provide a buffer that otherwise would have come from reduced Delta pumping. This summer, there is no Delta pumping to reduce. The barrier would help afford us time to move water from Oroville and Shasta should we need to push back saltwater intruding into the Delta."

The emergency barrier will also help mitigate a worst-case scenario this summer in which upstream reservoirs lack sufficient water to meet the minimum outflow requirements to limit Delta salinity intrusion. Dutra Construction is set to complete the barrier by mid-June to meet a 45-day construction deadline.

The trapezoid-shaped barrier, about 12 feet wide at the top, will temporarily block boat passage on West False River and will be marked by warning signs, lights and buoys. Alternative routes between the San Joaquin River and interior Delta, including Bethel Island marinas, are available. The West False River site, about 4.8 miles northeast of Oakley, raised fewer concerns for threatened and endangered fish than other potential barrier sites considered by the state.

Construction, monitoring, mitigation and removal are estimated to cost roughly \$28 million, to be paid for with a mix of funding from Proposition 50, a \$3.4 billion water bond approved by voters in November 2002, and general fund dollars. Emergency barrier removal is planned to finish no later than November 1 to avoid flood season and potential harm to migratory fish. Removal is expected



Photo courtesy of Dutra Construction

Dutra Construction is installing a temporary emergency salinity barrier across the West False River in the Sacramento-San Joaquin Delta channel to help deter the tidal push of saltwater from San Francisco Bay into the central Delta.

to take 45 to 60 days. DWR last used emergency drought barriers to reduce salinity intrusion in 1976-77.

The three-year period from 2012 through 2014 was the driest three-year period on record in California, and 2015 opened with the driest January in the state's history. The Sierra Nevada snowpack typically peaks by April 1; this year, the snowpack was measured at five

percent of historic average, the lowest measurement in recorded history.

Conservation—the wise, sparing use of water—remains California's most reliable drought management tool. Each individual act of conservation, such as letting the lawn go brown or replacing a washer in a faucet to stop a leak, makes a difference over time.



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Sherry Cargille

BY MATT LARSON

Tourists from all over the world often take the ferry to see the Bay in all its glory, and of course must first head to the terminal to get their tickets. It's there they might run into Sherry Cargille, an operations supervisor for Golden Gate Ferry. "I look forward to meeting new people from all over the world," she said. "I get to learn so much about other cultures." She loves her customers and loves her co-workers. "It's my favorite job that I've ever worked—we are like family here."

You may see Cargille at the Larkspur Terminal on Fridays, or at the San Francisco Terminal on Saturdays, Sundays and Mondays. She's also spent the last four summers in Sausalito helping to develop the terminal there. Living in Santa Rosa, which is also her hometown, Cargille can't justify taking the ferry into work, but she does look forward to making a wish through the "Rainbow Tunnel" on US-101 every day. "It's kind of silly, but it's tradition," she said. "It's just a fun way to start the day."

As operations supervisor, it's Cargille's job to make sure that everything is going according to plan as far as arrivals, departures, and customer satisfaction—and everything else, really—every day. "Things change constantly and there is really no set routine, internally," she said, enjoying the challenges of the job. Fortunately she has an amazing working environment, so no task is ever too arduous. "When things can get really hectic, I can just take a minute and look at the most beautiful view and see the beauty around me, which will reset the mood."

The commuters also make for very fun days at work, she said. "I love seeing the same commuters daily," she said. "The positive energy and interaction make it really fun. I love the fact that I have built rapport with many of them. It's a real treat getting to know them on a personal level." During those hectic times, the commuters also help this operations supervisor keep the operations going. "I love when it's hectic and all of a sudden there is a friendly face to just smile at you and say hello."

The views of the Bay, as well as the sunrises and sunsets, all contribute to Cargille's favorite moments of her job, especially when such views can be shared with her favorite commuters. She also looks forward to the parade days throughout the year such as St. Patrick's Day, Pride, and the World Series—which we're getting accustomed to now! But she loves those crazy days, she said. "There's never a dull moment around here."

Great views, great customers and a great company—you'll often find Cargille with a smile on her face. "Golden Gate Ferry is a great company to work for," she said. "Not only do we work hard, but we also know how to laugh a lot and have fun! It's a really happy place to be."

When she's not having a blast at work, she enjoys spending her free time at home with her four children. "I have two boys and two girls ranging from 21 down to

11," she said. "My youngest son has autism so being at home can be like another full-time job; we like to go to the beach, play tennis, take walks and play games."

Though she must drive to work as there's no ferry terminal in Santa Rosa, she highly recommends taking the ferry. "It's the most beautiful way to commute," she said. "I wish I could commute by ferry. You can relax, unwind, have a cup of coffee in the morning and a glass of wine at the end of the day."



Golden Gate Ferry Operations Supervisor, Sherry Cargille helps keep everything going to plan as far as arrivals, departures and customer satisfaction.



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IT CAME FROM
BENEATH THE SEA

Seven Things You Should Know About Angel Sharks

BY MALLORY JOHNSON

Biologists at Aquarium of the Bay reached a milestone recently when they reintroduced three Pacific angel sharks (*Squatina californica*) into the aquarium's Nearshore Tunnel habitat. Aquarium of the Bay became the first institution in the United States to successfully breed healthy Pacific angel sharks on-exhibit in 2009. Since then, aquarium

biologists have been closely monitoring and studying the growth of these sharks behind the scenes.

When this litter was born in 2009, Aquarium of the Bay biologists had a very rare opportunity to observe and study the growth of this species. Since their birth, these angel shark pups have been part of ongoing studies by the aquarium's animal care team, who have published studies pertaining to best practices for the care of angel sharks.

Six years after their birth, these sharks were deemed large enough to



With their eyes positioned on the top of their heads, angel sharks have a wide field of vision, giving them an ideal vantage point from their resting spot on the ocean floor for detecting prey.

reenter the Nearshore Tunnel where they were born. Since their reintroduction, aquarium biologists have continued to monitor their growth and development, incorporating their findings into ongoing research of this species.

