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"The Voice of the Waterfront"

February 2014 Vol.15, No.2

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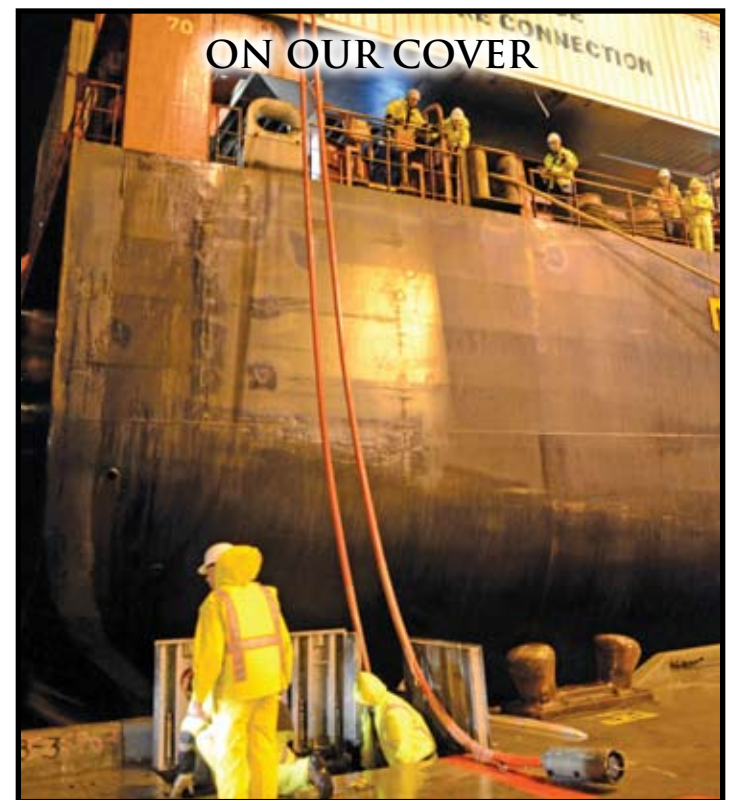
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.



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Last November, the Port of Oakland celebrated the completion of a shore-to-ship power grid that provides electricity to docked vessels. Until then, vessels burned diesel to maintain power while docked. Now, vessels can shut down their engines and plug into the port's power infrastructure. This was just one of the changes that the port has put into place to meet its goal of reducing diesel emissions by 85 percent by the year 2020. A recent grant from the EPA has allowed the port to modify two of its smaller cranes to run on hybrid diesel-electric power. Photo by John Perry/Port of Oakland

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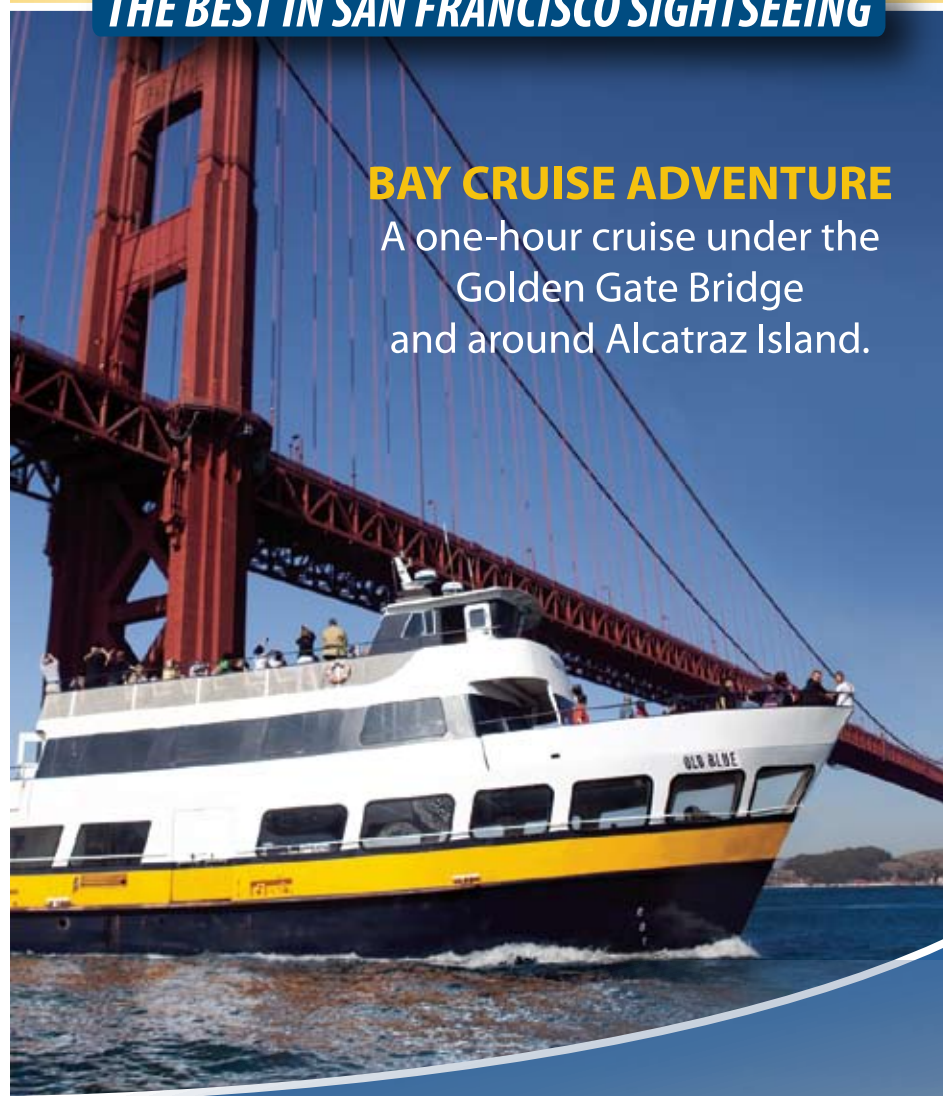


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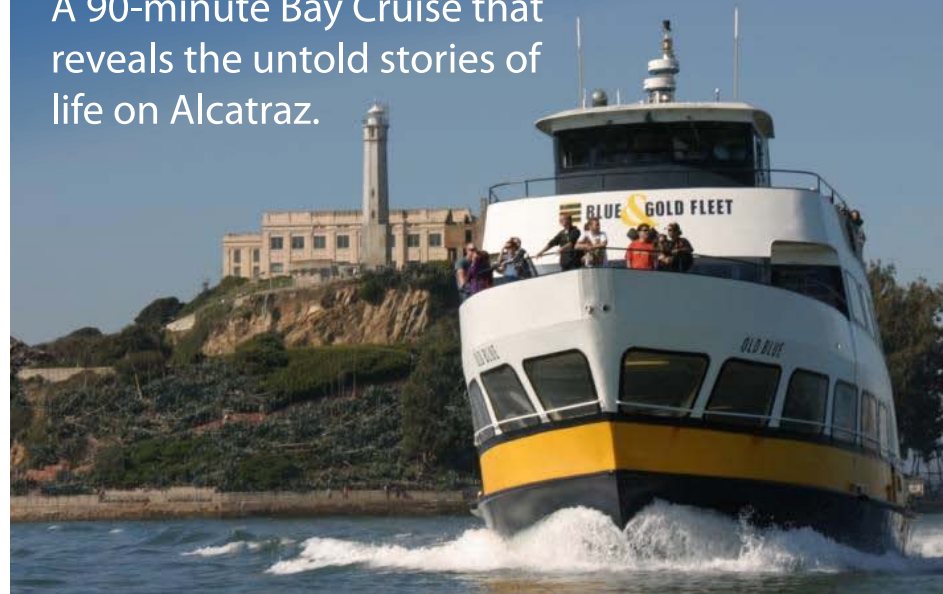


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Dockworkers Salute Mandela

BY PATRICK BURNSON

The International Longshore and Warehouse Union's (ILWU) long fight against racism and apartheid was highlighted when San Francisco's Local 10 came out to honor the passing of Nelson Mandela in December.