In honor of the aquarium's newest milestone, here are seven facts that you should know about the Pacific angel shark:

1. Angel sharks are ambush predators, also known as lie-and-wait predators. These patient sharks can lay camouflaged in the sand for days without moving while waiting for prey to swim by.
2. They're fast. When they are ready for their next meal, they will strike with incredible speed. Without warning, they snap their heads up nearly 90 degrees to snatch their prey.
3. Angel sharks have an advantageous point of view. With their eyes positioned on the top of their heads, they have a wide field of vision, giving them an ideal vantage point from their resting spot on the ocean floor for detecting prey.
4. Pacific angel sharks are named for their flattened bodies and large, wing-like pectoral fins. In appearance, they more closely resemble rays and skates, but there are some key differences. Unlike rays and skates, angel sharks' pectoral fins aren't completely attached to their bodies. Angel sharks also have

a large mouth in front, rather than on the bottom of their heads.

5. Pacific angel sharks can blend right in to their environment. Their tawny-colored skin is scattered with small black and white spots, ideal for staying camouflaged along the murky ocean floor.
6. Pacific angel sharks are commonly found off the California coast in fairly shallow waters, about 30-60 feet deep on average.
7. Angel sharks were in huge demand for their meat in the 1980s, causing the overfishing of the species. This situation began to reverse in the early 1990s thanks to a voter-approved ban that has allowed them slowly to repopulate.

Learn more about Pacific angel sharks when you visit Aquarium of the Bay, and see if you can spot these well-camouflaged animals lurking in the Nearshore Tunnel habitat. Visit aquariumofthebay.org for more information.

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



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

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Keeping Plastics and Medications Out of the Bay

BY SEJAL CHOKSI-CHUGH

What happens when we use consumer products like facial scrubs, toothpaste and medications? Some of them end up in San Francisco Bay. Wastewater that goes down your toilet, sink and shower drain is sent to a wastewater treatment plant that removes many toxic pollutants. But some contaminants are not removed and enter the Bay via treated wastewater, which harms water quality and wildlife. Here are ways you can help reduce contamination from two types of these pollutants, plastic microbeads and pharmaceuticals:

Avoid using consumer products that contain plastic microbeads.

Microbeads are tiny particles of plastic used in facial scrubs, shampoo, soap, toothpaste, eyeliner, lip gloss, deodorant and sunblock. When these products are washed down a sink or shower drain, microbeads aren't removed by treatment at a wastewater plant—so they enter the Bay. There, microbeads absorb other toxic pollutants. Plastic microbeads are being found in the tissues of birds and marine mammals, and even open-water swimmers can swallow them. To avoid exposing wildlife and people to microbeads, don't buy any product with an ingredient list that includes polyethylene (PE), polypropylene (PP), polyethylene terephthalate (PET), polymethyl methacrylate (PMMA) or nylon. Safe alternative ingredients that provide scrubbing include ground apricot shells and cocoa beans.

Avoid flushing unused or leftover medications down the toilet or sink drain.

Prescription drugs pass through sewage treatment plants and into waterways, where they harm fish and wildlife by preventing reproduction, interfering with foraging and reducing the ability to avoid predators. Eighteen common pharmaceuticals have been detected in the Bay. Drugs to treat hypertension, angina, arrhythmia and migraine—as well as antihistamines—have been found in the tissues of San Francisco Bay mussels. Use your county's disposal program instead of flushing these drugs into the Bay (see sidebar on right).

Support laws in your community requiring drug manufacturers to implement safe and convenient programs for drug disposal.

Some Bay Area communities have drug disposal programs funded by taxpayers, and now counties are moving toward requiring drug manufacturers to be responsible for establishing and paying for these programs. Alameda County is implementing a safe prescription drug disposal program funded by pharmaceutical manufacturers, San Francisco is expanding a successful pilot program, and San Mateo County recently passed an ordinance requiring drug companies take over responsibility for safe disposal of their unused medications. Other Bay Area communities are considering similar options. Let your local leaders know you want safe drug disposal, funded by pharmaceutical companies.

Where to Take Leftover Medications for Safe Disposal



Note: In most counties, not all dropoff sites accept controlled substances like prescription pain relievers.

- **Alameda County**
Dropoff sites include police stations, fire stations, senior centers, pharmacies and hazardous waste disposal facilities.
www.acseniors-medisposal.net
- **Contra Costa County**
Dropoff sites include police stations, sheriff's departments, hazardous waste facilities and other sites.
cchealth.org/eh/medical-waste/faq.php or call (925) 692-2500.
- **Marin County**
Dropoff sites include pharmacies, police stations and recycling facilities. Search for "medical waste" at www.marincounty.org or call (415) 473-6907.
- **San Francisco**
Dropoff sites include pharmacies and police stations. Visit www.sfwater.org/index.aspx?page=479 or call (415) 355-3700.
- **San Mateo County**
Dropoff sites at police stations. Visit smchealth.org/rxdisposal or call (650) 372-6200.
- **Solano County**
Periodic prescription drug take-back days. To find dates and locations search for "take back" at www.solanocounty.com.

Sejal Choksi-Chugh is the Program Director and Interim 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.



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In 2015 we initiated service changes to better serve our riders. Based on community input, ridership counts and an analysis of our partrons' current travel patterns, we implemented a number of enhancements designed to make service more convenient and user-friendly. We've increased the frequency on high demand routes, streamlined express routes with new regional destinations, and updated timetables to maximize on-time performance.

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Summer Sailstice Brings Sailing to the Masses



Photo Courtesy of Treasure Island Sailing Center

Kids from all around the Bay can easily access sailing through the Treasure Island Sailing Center on Clipper Cove. The Sailing Center offers a wide variety of sailing programs for people from all backgrounds, with scholarships available to many meeting the financial requirements.

BY BC STAFF

Ever wanted to sail the Bay? As part of the 15th annual worldwide Summer Sailstice celebration of sailing, many SailSFBay.org affiliate organizations are inviting Bay Area residents to come out for a sail on the Bay. For non-sailors, it's an invitation to connect with sailing at one of the dozens of Bay Area sailing programs and facilities that are open and available to the public on the SailSFBay.org website. For current sailors, this means starting their summer of sailing by hoisting sails on the summer solstice weekend of June 20-21.