When Local 10 president-elect Melvin Mackay attended Mandela's funeral in South Africa on behalf of the ILWU, he quite rightly observed that this was a "once in a lifetime" event. "Mandela became a world-wide symbol for human rights and the struggle for social justice," said Mackay. "He helped South Africa along the path to democracy. The world is a better place because of him. He will be missed."

ILWU editor and archivist Roy San Filippo wrote a stirring tribute to Mandela, noting that ILWU Local 10 members helped put the anti-apartheid struggle in the national spotlight in 1984 when they refused to unload South African cargo from the Dutch ship *Nedlloyd Kimberly* at San Francisco's Pier 80.

"Although they unloaded the rest of the ship, the South African 'bloody' cargo

of steel, auto parts and wine remained in the ship's hold for 10 days while community supporters held daily demonstrations outside protesting South Africa's apartheid regime," San Filippo wrote.

San Filippo added that at its peak, the demonstration reached an estimated 700 people. Employers tried to find another West Coast port to take the ship, but because of solidarity from other ILWU locals, no port was willing to accept the *Nedlloyd Kimberly*. Local 34 clerks played a crucial role in the action by identifying the South African cargo. The cargo was finally unloaded on the 11th day under threat of a federal injunction and fines for Local 10 and individual members.

The contribution made by ILWU members to fighting apartheid was recognized by Mandela when he spoke at the Oakland Coliseum in 1990 shortly after his release from prison. "The ILWU established themselves

as the front line of the anti-apartheid movement in the Bay Area," Mandela said to the capacity crowd.

The union's actions in the 1980s were part of a long fight. The ILWU *Dispatcher* newspaper began shining a spotlight on apartheid in 1948, the year the racist system was formally instituted by the South African National Party. Coverage by *The Dispatcher* increased in the 1950s and 60s as the anti-apartheid struggle began to heat up. A 1960 *Dispatcher* editorial drew comparisons between the South African system of segregation and Jim Crow in the American South. The editorial also noted the similarities between the brutal repressions of movements for social justice by police forces in both countries.

Also in 1960, the Longshore Caucus endorsed a boycott of South African cargo. This resolution laid the foundation for a Local 10 boycott of a ship carrying South African cargo in 1962. Anti-apartheid activists held a community picket at Pier 19 in San Francisco protesting the Dutch ship *Raki*, which was carrying hemp, coffee and asbestos from South Africa.

Over 100 Local 10 members refused to cross the community picket and the ship remained unloaded for

both the day and night shifts. In 1963 *The Dispatcher* published a letter from Acting Secretary-General John Gaetsewe of the South African Congress of Trade Unions, who thanked ILWU members for their solidarity in the fight against apartheid.

In the 1970s and 80s, the ILWU general convention passed numerous resolutions against apartheid and racial injustice throughout Southern Africa. Other resolutions criticized U.S. policy of "business as usual" with South Africa's apartheid regime. In 1976, Local 10, Local 13, the International Executive Board and the Southern California District Council supported a boycott of South African and Rhodesian cargo, and in 1977 Local 6 set up a South African support committee.

"[ILWU founder] Harry Bridges and Nelson Mandela both understood that the struggle for workers and the struggle for civil rights was the same fight," said Mackay. "That ILWU members used their power on the docks to support the freedom struggle in South Africa reflects the best traditions of this union: solidarity, racial equality, internationalism and working class power."



Photo courtesy of ILWU Library and Archives

In 1962, anti-apartheid activists held a community picket at Pier 19 in San Francisco protesting the Dutch ship *Raki*, which was carrying hemp, coffee and asbestos from South Africa.

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Deckhand Don Storz

BY MATT LARSON

Don Storz has been a deckhand for Blue & Gold Fleet for the past 16 years, and he's had seniority for 15 of them. "I got pretty lucky," he said. "I got seniority with Blue & Gold within a year and one week from when I started." And he's been going strong ever since.

"I've had the privilege of working with a lot of really, really good, professional guys," said Storz, who couldn't say enough about the quality of his co-workers. "I love the job. Especially working with the commuters, they're always nice. Sometimes they're a little bit tired and grumpy, but then you say, 'How ya doin'? How was your day?' and it perks them up. I enjoy talking to them, it's a good thing for me."

Storz couldn't choose a favorite part of his job. "It's all good, there are no bad parts," he said. "Maybe a messy toilet now and then, but hey, we've got George Shelhorn to come show me how to do that," Storz laughed, referencing the profile of Shelhorn in last month's issue.

Storz is pleased to be working in Vallejo, not just because of the easy commute from his home in Benicia, but

because of the "office" he gets to work in. "Up in Vallejo we've got the nicest fleet of boats in the Bay," said Storz. "We keep them the cleanest, they're always in top operating order—the engineering department does a great job of keeping them operating properly—and so we [the deckhands] have the easy part of it."

Storz recalls a memorable experience from working on the San Francisco Bay: "I was up in the wheelhouse and the captain had to make a real quick left turn because a whale came up right in front of the boat," he said. "Fortunately we missed the big guy. And he was a big one." Another time they noticed a windsurfer hanging out in the water with an extra board on hand. "We were worried about who belonged to that other board," Storz said. "Everyone on the boat, passengers included, was looking around for a body floating around somewhere. It just so happened the Coast Guard picked up a guy at Alcatraz who was stranded with just a sail. It all turned out well and the fella got his board back."

Being a deckhand is sort of a second career for Storz, as he is the former owner and operator of Benicia Equipment Repair Company. "I had my own business for 20 years working on industrial equipment: forklifts, cranes, trucks, trailers, things like that," he said. "At one time I had eight mechanics working, five service trucks



Photo by Matt Larson

Deckhand Don Storz began working for Blue & Gold Fleet 16 years ago at age 64 and plans on working well into his 80s.

and a part-time secretary in the office," he said. "We did good. I walked away clean." When it came time to close the business, Storz began to think, "Now what?"

"When I took my shop down I was looking for something to do," he said. "I was already on Social Security. A good friend of mine, Richie Cahill, who works on the Golden Gate Ferry, said I should work on the ferry boats. He got me started! And at my age of 64, it was all fun for me."

Thanks to employment with Blue & Gold, Storz has been having some of the best fun of his life, traveling the world

with his wife Christine. They've been practically everywhere and are looking forward to England, Croatia and Prague later this year. Their free time is spent planning for their next adventure.

Storz has loved the job since he began, and doesn't plan on quitting anytime soon. "I'm sneaking up on 80 in a few more months and they're still letting me work!" he smiled. "As long as I can take care of my end of the job I'll keep going. There's a fellow who works for Blue & Gold who's in his 80s," Storz said. "My wife says, 'As long as he's working, you're going to keep working too.'"



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The Fracas Over Google's Ferry

BC STAFF EDITORIAL

Is it a game-changer for comprehensive regional ferry service or is it the proverbial tempest in a teapot? Laudable corporate initiative or worrisome precedent?

Perhaps all or none of the above. On Monday, January 6, Google debuted its private ferry service connecting San Francisco's Ferry Building to the Port of Redwood City, near Google's main campus. The initiative, which saw two morning and two evening runs each weekday, was rumored to be a 30-day test. It is unclear if the service would continue after the test was concluded, though rumors also swirled that Google was preparing a second test of ferry service connecting Harbor Bay and Redwood City.

Fairly or unfairly, "Google Buses" have become a lightning rod for San Francisco residents who are fearful of displacement by newly-arrived, youthful tech workers with seemingly unlimited amounts of money. The "Google Ferry" adds a new dimension to this issue and has sparked lively debate among ferry advocates about why a private company—and not the Water Emergency Transit Authority (WETA), the public agency charged with coordinating comprehensive regional ferry service—is running service to Redwood City.

The answer turns out to be resources. Public ferry service to Redwood City currently ranks as a low priority for WETA planners because projections show decidedly low ridership potential. Cash-strapped WETA—already burdened with operating existing services in Alameda and Oakland and getting new service connecting the East Bay and South San Francisco off the ground—seems unlikely to get behind service to Redwood City anytime soon.

WETA was created with a broad mandate of ferry and emergency planning, but has been hampered by limited

resources. Still, the agency can point to some key successes. It took the reins of the Alameda/Oakland and Vallejo ferry services, a torturous process that involved shouldering significant financial responsibility from the cities giving up these services. The Harbor Bay ferry service, once in danger of cancellation due to poor ridership, now thrives. The new South San Francisco ferry is similarly showing impressive ridership gains despite a shaky start.

WETA has also drawn down some of the \$250 million in bonding authority granted to it for planning regional emergency preparedness to repair crumbling docks and build needed ferry maintenance facilities. And the agency has also quietly yet doggedly gone through the paces of planning for expanded ferry service to communities like Richmond and Berkeley.

Yet WETA remains limited by monetary and personnel resources, and further expansion will be a slog. Accordingly, private ferries may represent the only opportunity for expanded ferry service in the foreseeable future. But many questions about private ferries remain, such as whether private ferries will share equipment and crews with public ferries, or whether private ferries will participate in coordinated emergency response plans.

Privately operated ferries are not new on San Francisco Bay. The Tiburon ferry is privately operated by Blue & Gold Fleet. Unlike the Google Ferry, however, the public is welcome, even though Blue & Gold gets no public subsidy for operating the Tiburon route. Red and White Fleet also operated, albeit briefly, a ferry connecting Richmond and San Francisco.

But a private commuter ferry not open to the public will no doubt continue to rub transit advocates the wrong way. For those who want to see more public ferry transit on the Bay, seeking more funding is an obvious first step. To that end, key counties like Alameda are in the early stages of preparing sales tax measures for public transit. Bridge tolls are also



Photo by Joel Williams

The new "Google Ferry", which debuted its private service on January 6, runs twice a day from the San Francisco Ferry Building to the Port of Redwood City.

likely to be raised. Ferry advocates need to be in the forefront of such discussions making the case for more money for ferries, because competition for these funding sources will surely be fierce.

An additional impediment to ferry expansion is WETA's other unfunded mandates, the largest of which is regional emergency preparedness. If proper funding to complete the massive task of building and maintaining the infrastructure needed for a vast network of emergency preparedness is not available, maybe another agency or the state itself should take over the task. Ferry advocates also need to put aside demonstrably unrealistic hopes of yesteryear for comprehensive regional ferry service. That buccaneering vision called for ferry service to over 30 communities around the Bay along with the major airports, and, while laudable, is simply is not in the realm of the possible.

Ferry advocates would do well not to get too concerned about the Google Ferry and to rally behind new approaches that strengthen the existing network. Even before the Google Ferry pressed

the issue, legislators were taking action of their own that could have a negative impact on ferry service.

For example, Assemblyman Jim Frazier (D-Antioch) has introduced a bill that would revamp the board makeup of WETA with a view to forcing ramped-up planning for a ferry service to Antioch. Such moves, if successful, could see funding for WETA success stories like Alameda and Vallejo diminished in favor of pipe dream projects like ferry service for Antioch or Port Alviso (San Jose).

The bottom line is that ferry advocates need to decide what they want to be when they grow up. Private initiatives like the Google Ferry should be welcomed when they provide services to communities that otherwise have no expectation of service. New public service to aspirant communities like Richmond should be championed. But first and foremost, existing success stories—namely ferry service in Alameda and Vallejo—should be protected and strengthened. That means making a priority of securing resources for core services.



Port of Oakland Receives Grant to Reduce Diesel Emissions

BY BILL PICTURE

Fourteen diesel-emission reduction grants totaling \$2 million have been awarded to agencies in the United States Environmental Protection Agency's (EPA) Regions 9 and 10, which includes California, to help reduce pollution caused by diesel engines.

The Port of Oakland received \$415,932 of that money to help cover the cost of outfitting two of its conventional, diesel-powered rubber-tire gantry cranes—the smaller cranes used to organize containers at the port after they've been unloaded from vessels—with an energy storage system similar to today's hybrid passenger vehicles. All of the large cranes used to load and unload cargo from vessels at the Port of Oakland are already powered entirely by electricity.

Each rubber gantry crane's existing diesel engine will be replaced with a smaller diesel generator, a rechargeable battery and an energy management system. The new generator will only be used to charge the batteries, drastically reducing the amount of diesel emissions.

The grant to the Port of Oakland,



Photo courtesy of Port of Oakland
The smaller rubber tire gantry cranes used to organize containers after unloading are still diesel-powered. A recent grant received by the port will allow for two of the cranes to be outfitted with a hybrid electric system.



Photo courtesy of Port of Oakland
As of last November, the large cranes used at the Port of Oakland to offload containers from vessels run on electricity from the port's recently completed shore-to-ship power grid.

along with the 13 other grants, is being administered by the West Coast Collaborative, a partnership between federal, state and local agencies, the private sector, researchers and environmental groups in EPA's Regions 9 and 10. The group's goal is to develop, advance and promote strategies to reduce diesel emissions. The West Coast Collaborative's private sector partners include representatives of the agriculture, construction and cargo-shipping industry.

According to a West

Coast Collaborative report, making this switch to hybrid electric power will reduce diesel fuel consumption and greenhouse gas emissions by 60 percent, with a 90 percent reduction in even nastier nitrogen oxide and particulate matter emissions. Older diesel engines spew into the air a toxic mixture containing a few dozen pollutants deemed "hazardous" by the EPA. In fact, the risk of developing cancer from exposure to diesel emissions is said to be seven times greater than the combined risk posed by all of the other 181 air toxins currently tracked by the EPA. Diesel emissions have also been linked to asthma and bronchitis.

Emissions from rubber tire gantry cranes can vary greatly depending on the age of a crane's engine, as well as usage. Still, communities like West Oakland,

which is plagued by higher-than-average diesel pollution as a result of activity at the port, are expected to experience a significant improvement in air quality once the diesel-powered cranes are converted to hybrid electric power.