The Summer Sailstice website again plays host by allowing everyone to discover sailing opportunities in the

Bay Area—or, in fact, anywhere in the world. People can find nearby sailing event and post their weekend sailing plans to showcase their weekend in the life of sailing.

“We really want to make people aware of just how accessible sailing is,” said Travis Lund of the Treasure Island Sailing Center and member of the SailSFBay steering committee. “With seven million people living in the Bay Area, there are just too many people who don't know how to connect to sailing on the Bay and, with all the affiliated SailSFBay.org organizations, it's much easier than most people think.”

While the California sailing season is really all year long, the summer solstice weekend works out to be an ideal time celebrate all aspects of sailing. School's out, there's maximum daylight, and the peak summer sailing season is about to begin. The summer sailing season includes

numerous summer camps, community sailing programs, charter boats, cruising clubs and numerous other sailing entities active with both new and experienced sailors.

“I grew up as a small boat sailor in New England and, like so many lifelong sailors, have always wanted to share the sailing I've enjoyed,” said Summer Sailstice founder John Arndt. “I think more people should know how to get out and sail San Francisco Bay, which is right here at everyone's doorstep and is a world-renowned sailing venue. The Bay Area has plenty of breeze, sunshine, protected waters and dozens of facilities to learn, rent and connect to the sailing the Bay.”

The concept of sailing was discovered over 4,000 years ago, but many people living today have yet to discover its everlasting magic. Simple, small boats on protected Bay and Delta waters take thousands of people sailing every

year. “There are dozens of learn-to-sail programs from community programs like Lake Merritt Sailing Center in the heart of downtown Oakland, Cal Sailing Club on the Berkeley shore to professional, commercial sailing schools and yacht club youth programs open to non-members and members alike,” said Lund.

Lund continued: “For Summer Sailstice we’re encouraging as many SailSFBay.org affiliates as possible to throw open the doors, hoist their sails and get as many people out on the water as possible. When new people discover sailing at any of these facilities they discover one of our great escapes, a place to learn new skills, meet new people, relax and enjoy one of America’s best forms of environmentally friendly, wind-powered, close-to-home adventures. And there’s no better family time than sailing time.”

The Summer Sailstice website allows everyone to find an event near them. The events are marked by either a yellow pin, meaning that the event is open to the public, or a red pin meaning a demonstration event showcasing the best of sailing life. When you browse the site you’ll find all kinds of sailing, from cruising and racing to tall ships to backyard dinghies. The beauty, fun, simplicity and accessibility of sailing is all on display and being celebrated across the United States on the Summer Sailstice weekend. Find a boat, jump aboard and hoist your sails to start your summer of sailing.



Photo by John Arndt

The annual build-a-boat-in-a-day contest is always a fun event during Summer Sailstice at the Encinal Yacht Club in Alameda.

To learn more about Summer Sailstice, visit www.summersailstice.com and visit SailSFBay at www.sailsfbay.org. In addition, *Bay Crossings* includes numerous sailing activities every month in its Waterfront Activities section, located this month on pages 18 and 19.



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Competition to Make Over SF's Ugliest Yard

BY BILL PICTURE

The grand prize winner of the San Francisco's Ugliest Yard competition, sponsored by the San Francisco Department of the Environment (SF Environment), will be announced this month.

In early April, San Francisco property owners with embarrassing weed patches, unsightly dead lawns and other landscaping misses were invited to upload photos of their plots to the SF Environment website for a chance to win a yard makeover by Madrono Landscape Design Studio, which specializes in replanting outdoor spaces with native, drought-resistant plant species. The public was then encouraged to visit the site to help choose the yard most in need of some love.

The competition was created to help the San Francisco Planning Department promote its new SF Plant Finder website, where anyone interested in greening an outdoor space can learn more about the plant species that thrive in San Francisco's unique climate, which can be tricky for even those boasting the greenest of thumbs.

"Eventually, the SF Plant Finder site will also include a list of local nurseries where people can shop for these native plants," said Peter Brastow, SF Environment's biodiversity coordinator. "Ultimately, the goal is conserving water." Studies conducted by the EPA show that in drier climates, up to 60 percent of a household's water is used outdoors. The biggest culprit is traditional



Photo by Peter Brastow

The purpose and hope of the Ugliest Yard competition is to inspire people to switch out their thirsty lawns and gardens for something drought-tolerant like the yard of this home.

landscaping, especially lawns, which require regular watering to stay green.

SF Environment's effort to promote water conservation is radically different than the strategies implemented by other California municipalities in the face of ongoing drought conditions. Many have imposed restrictions on outdoor water use, with violators facing stiff penalties for misuse or overuse.

In wealthier SoCal neighborhoods, where sprawling green lawns and well-tended gardens are considered status symbols, city officials and the local media are publicly shaming property owners for ignoring water restrictions. When aerial photos of the meticulously manicured emerald-green lawns at Barbara Streisand's Malibu estate ran in newspapers all over the world, for example, a red-faced Babs pledged to go easy on the sprinklers moving forward.

"But it's not just water overuse that we're concerned about," Brastow said. "It's also the chemicals being used to keep lawns and gardens bug-free and weed-free."

"When traditional landscaping is replaced with native plant species, nature does a lot of the work for you. It still needs stewardship, however—not as much as a traditional lawn, but it needs love."

"A lot of ugly yards"

Brastow admits he was surprised by the number of yards entered in the competition. While SF Environment boasts one of San Francisco's strongest outreach programs, it only set out to receive 30 entries.

"That's the bar we set internally as 'we did a good job.' And we ended up with 79 entries. It turns out there are a lot of ugly yards in San Francisco." Of those 79 entries, some didn't receive a single vote, but one received more than a thousand votes.

The votes from visitors to the SF Environment website will decide the three first-prize winners, who will each receive a landscaping consultation from Brastow and enough native plant seeds and compost to make over a 500-square-foot plot of land. The grand-prize winner will be decided by a panel of judges from SF Environment and some of its sister agencies.

"The number of votes that a yard received is definitely taken into consideration, but there are other criteria as well," said Brastow. Extra points will be awarded to



Photo courtesy of SF Environment

This property received the most votes for ugliest yard from visitors to the SF Environment website.

yards in historically underserved communities, and in concrete-heavy neighborhoods that could use more green spaces. Front yards and yards that are visible from the street will also get bonus points.

"It's important to mention that the makeover cannot include concrete removal," Brastow said. Over the years, many property owners have replaced permeable soil with concrete slabs. While concrete is definitely drought-friendly, storm runoff carries harmful pollutants to storm drains that empty into the Bay. While a brown lawn is an eyesore and may raise neighbors' eyebrows, the decision not to water—whether intentional or the result of sheer laziness—is a much greener one than paving.

"They're on the right track whether they know it or not," Brastow said of people who let their yards turn brown instead of paving. "But storm runoff from concrete is a whole different problem. Plus concrete removal can be expensive."

Brastow hopes that by making competition entrants and voters aware of SF Plant Finder's existence, they'll be inspired to switch out their thirsty lawns and gardens for something greener. "If they entered the competition or voted, then they have some interest in greening their properties. That's our hope. So even if they didn't win, we hope that by providing the information they need to green their yard on that website, we're empowering them to make that choice."

For more information on the "San Francisco's Ugliest Yard Competition," visit www.sfenvironment.org/ugliest-yard. For more information on SF Plant Finder, visit sfplantfinder.org.

A Brief History of Alameda Island – Part 2

BY CAPTAIN RAY

Last month I began to tell the history of Alameda Island, including the fact that Alameda was not originally an island, but rather a peninsula attached to Oakland. This month I'd like to complete the tale, including how and when Alameda came to be an island.

In the early 1850s, Gideon Aughinbaugh and W. W. Chipman purchased land on the Alameda peninsula from Antonio Maria Peralta, whose father, Don Luis Peralta, had received the land as a grant from Spain in 1820. They planted a large peach orchard, marking the beginning of American settlement in the area. The U.S. Post Office arrived in 1854 and the railroads in 1864.

Several separate settlements grew up on the Alameda peninsula. Hibbardsville was on the north shore along the banks of the San Antonio Estuary. Alameda was the term used for the community at High and Encinal Streets.

Woodstock was to the west, where the Alameda Mole was constructed to allow trains to reach water deep enough to accommodate railroad ferries. At the end of the mole, the railroad cars would be loaded onto ferries to complete their journey to San Francisco. When the Transcontinental Railroad was completed in 1869, Woodstock was the original western terminus, but the terminus was moved to Oakland just a few months later.

The City of Alameda was officially incorporated in 1884, and both Woodstock and Hibbardsville were incorporated into the newly created city. As the Bay Area's need for transportation grew, so did the number of railroads,

ferries and cargo ships, along with land-based infrastructure to support them. Because it is so protected from the strong winds of San Francisco Bay, the calm waters of the Oakland Estuary (and the Alameda shoreline) quickly became a center of shipping in the East Bay.

In 1902, a channel was dredged connecting the Oakland Estuary with San Leandro Bay. This not only greatly increased space for shipping facilities, but also turned Alameda into an island. At almost 23 square miles, it is by far the largest island in San Francisco Bay! Four bridges and two tunnels now link Alameda Island to the mainland of North America.

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For almost a quarter-century, Alameda boasted of a grand amusement park on what was then its south shore. In 1917, in the area now known as Crab Cove, the Strehlow family built Neptune Court. There was a swimming beach and two swimming pools that featured exhibitions by fitness legend Jack LaLanne and movie star Johnny Weissmuller. The park also offered a carousel, a Ferris wheel and a roller coaster, as well as a dance pavilion and

barbeque pits. There were even rental cottages available for those wishing to stay for a vacation. The rail line from the San Francisco ferry stopped at Neptune Court's front gate, making it a convenient destination for people seeking entertainment.

The opening of the Bay Bridge removed the ferry and rail traffic. This, coupled with the Great Depression, greatly reduced the park's visitors and after 22 years of operation, Neptune Court closed. However, it is not completely forgotten: The Croll Building at the corner of Webster Street and Central Avenue (with its lovely stained glass) and the Neptune Court Apartments a block away are reminders

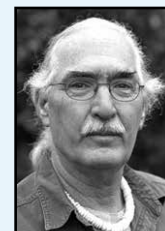
of the amusement park's existence.

The site was later used by the U.S. Maritime Service as an officer's school, and it is now Robert W. Crown Memorial State Beach. The present Crab Cove Visitors Center was the base infirmary. The lagoon that wanders through many Alameda backyards marks the approximate location of the original southern shoreline of the island.

In the late 1920s, the marshes south of the Alameda Mole were filled to create Alameda Airport and a yacht

harbor. Pan American Airways used this yacht harbor as the operations base for its China Clippers until it relocated to Treasure Island for the 1939-40 World's Fair. At the beginning of World War II, this filled area was expanded and ceded to the U.S. government for the creation of the Alameda Naval Air Station. The base was closed in 1997. Now known as Alameda Point, it and the surrounding area are gradually being converted to civilian use.

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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Summer Heats Up at Jack London Square

Jack London Square rings in the start of summer with a fun-filled calendar of free events on the iconic Oakland waterfront. From local hipsters to visiting families, this hub for activity offers something for everyone, including the return of Oakland's summer favorites Dancing Under the Stars, Waterfront Flicks and Jack's Night Market.

Movigoers are invited to cozy up Thursday evenings for outdoor screenings of hit movies as part of the Waterfront Flicks series. Free to attend, Waterfront Flicks will host fan favorites at sundown, including Jurassic Park and Maleficent in June. From date night to family fun night, showgoers can start their evenings early with dinner at one of Jack London Square's waterfront

restaurants, or pick up a quick bite from one of the casual eateries to enjoy during the screening. Moviegoers should arrive early with blankets in hand for pre-film festivities including small eats, trivia and giveaways.