In a written statement, EPA Pacific Northwest Office Administrator Dennis McLerran said that the benefits these communities would experience as a result of the projects being undertaken with the grant money would be "immediate."

Beyond the threat to public health posed by diesel pollution is the role it plays in climate change. Black carbon in the particulate matter emitted from diesel engines absorbs light and acts as a warming agent. Black carbon's effect on the environment is believed to be 2,000 times greater than standard carbon



emissions; and 57 percent of black carbon emissions in the United States come from diesel engines.

Port of Oakland ahead of the curve

This move marks another significant stride made by the port toward achieving its self-set clean-air goal. In 2008, the port committed to reducing diesel emissions by 85 percent by 2020, and then developed the Maritime Air Quality Improvement Plan to meet that goal.

“And based on our 2012 seaport emissions inventory, we have already reduced our diesel particulate matter from seaport sources by 70 percent,” says Port of Oakland representative Roberto Bernardo. “We are only 15 percent away from reaching our 2020 goal.”

The emission reductions come as the result of several clean-air measures undertaken at the port. First, all trucks now serving the port have engines manufactured after 2006, when emissions standards were seriously tightened.

Then, last November, the port celebrated the completion of a shore-to-ship power grid that provides electricity to docked vessels. Until then, vessels burned diesel to maintain power while docked. Now, vessels can shut down their engines and plug into the port’s

power infrastructure. Eleven tons of diesel emissions will be eliminated from the air as a result of the Port of Oakland’s \$70 million Shore Power Program.

It was state air-quality regulators that prompted the creation of the power grid. Several years ago, they set a January 2014 deadline for 50 percent of vessels calling at California ports to plug into onshore power sources. The number of vessels required to power down and plug in jumps to 80 percent in 2020.

Oakland was the first port to complete its grid, thanks to help from the Bay Area Air Quality Management District, the California Air Resources Board and the Metropolitan Transportation Commission.

“And we also want to acknowledge our ocean carrier partners who have invested in using cleaner diesel fuel for their ships over the past several years,” said Bernardo. “Beginning this year, vessel operators are using an even cleaner fuel than before as they enter California waters.”

The 14 projects funded by this latest round of grants are expected to eliminate more than 262 tons of nitrogen oxides, 16 tons of particulate matter and 8,317 tons of carbon dioxide in EPA Regions 9 and 10 over the life of the projects.

Jared Blumenfeld, administrator for the EPA’s Pacific Southwest Office,



Photo courtesy of Port of Oakland

In 2008, the Port of Oakland committed to reducing diesel emissions by 85 percent by 2020. As of last month, the port had already reduced emissions from seaport sources by 70 percent.

applauded the Port of Oakland, its fellow awardees and all the members of the West Coast Collaborative for the work being done to reduce diesel emissions. Blumenthal said he hopes

that they’ll serve as a model for the rest of the country and the world: “By promoting clean diesel technologies, we can save lives locally and play a leadership role on climate change globally.”



Photo courtesy of Port of Oakland

The Port of Oakland’s grant was one of 14 diesel-emission reduction grants recently awarded by the U.S. Environmental Protection Agency.

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Tiny Owls Cling to Survival Along the Bay's Shore

BY DEB SELF

If you're on the San Francisco Bay shoreline and spot a small, round owl on the ground, it's probably a burrowing owl. These long-legged birds weigh just four to nine ounces and are the only owl active on the ground during the day. They have brown spotted feathers and bright yellow eyes.

The most likely place to find a burrowing owl is beside a ground squirrel's abandoned burrow. Ground squirrels may be scampering nearby, sharing the territory without bothering the owls. Neither creature eats the other. Burrowing

owls (*Athene cunicularia*) eat insects, mice and small lizards.

A small number of burrowing owls, mostly female, are spending the winter now at East Bay shoreline parks. They arrived in October from as far away as Idaho, while most of the males have stayed closer to home. By April, the females will fly back north to raise chicks. At Mountain View Shoreline Park along the South Bay, about 15 burrowing owls live year-round and raise their young. Another 40 live at nearby NASA Ames Moffet Airfield, where the staff protects land for the owls.

Burrowing owls tend to make their homes at the Bay's shoreline parks because



Photo credit: Ken-ichi, Flickr Creative Commons

A burrowing owl beside her home, a ground squirrel's abandoned burrow. San Francisco Bay shoreline parks are some of the few remaining places where the owls can find the habitat they need to survive.

that's where ground squirrels are, and the owls depend on the squirrels for their burrows, according to Mike Lynes of Golden Gate Audubon Society. Ground squirrels thrive in shoreline parks because visitors feed them, and the parks are generally built on former dump sites covered with fill that allows for easy burrow digging.

Before the Bay Area was developed, coastal prairie ringed the Bay, providing one of California's four primary burrowing owl nesting areas. But as the coastal prairie has been paved over and built on, the Bay Area's once-large population of burrowing owls has dwindled. These owls were formerly abundant throughout the western United States and Canada, but their habitat has been converted to farmland and housing and they have been gradually disappearing. In California, burrowing owls are designated as a "species of special concern." This means they get some protection, to keep them from becoming so scarce that they face extinction, but less protection than if they were declared endangered.

Because burrowing owls often get displaced when land is developed, Baykeeper advocates for burrowing owl habitat to be protected when construction is planned along the Bay's shoreline. For example, the City of San Jose is planning

to develop open space surrounding its sewage plant. Baykeeper recently joined with other environmental groups to urge the city council to save the site's burrowing owl habitat. We won protection for some of the habitat, but the South Bay burrowing owl population would have a better chance for recovery if more of the land were left undeveloped.

You can help burrowing owls survive by admiring them from afar. When humans get too close, the owls waste precious energy trying to escape. If you take a dog to a park where burrowing owls live, you can help by keeping your dog on leash and away from the owls' area. You can also help by not using rat or mouse poison for rodent control. Eating a poisoned mouse can kill an owl.

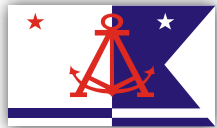
Burrowing owls will be wintering through March at East Shore State Park, Cesar Chavez Park, at the Tom Bates Sports Complex in Berkeley and at Martin Luther King, Jr. Shoreline Park in Alameda. Docents from Golden Gate Audubon Society sometimes show visitors at these parks where to look. Burrowing owls are also seen on the Mountain View Shoreline Park golf course. And there may be other Bay shoreline sites, as yet undiscovered, where you can glimpse one of these rare little owls, standing alert at the opening of her burrow.



Scoma's Restaurant
Fisherman's Wharf
Pier 47 on Al Scoma Way
415-771-4383
www.scomas.com

Deb Self is Executive Director of San Francisco Baykeeper, www.baykeeper.org. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy, and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail hotline@baykeeper.org, or click "Report Pollution" at www.baykeeper.org.





Alameda's Working Waterfront

A single look at its flag gives the notion that Alameda is a maritime-rich community. Blue and white, the flag embraces a nautical look with the letter "A" overlapped by an anchor in the center. Alameda's flag embodies the more than 160-year-old tradition of maritime activities taking place on what many in the area call the "Island City."