The Bay Area's favorite dance series, Dancing Under the Stars, returns to Jack London Square on Friday nights from June 5 through August 28. Dancers of all experience levels will kick up their heels for an evening of free dance lessons while grooving to different themes each week, including the cha-cha, salsa, West Coast swing and single time swing, in June. These festive, free dance lessons begin at 8:30 p.m., followed by a free dance party at 9 p.m. to try out all the new moves!

Jack's Night Market returns for the first of three evening bazaars this summer

on Friday, June 19. The Oakland waterfront will light up on these vibrant evenings featuring an eclectic mix of artisans, music, food and fun, along with quirky street performers, interactive entertainment and more! Jack's Night Market will also take place on Friday, July 17 and Friday, August 14.

Furthermore, for two straight weekends, East Bay Open Studio will host an art sale at Jack London Square showcasing artwork from more than 85 artists. This special sale offering everything from painting to photography and sculptures to



Quirky street performers and interactive entertainment are just part of what you will find at Jack's Night Market this summer.

glasswork will take place on Saturday and Sunday, June 6-7 and again on Saturday and Sunday, June 13-14.

In addition to all the special events, Jack London Square offers food, drinks and entertainment at Jack's Oyster Bar & Fish House, Plank, Rosenblum Cellars, 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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June 26 Single Time Swing
July 3 Line Dance
July 10 Salsa
July 17 4 Step Hustle
July 24 Bachata
July 31 West Coast Swing

JULY
Aug 7 Line Dance
Aug 14 East Coast Swing Triple Time
Aug 21 Cha Cha
Aug 28 Salsa

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Bay Bridge Nocturne

BY PAUL DUCLOS

Tom Paiva photographs the urban and industrial landscape, capturing the majestic, the poetic, and sometimes the achingly vulnerable artistry found in the man-made environment. His long-term passion is night photography and creating images of industrial landscapes in the shadows of twilight, or under the stars when the rest of the world is at rest.

His new fine art book, *Bay Bridge: The New East Span*, chronicles the construction of the new bridge from 2008 to 2014. It features 124 pages of spectacular, full-color photographs in an oversized 14 x 17 inch monograph format, and is now available from Nazraeli Press.

In an interview with *Bay Crossings*, he explained that while the Metropolitan Transportation Commission (MTC)—one of the organizations in charge of the bridge project—had a handful of talented photographers shooting digital images for documentation purposes, Paiva was confident that his style and experience would offer something vastly different to what they were used to seeing.

Indeed, he eventually convinced MTC to allow him to shoot some sample images—particularly the project at night. Paiva said that what eventually won them over was his passion for the project and the formal quality of his pictures, which captured the drama and distinctiveness of the new bridge even in its earliest construction phases.

Soon after, MTC and other organizations began commissioning him to shoot regularly, including sending him to Shanghai to shoot the fabrication of the tower and other bridge sections.

Bay Crossings: Does the Bay Bridge measure up to the “iconic” standard of the Golden Gate?

Tom Paiva: The Bay Bridge, originally

opened in 1936, was in operation before the Golden Gate Bridge, making it an icon in its own day. The Golden Gate, being a longer suspension bridge, became the record holder in 1937. The Bay Bridge, on the other hand, is visible from downtown San Francisco and is much longer in overall length. The new East Span is the longest self-anchored suspension span in the world and that fact, along with its sweeping beauty, will make it a Bay Area icon for years to come.

BC: How much personal risk is involved in this kind of work?

Paiva: There is always an inherent amount of risk in any industrial area, but when I was photographing this project, I was always escorted by a public information officer from MTC and an engineer from Caltrans. They kept me from doing anything that was unsafe. Safety equipment was always required—boots, vest, hard hat, safety glasses and a life preserver when over the water.

BC: How do you manage to concentrate and stay calm?

Paiva: Like everyone on this project, I was there to do a job. Typically, I’m not afraid of heights, but being on rickety scaffolding hundreds of feet above the Bay or the ground makes you become keenly aware of all your moves and actions. After a while, you become used to the monumental scale and endless walking and climbing with all my gear. I found the environment artistically stimulating and found that I had to be very selective with what I chose to shoot in the time allotted me. I was always tuned to this artistic concentration.

BC: Can you describe some of the technical challenges when documenting such an enormous project?

Paiva: The biggest technical challenge was the weather. It’s almost always cold and windy on the Bay, and working

with a view camera like I did made that a challenge. The camera had to be perfectly still for sometimes a half-hour or more for the longer night exposures. Rain was an issue on occasion, as was fog. These issues were a problem, but the final images made it all worthwhile. Other challenges included coordinating the Caltrans and MTC staff to work with me well past their time to go home into the evening. The night photos I feel are the most dramatic and I thank these workers for giving me that access.

BC: What advice do you have for aspiring photographers looking for the same kind of challenges?

Paiva: A project like this is primarily about access. You can’t simply walk into the construction area and photograph.



This process took months before I was able to get out and shoot. You also have to know what you’re doing, as a location like this is not a place to learn your skills. www.baybridgebook.com