Maritime businesses have been at the core of Alameda's economic sector for over a century. Collectively, these businesses cover the full spectrum of marine services, from makers of custom submersibles to full-service shipyards, including craft and specialized industries like upholsterers and woodworkers as well as high-tech services like complex marine construction and custom electronics. Alameda possesses a rare commodity in the Bay Area—large industrial and warehouse spaces immediately adjacent to the water act as a foundation of both the marine businesses and the economy of Alameda.

Deep Ocean Exploration and

Research, or DOER, is one of the most stellar examples of Alameda's new working waterfront. From its Alameda office, DOER designs, builds and tests manned and unmanned underwater rovers, as well as any equipment needed to support these mostly-custom vessels. The industry leader's list of recent missions include helping Greenpeace explore underwater oil plumes, building a rover to go through 3,000 ft. of Antarctic ice to explore the waters underneath, and working with Google Earth to map the oceans.

Taking advantage of its Alameda location since 1994 is Bay Ship & Yacht Co. The company is one of Alameda's largest employers, and one of the West Coast's cleanest, safest and most technologically advanced shipyards. Bay Ship & Yacht is representative of Alameda's new working waterfront in the diverse specializations it offers customers,

from commercial and military vessels to superyachts to historic restorations.

Yet another cutting edge Alameda maritime business is Power Engineering Construction, which focuses on highly

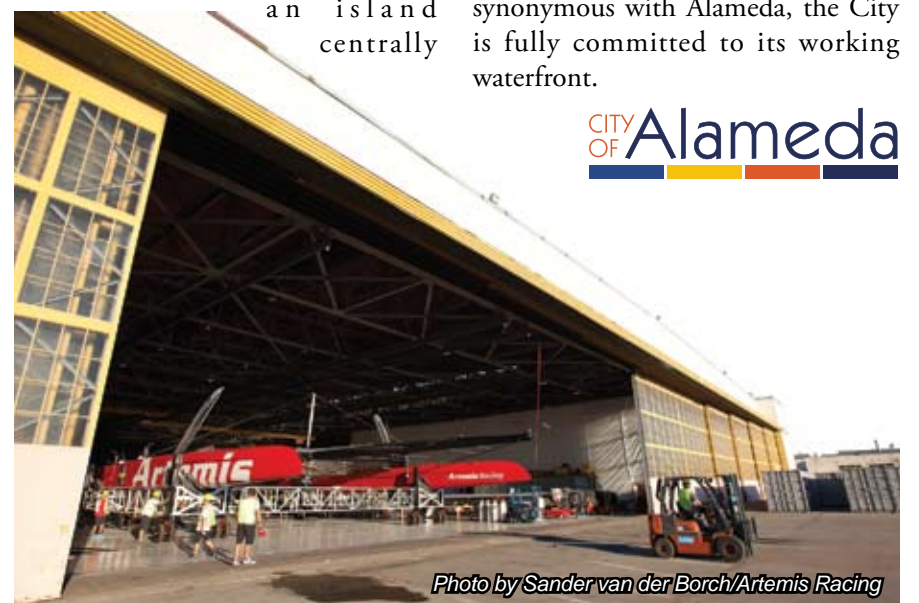
complex, dangerous and time-critical engineering projects. One recent project for Power Engineering was the construction and upgrading of San Francisco's Piers 15 and 17 in preparation of the arrival of the new Exploratorium. Not only did Power Engineering perform the structural work on which the museum is based, it also constructed the impressive seawater intake and storage system that has become part of the museum's permanent exhibits.

Surprisingly enough, with a population less than 80,000, Alameda is also home to the largest and most avid sailing community in the Bay Area, but it is not just leisure sailors who are drawn to Alameda. The Swedish sailing team Artemis Racing called the former Naval Air Base its home for the 34th America's Cup and continues to use one of the decommissioned airplane hangars for research and development of its high-tech racing catamarans.

With its natural competitive advantage of being an island centrally



located in the San Francisco Bay, Alameda proves the business adage of "location, location, location." By continuing to provide the same proficiency, integrity and professionalism that have become synonymous with Alameda, the City is fully committed to its working waterfront.



Pier 24 Features Pure Photography

BY PAUL DUCLOS

San Francisco's Pier 24—which lay dormant for many years—now houses a brilliant photography collection available for public viewing. The Pilara Foundation Collection is not open to walk-ins, however, and that makes it even more attractive. Viewers must make an appointment days in advance before being admitted into this sacrosanct gallery, which means there's no great crowds to fight through or any of the other nonsense associated with blockbuster exhibits at public museums. By collaborating with photographers,

educators, collectors and curators, Pilara is able to share diverse ideas with the public without compromising to mass market taste. Furthermore, through its partnerships with local institutions, Pilara also works to advance the creation, scholarship and understanding of the photographic medium.

The Pilara Foundation Collection contains some 2,000 photographs, most from the 20th and 21st centuries. While the collection tends to be American in spirit, with significant holdings of Walker Evans, Dorothea Lange, Robert Frank and Diane Arbus, Europe, Asia and Africa are also represented in important works by August Sander, Daido Moriyama and Zwelethu Mithethwa.



Photo courtesy of The Pilara Foundation

Pilara Foundation Collection at Pier 24 is not open to walk-ins. Viewers must make an appointment days in advance before being admitted into the gallery, which means there's no crowds to fight.

The collection's organizing principle is the social and topographical change wrought by industrialization. Photography's capacity as a documentary tool supports this theme as both a witness to such changes and as an industrial process in its own right. Images of human labor, such as Lewis Hine's *Breaker Boys of 1911*, one of the earliest photographs in the collection, present photography as an agent of social change, as do images by Dorothea Lange. American race relations have a strong presence in the collection, with images such as Robert Frank's *Charleston, South Carolina*, representing one of the most concise commentaries on the subject. Gender and sexual identity are also well represented in works by Peter Hujar and in series such as Garry Winogrand's *Woman Are Beautiful*, while Larry Clark's *Teenage Lust* offers a grimmer commentary on the sexual revolution.

Pier 24 Photography is currently presenting *A Sense of Place*, an exhibition that explores how photographs shape the perception of our environments. Together, the exhibited works shift in scale from room-size installations to small, quiet photographs, transporting the viewer through a variety of locations, memories and emotive experiences.

Approaching the grand scale historically reserved for landscape paintings, photographs like Andreas Gursky's *F1 Pit Stop III*, Thomas Demand's *Grotto* and Jeff Wall's *In Front of a Nightclub* immerse the viewer in an expansive environment—physically placing you within the space of the photograph. Works from Stephen Shore's *Uncommon Places* recall the spirit of anytown USA, while in an adjacent gallery Paul Graham's *The Present* captures continuous moments in the Manhattan landscape through a series of diptychs and triptychs. Similarly, Lee Friedlander's *America by Car*, a series documenting both

the everyday and specific eccentricities in the United States from the confines of his car, shifts the viewer to a variety of places from the familiar frame of a car window.

Together, these galleries examine a sense of place through collectively known American locations. Explored through room-sized installations, Eric William Carroll's diazotypes—a form similar to blueprints—are produced at an unprecedented scale, creating an immersive experience of being in the woods.

Similarly, Erik Kessels' installation *24 HRS in Photos* creates a cascading room filled floor to ceiling with printed versions of every picture uploaded to Flickr during a 24-hour period, allowing the viewer to both visually and physically experience the overwhelming number of photographs shared online.