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- Every Thurs** **Beer Can Races from Pier 39 - San Francisco Sailing Company, Pier 39 Marina, San Francisco, (415) 378-4887, www.sailsf.com**
Live race review and meet up after the race at The City Yacht Club. To join the races contact the San Francisco Sailing School & Club 415-259-9801 or go to www.SailingLessonsSF.com
- Every Sat/Sun** **10AM - Noon – Golden Gate Champagne Sail - San Francisco Sailing Company, Pier 39 Marina, San Francisco, (415) 378-4887, www.sailsf.com**
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- June 5** **6PM - 8:30PM – Sunset Sail – Call of the Sea, Sausalito, 415-331-3214, Calloffthesea.org**
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- June 8 - 12** **Radar Observer Unlimited Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- June 12&13** **7:30PM- 10:30PM - Bioluminescence Kayak Tour, Tomales Bay - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Have you ever dreamed of paddling through glowing waters under a moonless, star-lit sky? Imagine every dip of your paddle creating a brilliant light show put on by living organisms beneath the water's surface. Make these dreams a reality by joining us for a Bioluminescence Kayak Tour in Tomales Bay! On this tour you may see fish or seals leaving a trail of light everywhere they swim, or create one of your own in our stable double sea kayaks. The best times to observe the bioluminescence are certain moonless nights and since this phenomenon only occurs a few special times a year and these trips fill up so register early. Cost is \$75.
- June 13** **7PM– 10PM – Knot Tying Seminar – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
It will give you the opportunity to become comfortable with the many knots that are utilized for sailing and allow you the chance to have all your knot-related questions answered. Retail: \$20, Members: Free.
- June 17** **Radar Recertification 1 Day - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
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- June 20** **1PM – 4PM – Summer Sailstice Seaward Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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 We'll paddle out from our private beach and towards the shoreline of the Corte Madera Ecological Reserve. During sunset hours, the water and wind are typically calmest and create optimal conditions for a relaxing paddle. The Sun's warm colors reflect off the marsh grasses and the water's surface creating a tranquil environment with a unique perspective. Along the way we'll observe shorebirds coming in to roost and hopefully a few Harbor Seals swimming about and feeding. We will head back just before the last vibrant beams of light hide behind Mount Tamalpais. Cost is \$55
- June 21 10AM - 12:30PM - Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
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- June 21 12PM - 3PM - Father's Day Brews on the Bay-Schooner Freda B, Sausalito, 415-331-0444, schoonerfredab.com**
 Spend this Father's Day aboard the schooner *Freda B*. Sail the San Francisco Bay enjoying dad, sunshine, specialty beers from Lagunitas and Anchor Steam Breweries, Root Beer Floats, and a picnic lunch from the famous Davy Jones's Deli! \$99 Per Passenger includes lunch and brews.
- June 22 - 26 Able Seamen Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
 The Able Seaman is an excellent starting point for one wishing to transition into the merchant marines. All those wishing to become upper level deck officers will be required to hold an AB ticket. The course also includes Marlinspike Seamanship as a bonus. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- June 26 6:30PM - 10:30PM - Fireworks in McCovey Cove - Schooner Freda B, Pier 40 San Francisco, 415-331-0444, schoonerfredab.com**
 Celebrate your 2010, 2012 and 2014 World Series Giants vs Rockies in McCovey Cove aboard the schooner *Freda B*. Fireworks show in honor of our LGBT Community after the game. Water taxi to the boat anchored in the cove from Pier 40 in SF. Snacks, beer, wine and pop available from our cash bar. Early Bird tickets: \$59 per person. Regular: \$129 per person
- June 27 10:00AM - 3PM - Red Rock Island Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
 Join Outback Adventures for a Bay paddle to historic Red Rock Island. Surrounded by some of the deepest water in the North Bay at about 60 feet, this Island has the distinction of being the only privately owned island in the San Francisco Bay. Actually located in three different counties, this 5 1/2 acre landmark of the San Francisco Bay has quite a history. Did pirates bury treasure here? How are three different U.S presidents connected to its history? Find out as we paddle out and around the island from Point Richmond. Cost is \$85.
- June 27 7PM - 9PM - Matthew Turner Tall Ship - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 Come learn all about the building of the *Matthew Turner*, a traditional wooden tall ship. Join us as the Executive Director Alan Olson shares his experience and passion for tall ships. Free: Call to RSVP.

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5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:40	9:15	-----	-----				
9:15	9:50	10:10	10:45	Larkspur		Sausalito	
10:10	10:45	10:55	11:30	Daily			
11:10	11:45	11:55	12:30 p.m.	Adult Cash Fare (19 – 64) \$10.00			
11:40	12:15 p.m.	12:25 p.m.	1:00	Clipper \$6.50			
12:40 p.m.	1:15	1:25	2:00	Youth/Senior/Disabled \$5.00			
2:15	2:50	3:00	3:30	Children 5 and under (limit 2 per fare-paying adult) FREE			
2:50	3:25	3:30	4:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	4:00	4:30	Giants Ferry \$11.50			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

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.	-----	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	-----	-----
6:10	6:35	6:45	7:10	6:45	7:15	-----	-----
7:20	7:50	7:55	8:20	-----	-----	-----	-----

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.

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: Bay Cruise Adult (18+) \$30.00 Youth (5-17) \$20.00 Child (under 5) Free
10:00 a.m.	3:00 p.m.	
10:45	3:45	
11:15	4:00 #	
12:00 p.m.	4:15	
12:30 #	5:00	
1:10	5:45 #	
1:40	6:15	
2:15 #	7:00 ^	
2:30		

Bridge to Bridge
Adult (18+) \$38.00
Youth (5-17) \$26.00

^ Sunset Cruise
Adult (18+) \$64.00
Youth (5-17) \$44.00

All Ferry schedules subject to change.

For the most up to date information.

Visit:

www.baycrossings.com

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

TIBURON – Pier 41

Weekdays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
10:50 am	11:10am	11:15am	11:40am	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	---	---	---

TIBURON – Pier 41

Weekends and Holidays					
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

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

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

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

FARES: All prices include audio tour.			
Adult	\$30.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at www.blueandgoldfleet.com

ROCKETBOAT

Daily, Monday - Sunday

Depart from Pier 39			
12:15 p.m.	1:00	1:45	3:15
4:00	5:00	6:00	-----

FARES:	Adult	Senior (65+)	Junior (12-18)	Child (5-11)
	\$26.00	\$22.00	\$22.00	\$18.00

Holiday schedule on Memorial Day (May 25), Independence Day (July 4) and Labor Day (Sept 7)

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.	12:55 p.m.	1:25
1:35	2:05	2:10	2:40
2:45	3:35	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

Weekends and Holidays

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

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
9:15am	9:45am	10:10am	10:20am	-----	-----
---	1:05pm	1:45pm	1:55pm	---	2:20pm
---	---	3:10	3:20	---	4:15

Weekends & Holidays (Depart Pier 41)

9:20 am	9:45 am	10:10 am	10:20 am	11:10 am	11:35 am
11:20	11:45	12:15 pm	12:25 pm	---	1:15 pm
---	2:20 pm	3:10	3:20	---	3:40
---	---	4:20	4:30	---	5:30
---	---	---	---	6:00 pm	---

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	
Monday - Friday	10:00 am 11:00	Monday - Friday	10:20, 11:20
	1:00 p.m. 3:00**		1:20 p.m., 3:30**
Saturday - Sunday	10:00, 5:00 p.m. hourly	Saturday - Sunday	10:20, 5:20 p.m. hourly

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



San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

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

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	8:15	-----
7:00	-----	-----
7:45	-----	-----
9:30	10:40 #	11:00
10:30	11:40	-----
2:00 * p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45 *	6:00	-----
-----	7:15	6:55**

Weekends & Holidays

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

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

FARES: One-way

Adult	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$9.75	
Youth (5-18)	\$6.50	
Senior (65+)/Disabled/Medicare	\$6.50	
School Groups	\$4.30	
Child (under 5)	FREE	

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
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Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.

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
11:45	11:35	12:15	12:30
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	---
3:50	3:35	4:20	---
5:05	4:50	5:30	---
5:50	5:40	6:20	---
6:20	6:05	---	6:50
6:55	6:45	---	---
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
11:00	11:15	11:35	11:45
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.
1:45	2:00	2:20	2:35
3:00	3:15	3:30	3:45
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

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
-----	-----	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

FARES: One-way

Adult	\$6.50
Adult (Clipper Only)	\$5.00
Youth (5-18)	\$3.25
Disabled / Seniors (65+)	\$3.25
School Groups	\$2.10
Children (under 5)	FREE

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 p.m.
1:10 p.m.	12:55 p.m.	1:30 p.m.	1:45
1:40	1:25	2:05	2:20
3:25	3:10	3:45	4:00
4:05	3:55	4:30	4:45
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	3:30	3:50	4:00
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

FARES: One-way

Adult	\$6.25
Adult (Clipper Only)	\$4.75
Youth (5-18)	\$3.10
Senior (65+) Disabled	\$3.10
Child under 5	FREE
School Groups	\$2.00
Short Hop - Adult	\$1.50
Short Hop - Youth	\$0.75
Short Hop - S / D	\$0.75

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

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 **	5:50
7:00	7:50	7:35

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

South San Francisco / San Francisco

Weekday Service - Monday through Friday

Depart S. San Francisco	Arrive Ferry Building
9:00 a.m.	9:30 a.m.
Depart Ferry Building	Arrive S. San Francisco
3:30 p.m.	4:00 p.m.

One-way FARES:

Adult	\$7.00
Adult (Clipper Only)	\$7.00
Youth (5-18 years)	\$3.50
Seniors (65+ yrs), Disabled	\$3.50
School Groups	\$2.00
Children (under 5) (with an adult)	FREE

AROUND THE BAY IN JUNE

Dancing Under the Stars Returns

Spend this summer grooving on the Oakland waterfront with Dancing Under the Stars. From experienced dancers to newbies, everyone is invited to kick up their heels and enjoy these free dance lessons. On Friday nights throughout the summer, Jack London Square will host a different dance theme including the cha cha, salsa, West Coast swing and single time swing. These festive, free dance lessons taught by professional dance instructors Vanessa Montoya of VM Dance and Bradley Montoya begin at 8:30 p.m., followed by a dance party at 9 p.m. to try out all the new moves. Dancing Under the Stars will take place Friday nights from June 5 through August 28 and visitors can bike, ferry or drive to Jack London Square. Visit www.jacklondonsquare.com for more information.

Workout Wednesdays at JLS

Join CrossFit East Bay for a complimentary hour of outdoor fitness training on the Oakland waterfront every Wednesday from 6-7 p.m. These introductory sessions will introduce interested participants to the Constantly Varied Functional Fitness program. All experience levels are welcome and workouts will be both challenging and accessible to all. Visit www.crossfiteastbay.com or call (510) 910-2919 for more information.

Waterfront Flicks is Back!

Cozy up on the Oakland waterfront this summer for free outdoor screenings of hit movies as part of Jack London Square's annual Waterfront Flicks series. From date night to family flick night, moviegoers can start their evenings early with dinner at one of Jack London Square's waterfront restaurants, or pick up a quick bite from one of the casual eateries to enjoy during the screening. Festivities begin on the Ferry Lawn around 8 p.m. with movies beginning at around 9 p.m. Moviegoers should arrive early with blankets in-hand for pre-film festivities including small eats, trivia and giveaways. See *Jurassic Park* on June 11 and *Maleficent* on June 25. Visit www.jacklondonsquare.com or call (510) 645-9292 for more information.



Photo Credit Rocky Arroyo

Escape From Alcatraz Triathlon

On June 7, more than 2,000 triathletes from around the world will take over the streets and Bay waters of San Francisco for the 35th annual Escape from Alcatraz Triathlon. Sending racers on a challenging 1.5-mile swim from Alcatraz Island to the San Francisco shoreline, an 18-mile hilly bike ride out to Golden Gate Park and an eight-mile trail run through the Presidio, this high-profile athletic event showcases the beauty of San Francisco. This world-renowned triathlon, in which only pro triathletes, age groupers and relay teams can participate, is typically sold out within hours of the registration opening every year. Fans will not want to miss this world-class sporting event at the Marina Green where they can see the swim start and end, the athlete transition areas and the finish line. Spectators are also invited to enjoy a free fitness festival and expo throughout the weekend featuring dozens of vendors, product demonstrations, giveaways, music, food and more. The Fitness Festival at Marina Green runs from 11 a.m. to 6 p.m. on Saturday and from 6:30 a.m. to 2:30 p.m. on Sunday, with the race start at 7:30 a.m. on Sunday. For more information, visit escapefromalcatraztriathlon.com.