In three dedicated galleries, works drawn from the Sack Photographic Trust reflect one collector's sense of place. These galleries present historical photographs in contemporary installations focusing on traditional themes that are well represented in the Sack Photographic Trust.

The pictures assembled in *A Sense of Place* demonstrate what photography does best: engage our attention with what we might otherwise bypass and inspire us to take another, closer look at the places that surround us.

Artists featured include Robert Adams, Doug Aitken, Uta Barth, Edward Burtynsky, Eric William Carroll, John Chiara, Jan De Cock, Moyra Davey, Thomas Demand, Jose Manuel Fors, Lee Friedlander, Paul Graham, Andreas Gursky, Todd Hido, Rinko Kawauchi, Veronika Kellndorfer, Erik Kessels, Lucia Koch, Richard Learoyd, Richard Misrach, Asako Narahasi, Stephen Shore, Cinthya Soto, Wolfgang Tillmans, Jeff Wall and selections from the Sack Photographic Trust.

<http://pier24.org/>

The Comedy Circuit presents **MARK PITTA**

as seen on
The Tonight Show
(w/ both Carson & Leno)

Comedy Central

Mornings On 2

Friday
February 21ST
2014

@ **Hiddenbrooke**
Golf Club
www.hiddenbrookegolf.com
707.558-1153

Saturday
February 22ND
2014

@ **The Fetterly**
Playhouse
www.VallejoComedy.com
707.290.6995



IT'S A LEGIT STAND-UP COMEDY SHOW ... IN VALLEJO!

Commemorative, Personalized Bricks to Be Part of Pier 27 Park Along the Embarcadero

For 150 years, the Port of San Francisco has welcomed the world to its waterfront. Now, local residents and businesses can be part of that effort through a new and unique program that allows citizens to welcome the world to the City's newest public park and Waterfront Walk at Pier 27 adjacent to the new James R. Herman Cruise Terminal. Helping fund the park is a campaign by which personalized bricks can be purchased online at www.sfportbricks.com.

"We think a commemorative brick for the Waterfront Walk is a perfect way to memorialize so many that have worked and enjoyed our waterfront from the Gold Rush era to present day," said Executive Director Monique Moyer of the Port of San Francisco, noting that several port officials and colleagues had already put in their orders for the project. "This is a great way for everyone that has walked the walk in preserving San Francisco's vital waterfront to be recognized proudly and permanently."

When the new park opens in fall 2014, the Waterfront Walk will be a major



A commemorative brick walkway is being installed at San Francisco's newest public park at Pier 27 adjacent to the new James R. Herman Cruise Terminal. Two sizes of limited bricks can be purchased by those wishing to participate.

feature of the design with two sizes of bricks available for purchase: four inches by eight inches (\$150) and eight inches by eight inches (\$300). The purchase is tax-deductible. After installation of the Waterfront Walk, a locator map will



be provided to assist individuals and businesses in finding their bricks. "This is the definition of a once-in-a-lifetime offer," said Public Relations Manager Renée Martin, confirming that there is a limited space available for the installation of the Waterfront Walk. "We expect to sell out and already interest is high, so don't miss this opportunity to be a part of San Francisco history."

In addition to online orders, commemorative bricks for the Waterfront Walk can also be purchased by phone at (855) 767-8279.



F R E S H S E A F O O D

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

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STRAW Program Teaches Kids While Restoring Area Wetlands

With the 2013-2014 restoration season underway, Point Blue Conservation Science marks over two decades of engaging Bay Area youth in hands-on habitat restoration through the STRAW (Students and Teachers Restoring a Watershed) Program. This year will see over 50 restoration projects take place in North Bay counties.

Point Blue's STRAW Program brings together students, teachers, scientists, ranchers and other members of the community in Marin, Sonoma, Solano, Alameda and Napa Counties to work on stream and wetland restoration projects. Since its inception, the STRAW Program has engaged 33,000 Bay Area students and 400 teachers in 450 stream and wetland restoration projects, resulting in over 30 miles of restored habitat.

"At a time when pollution, habitat

loss and climate extremes threaten our streams and wetlands, Bay Area students and teachers are coming together through STRAW's innovative Program to successfully address these challenges," said Ellie Cohen, Executive Director, Point Blue Conservation Science. "By involving young people in the process, we are inspiring the next generation to protect and conserve the outdoors. Today's STRAW participants will be tomorrow's community leaders, scientists and advocates working for nature-based solutions to climate change."

As part of the STRAW Program, students in grades kindergarten through 12 participate in and assess the benefits of restoration projects on human communities, birds, bugs, fish and the soil. During their work in the field, students team up with experts to learn the basic scientific skills that directly link to their in-school science curriculum.

STRAW began in 1992 in the fourth grade classroom of Laurette Rogers (now Point Blue's STRAW Program Director), when students took on a restoration project at Stemple Creek in Sonoma and Marin Counties. Working with ranchers and scientists, they planted native willows and restored the habitat for the endangered California freshwater shrimp. Since then, the STRAW Program has grown exponentially, engaging 3,500 students in about 50 restorations each year.

Point Blue's STRAW Program proactively addresses the negative impacts of climate change, habitat loss and degradation on streams and wetlands and our communities in the Bay Area. Streams and wetlands—part of the Bay Area's vital watersheds—are critical for many wildlife species as well as for storing, filtering and gradually releasing fresh water, for slowing flood waters and for reducing flood impacts

on nature and human infrastructure. Restoring these habitats provides more resilience in the face of increasing sea levels, drought, storms and flooding.

STRAW's restorations are designed to be "climate-smart." They take into account projected increases in drought and flooding, as well as changes in wildlife migration patterns. These climate-smart restorations are designed to withstand a variety of climate conditions while providing food and shelter for animals when they need it.

Students participating in STRAW learn about and restore native vegetation on creek banks and in wetland transition areas (where tidal marsh meets upland habitat), stabilizing eroding banks, filtering pollution, slowing down floodwaters and creating lasting wildlife habitat. The STRAW participants learn that they can make a positive difference in the face of climate change.

Proposed Golden Gate Bridge TOLL INCREASE OPTIONS

To Receive Public Input on Proposed Incremental
Golden Gate Bridge Toll Increase Options

PUBLIC HEARING

Wednesday, February 12, 2014
7:00 pm

San Rafael City Council Chambers
1400 Fifth Avenue
San Rafael, CA

For additional information, visit
www.goldengate.org

For transit information to the public meetings,
call 511 (TDD 711).