KPFA Annual Arts Fair is on the Move

The First Annual KPFA Summer Arts Fair (formerly the Live Oak Park Fair) will be held at the Crainway Pavilion in Richmond on June 20-21. The KPFA Summer Arts Fair will feature the original work of over 200 exhibitors in 24 categories, with an array of gorgeous body adornments and a compelling selection of decorative items for the home. Producer Jan Etre is excited about the fair's evolution, which allows it to grow in this beautiful new location. The KPFA Summer Arts Fair will accommodate twice as many artists with double the space of the former fair, attracting visitors with its gallery-quality artwork along with decorative and functional crafts. It will highlight both experienced and emerging designers who produce one-of-a-kind, handmade and limited edition goods in a wide variety of media. Artists and craftspeople will be jury selected for their appealingly fresh and innovative work and use of new and traditional techniques. All the artists will be present at the Craneway to interact with the guests, showcasing their own creations including collectible art, sophisticated ceramics, luminous glass, innovative furniture, practical housewares, as well as evocative photography, printmaking, contemporary paper, affordable and handcrafted fashion jewelry and accessories, couture adult and

kids' clothing and handmade quilts and baskets. The fair prioritizes uniqueness of style, a high level of artisanship, work created in studio and modern design aesthetics, also trying to represent as much variety as possible. Come meet, celebrate and support artists and craftspeople while discovering fine handmade treasures. The \$12 admission is good for both days; seniors and disabled are \$8 and ages 17 and under are free. The Craneway Pavilion is 10 minutes by car from Berkeley, 5 minutes from the Richmond/San Rafael Bridge. It's accessible by public transit via BART and AC Transit and there will be a free shuttle running every half-hour during fair hours from the Richmond BART station to the Craneway and back. For more information, visit kpfa.org/summerfair.

Summer Art

Summer is coming and MarinMOCA welcomes the season with the Summer National Juried Exhibition. The museum selected 48 artworks of the 343 entries from 29 states. The entries include photographs, paintings and sculpture. This exhibition is free to the public and runs from May 30 to July 5 with an opening reception on Saturday, June 6 from 5-7 p.m. The exhibition includes artists using a wide variety of mediums, including teabag paper and string, gold leaf foil, photography, wood and pigmented beeswax. MarinMOCA is located at 500 Palm Drive in Novato. For more information, visit marinmoca.com.

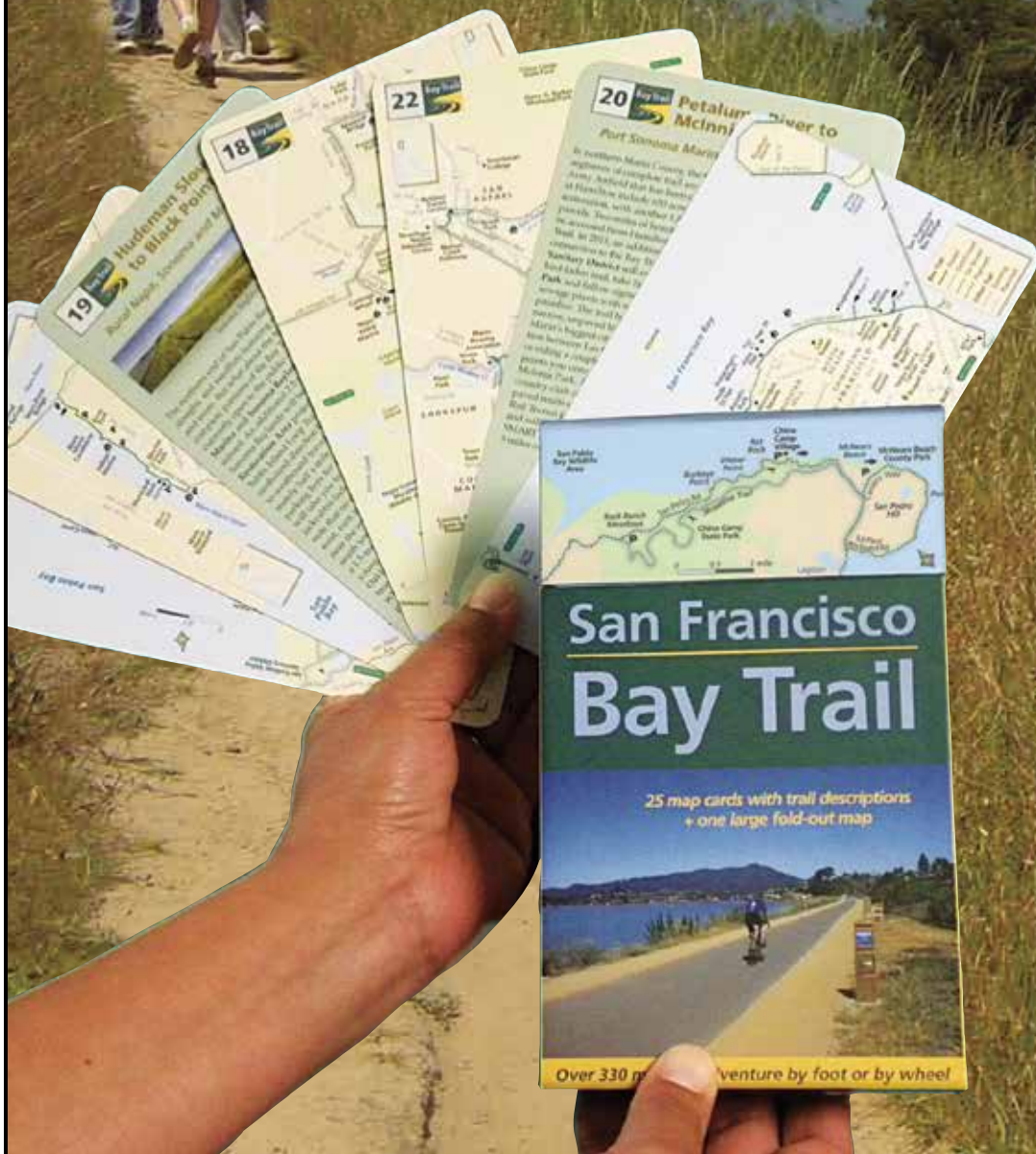
Flights and Lights Cruise

Enjoy a sunset cruise on the presidential yacht *Potomac* on Friday, June 26. Cruise along San Francisco's skyline with East Bay Vintners, who will offer tastings of their fantastic wines. Fruit and cheese will also be available. Cruise departs at 7 p.m. and tickets are \$80 for this over-21 event. For more information and tickets, visit www.usspotomac.org or call (510) 627-1215.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

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