WATERFRONT ACTIVITIES

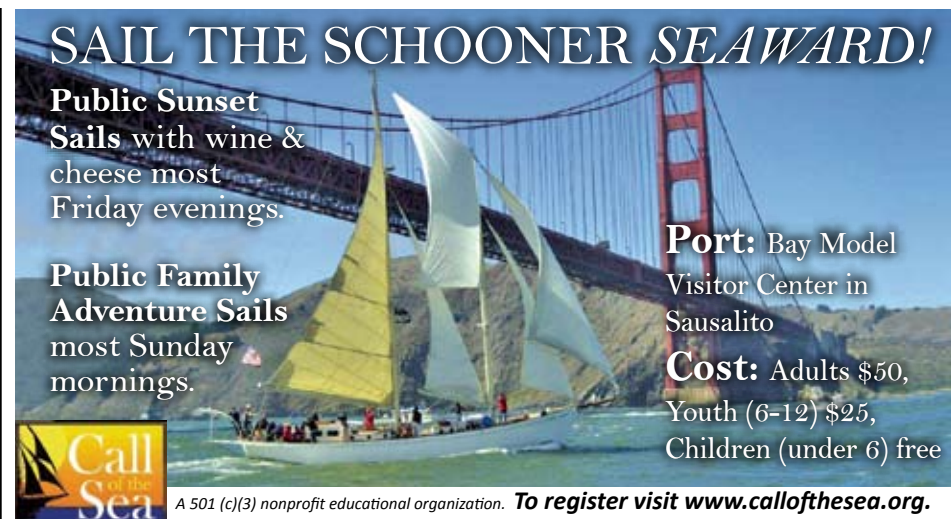
- February 1** **6PM – 10PM – Night Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Learn to safely and confidently sail after the sun goes down. Now that days are shorter and sunset comes early, why not extend your sailing into the night? Our four hour night sailing course covers all of the skills needed to sail during the “other” half of the day. Cost: OCSC Members \$101.25, Non-Members \$135.
- February 1** **7PM – 9 PM – 2014 Croatia Flotilla Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The Mediterranean has uninhabited islands, pristine beaches, and rustic fishing villages. It also offers historical and archeological wonders, fine dining, and lively nightlife. Join OCSC Founder and President, Anthony Sandberg, to learn more about our 2014 flotilla in Croatia!! Cost: OCSC Members FREE, Non-Members FREE
- February 2** **Deck License Renewal Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
Renew your U.S.C.G. Deck license (up to 200 ton only) by completing the one day classroom presentation and course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- February 8** **7PM – 9PM - Capt. Tuuli Messer-Bookman Lecture – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Captain Tuuli Messer-Bookman professor of Marine Transportation at Cal Maritime will speak on Maritime Casualties: Causes and Consequences. Learn how the safety culture has shifted from equipment to the human element. A must see! Cost: OCSC Members FREE, Non-Members FREE
- February 10 - 14** **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.
- February 19** **6PM – 8PM – Moonlight Sailing - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Enjoy a relaxing night on the Bay! Set sail on one of our larger yachts skippered by a professional OCSC skipper, followed by chowder, chili, chips & salsa, and beverages from 8–9:30 PM in our club room. Cost: OCSC Members \$45, Non-Members \$60



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Public Sunset Sails with wine & cheese most Friday evenings.

Public Family Adventure Sails most Sunday mornings.

Port: Bay Model Visitor Center in Sausalito

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

Call of the Sea
A 501 (c)(3) nonprofit educational organization. **To register visit www.callofthesea.org.**

All Bay Area Ferry Schedules in One Place!

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:40 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45				
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.				
12:40 p.m.	1:15 p.m.	1:25 p.m.	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	5:00	5:30				
-----	-----	5:20	6:05				
5:05	5:40	5:55	6:25				
5:40	6:15	6:25	6:55				
6:35	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

One-way Ferry Fares		
	Larkspur	Sausalito
Adult Cash Fare (19 - 64)	\$9.50	\$10.25
Clipper	\$6.25	\$5.25
Youth/Senior/Disabled	\$4.75	\$5.00
Children 5 and under (limit 2 per fare-paying adult)	FREE	FREE

Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).

* Direct ferry service is provided to all Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:20	3:50	4:00	4:30	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	The 5:35 and 6:45 trips do not return to Sausalito.	
6:10	6:35	6:45	7:10	6:45	7:15		
7:20	7:50	7:55	8:20				

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

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

No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Blue & Gold Ferry

TIBURON COMMUTE

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

TIBURON - Pier 41

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

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

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

BAY CRUISE

Depart Pier 39			
Weekdays		Weekends	
10:15 a.m.	1:15 p.m.	10:15 a.m.	3:15 p.m.
1:15 p.m.	3:15	11:00	3:45
3:15	4:30	12:15 p.m.	4:30
4:30	1:10	1:15	5:00
	1:10	2:15	5:45 *

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

FARES:	All prices include audio tour.		
Adult	\$28.00	Child (5-11)	\$18.00
Junior (12-18)	\$22.00	Senior (62+)	\$22.00

Discount fares available at www.blueandgoldfleet.com

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
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.	12:15 p.m.
12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
1:50	2:15	2:20	3:15
3:10	3:40	3:45	4:10

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	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	\$10.50	\$22.00
Senior (65+)	\$6.25	\$13.50
Child (5-11)	\$6.25	\$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 Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:15 a.m.	10:55 a.m.
---	---	2:50 p.m.	3:15 p.m.

Weekends & Holidays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:15 a.m.	11:20 a.m.
---	---	4:10 p.m.	5:20 p.m.

ANGEL ISLAND PRICES (Round-trip)

FARES	S.F. Pier 41 Ferry Bldg*	Alameda/Oakland*	Vallejo*
Adult	\$17.00	\$14.50	\$30.50*
Child	\$9.50 (age 6-12)	\$8.50 (age 5-12)	\$21.00 (ages 6-12)
Child	Free (5 & under)	Free (4 & under)	Free (5 & under)

* 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 January 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 and over)	\$13.50	
	Child (6 - 12)	\$11.50	
	Children (3 - 5)	\$3.50	
	Toddlers (ages 2 and under)	Free*	
	Bicycles	\$1.00	

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelphian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

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

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



www.baycrossings.com

ROCKETBOAT

Service resumes
in May 2014



San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

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

Weekdays

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	8:30	-----
7:45	8:55	-----
10:00	11:10 #	11:30 a.m.
2:00 * p.m.	3:30 p.m.	3:10 ** p.m.
3:20	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
5:45 *	7:15	6:55 **

Weekends & Holidays

10:00 a.m.	11:10 # a.m.	11:30 a.m.
2:30 p.m.	3:40 # p.m.	4:00 p.m.
5:15*	7:00	6:30

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

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

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.	---
7:05	7:15	7:35	---
8:10	8:20	8:40	---
9:15	9:25	9:45	10:00 a.m.
11:00	10:50	11:30	11:45
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.
2:40	2:25	3:05	3:20
4:45	4:30	---	5:15
5:50	5:40	6:20	---
6:20^	6:05^	---	6:50
6:55	6:45	7:20	---
7:55	7:45	8:25	8:40
8:55	8:45	---	9:25

Weekdays from San Francisco

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

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

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

Weekday Commute

Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

No weekend or holiday service

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

Free MUNI and AC Transit Transfers Provided

All Ferry schedules subject to change. Visit www.sanfranciscobayferry.com for the most up to date information.

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

There is no weekend service during the months of January and February 2014, or on Presidents' Day, February 17, 2014

Weekends and Holidays from San Francisco

There is no weekend service during the months of January and February 2014, or on Presidents' Day, February 17, 2014

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

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

* Restrictions apply, see sanfranciscobayferry.com for details
** One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41. Fares subject to change.

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

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

Weekday to Alameda & Oakland

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

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

Wednesday & Friday midday SF service

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

One-way FARES:

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

Take the Ferry to **GIANTS BASEBALL AT AT&T PARK**

Service will resume for 2014 Season



Illustration from www.tuscolatoday.com

AROUND THE BAY IN FEBRUARY

The Bridge Builders

MTC has teamed up with the San Francisco Arts Commission Galleries to present *The Bridge Builders*, an exhibition by Joseph A. Blum featuring more than 80 color photographs that give viewers an all-access look at the making of the new

East Span of the San Francisco-Oakland Bay Bridge. Blum has been dutifully documenting the construction process from the foundations all the way through the opening in September 2013, and continuing with the demolition of the old East Span that is now underway. While the artist has photographed all aspects of the structure's erection, the people who labor to build the new bridge hold the greatest interest for Blum. Heart-

stopping heights — often over open water — and gargantuan scale startle the viewer in images that often seem inconceivable. The free exhibit, open from 9 a.m. to 5 p.m. on weekdays, is on display on the third floor of the MTC offices at 101 8th Street in Oakland through May 31.

Chinese New Year Parade

Named one of the world's top ten parades, Chinese New Year Parade in San Francisco is the largest celebration of its kind outside of Asia. Over 100 units will participate in the parade, with many of the floats and specialty units featuring the theme of the Year of the Horse. Nowhere in the world will you see a lunar New Year parade with more gorgeous floats, elaborate costumes, ferocious lions and exploding firecrackers. Some of the parade highlights include elaborately decorated floats, school marching bands, martial arts groups, stilt walkers, lion dancers, Chinese acrobatics, the newly crowned Miss Chinatown USA and the Golden Dragon. The Golden Dragon is over 201 feet long and is always

featured at the end of the parade as the grand finale—it will be accompanied by over 600,000 firecrackers! The Golden Dragon was made in Foshan, a small town in China. The Foshan dragonmasters formerly made all the costumes for the Cantonese opera, and the Golden Dragon



Photo by Joseph A. Blum

bears many operatic touches, such as the rainbow colored pompoms on its six-foot-long head. It is festooned from nose to tail with colored lights, decorated with silver rivets on both scaly sides and trimmed in white rabbit fur. The dragon, made on a skeleton of bamboo and rattan, is in 29 segments. It takes a team of 100 men and women to carry the Golden Dragon. Rain or shine, come watch the parade on Saturday, February 15 from 5:15 to 8 p.m. For more information as well as the parade route, visit www.sanfranciscochinatown.com.

Come Fly with Me

Both birds and people will be flocking to Mare Island in Vallejo to celebrate what has become a special annual winter ritual. The 18th Annual San Francisco Bay Flyway Festival, taking place from February 7 to 9, includes guided hikes and outings, tours, workshops and an exhibition area. The three-day event celebrates the return of over one million shorebirds and hundreds of thousands

of ducks, geese and hawks that migrate through or winter in the San Francisco Bay Area. This year the festival will kick off the 50th anniversary of the Wilderness Act. Join the partners at the U.S. Forest Service as they offer some special opportunities during the Festival and throughout the year, to highlight this important milestone. The main Flyway Festival headquarters is at the former Mare Island Naval Shipyard where the Wildlife and Birding Expo includes exhibits and interactive activities offered by 75 or more nonprofit, natural and historical resource agencies, slide shows and a live raptor show along with commercial art, birding suppliers and digital equipment and optics vendors. There will also be good food, a fine art exhibition entitled *Bay Area Wetlands to Ridgetops* and a silent auction and raffle. The Expo runs from 9 a.m. to 4 p.m. each day in Building 223, at 500 Connolly Street (the main event location on Mare Island) and admission is free. The outing tent is in front and is the meeting location for many of the outings. For more information, visit www.sfbayflywayfestival.com or call (707) 249-9633.

62nd Annual Pacific Orchid Expo

The San Francisco Orchid Society invites everyone to paint the town with “Orchids and All that Jazz” at its 62nd annual Pacific Orchid Exposition, happening February 20-23 at Fort Mason Center in San Francisco. The theme of this year's event combines a symphony of orchids with the complex and classic feel traditionally associated with jazz music. Exhibits and displays will incorporate musical creative concepts while accompanying music is played throughout the show. The event opens with the anticipated Gala Benefit Preview, February 20th from 6:30 to 10 p.m. The gala gives attendees the first chance to view and purchase some of the best orchids in the world before the show opens to the general public. Guests will also enjoy delicious gourmet hors d'oeuvres and wine tastings from some of California's premier wineries and can bid on fabulous auction items including gift baskets and certificates, dinners, getaways, wine, original art and more. The general

show follows February 21-23 and boasts over 150,000 beautiful orchids from across the globe. Throughout the weekend there will be docent tours, orchid potting demonstrations and special lectures. The Gala Benefit Preview is \$40 online/\$45 at the door. The general show is \$13 online/\$15 at the door, Seniors (65+) are \$10 online/\$12 at the door. Weekend passes are available for \$55 with gala and \$25 without. For more information, visit orchidsanfrancisco.org.

Tulipmania in Full Bloom at PIER 39

PIER 39 presents its popular Tulipmania Festival this year from February 15 to 23. Enjoy thousands of tulips and seasonal garden favorites throughout both levels of PIER 39 on free, guided landscaping tours beginning daily at 10 a.m. in the PIER 39 Entrance Plaza. Following each tour, guests will be treated to complementary refreshments at Pier Market Seafood Restaurant. Make sure to bring your cameras to capture what's blooming at PIER 39. For more information, visit the events page at www.pier39.com.

Jacks Are Better

The Jack of All Trades will fill the Jack London Square Market Building with a curated mix of local makers, indie designers, antiquers, collectors, artists, start-ups and more brought together by the Treasure Island Flea. Free to the public, this eclectic market will feature one-of-a-kind items, live music and several free DIY workshops for all ages. The Jack of All Trades will take place from 11 a.m. to 5 p.m. on the second Saturday of each month through March. It will be located inside the Jack London Market Building at 55 Harrison Street before moving outdoors to the waterfront April through December. Visitors can bike, ferry or drive to Jack London Square. For additional information on Jack of All Trades, visit www.jackofalltradesoakland.com.

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



2012 winner: Ed Roberts Campus, a unique, transit-oriented development, designed to create an environment that is usable by individuals of all ages, with and without disabilities. *(Photo: Tim Griffith)*

Do you know a person or organization who has made an extraordinary contribution to the way people get around in the Bay Area each day?

Nominate that person, project or agency for an award, sponsored by the Metropolitan Transportation Commission — the regional transportation agency for the nine-county San Francisco Bay Area.

Winners will be announced in October 2014. Nominees must have been active and/or projects underway between April 2012 and March 2014.

Submit your nomination online by March 31, 2014 at:

mtc.ca.gov/awards/

For a paper nominating form, email info@mtc.ca.gov
or call 510.817.5757



METROPOLITAN
TRANSPORTATION
COMMISSION

2014 Transportation Awards *Excellence in Motion* Call for Nominations

Honoring:

- Leadership • Dedicated employees • Advocacy
- Services for elderly and disabled travelers
- Commute alternatives • Volunteerism
- Climate change efforts and smart growth



2010 winner: Cycles of Change, an Alameda County nonprofit organization that teaches youngsters how to ride bicycles safely, and also how to maintain them.

(Photo: Noah Berger)

Forget Resolutions!



Take the pledge
to be an



Keep your tax dollars
Local

Maintain a healthy
environment

Generate local jobs
and support local
merchants

Build a sense of
community and
preserve Alameda's
unique charm



alamedaca.gov/economic-development/shop-local

