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August 2018 Vol. 19, No. 8



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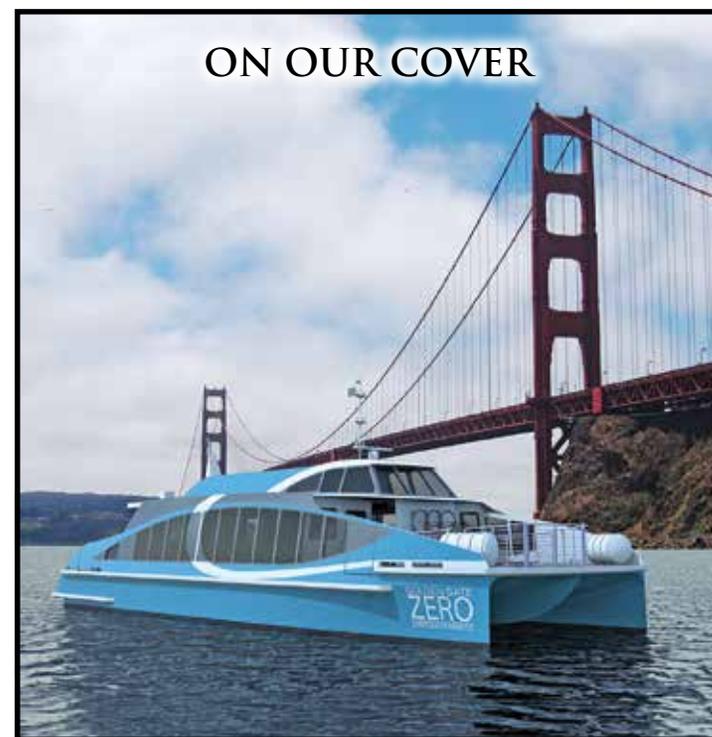
Corrections & Letters

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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The zero-emission passenger vessel that Red & White Fleet President Tom Escher has been dreaming about for the last three years is slated to carry its first load across the San Francisco Bay by the end of next year. Golden Gate Zero Emission Marine recently awarded a \$3 million grant from the California Air Resources Board to Alameda-based shipyard Bay Ship & Yacht to build a refined version of the zero-emission design *SF-BREEZE*, which is now affectionately called the *Water-Go-Round*.

Image by Golden Gate Zero Marine and InCat Crowther

BAYCROSSINGS

August 2018 Volume 19, Number 6

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

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Port of Oakland Faces New Challenges During Peak Season

BY PATRICK BURNSON

While the Port of Oakland is widely recognized as the chief U.S. West Coast gateway for exports, volume is down 1.8 percent through six months of 2018. Exports decreased 4.7 percent in June, which port spokespeople attribute to a strong U.S. dollar that makes American goods costlier overseas.

That's the bad news. But the good news is that inbound numbers continue to impress. Indeed, containerized import volume reached an all-time high in June, according to data recently released. Oakland handled the equivalent of 87,207 20-foot import containers in June. That beat the previous monthly record of 84,835 containers set last July.

June import volume was up 8.7 percent over June 2017, with spokespeople saying that two factors may have led to the increase. First, peak season—the summer-fall period when most U.S. imports from Asia are shipped—is expected to be strong. Second, importers may have ordered aggressively in June ahead of tariffs imposed last month by the U.S. and China.

“Retailers have been forecasting a good peak season for containerized imports, so June's numbers weren't surpris-

ing,” said Port of Oakland Maritime Director John Driscoll. “But there's uncertainty over the international trade picture, so we're taking a wait-and-see approach.”

Mike Zampa, the port's communications director, said that it's too soon to project the impact of 2018 tariff increases on cargo from China. The increases would have affected about \$225 million of China imports had they been in place last year.

Zampa said that total container volume in Oakland is up 2.3 percent so far this year. That's in line with a January port forecast calling for two to three percent growth in 2018. “Our monthly trade volume report has a twist this time,” he added. “Strong peak season expectations are running into trade war concerns.”

Port of Oakland Announces Commitment to Emissions-Free Cargo Operations

The Port of Oakland also announced last month that it has embarked on a path to emissions-free cargo operations. The ambitious target is at the heart of a draft air quality improvement plan sent out for public review last June. It calls for reducing criteria pollutants and greenhouse gases at Oakland's seaport—technology, feasibility and budget willing.



Photo courtesy of Port of Oakland

The Port of Oakland is embarking on a goal to achieve emission-free cargo operations. Zero-emission cargo operations would require most port trucks and terminal equipment be powered by sources other than diesel fuel.

“This is a bold and ambitious plan. Achieving a zero-emissions seaport will take years, requiring substantial investments in transformative technology, new infrastructure and equipment,” said Richard Sinkoff, director of environmental programs and planning at the port and principal architect of its clean-air plan. “But we are 100 percent committed to eliminating emissions related to the movement of containerized trade, wherever and as soon as we can.”

Called the *Draft Seaport Air Quality 2020 and Beyond Plan*, the 30-page document would transform how Oakland operates. It proposes everything from electric trucks to new infrastructure to eradicate freight transport emissions. It would attack both diesel particulate and greenhouse gas emissions.

The port said its plan specifies three primary clean-air strategies: Continuing with a 2009 plan that calls for an 85 percent reduction in diesel emissions by 2020; promoting a pathway to zero-emissions equipment and operations that reflects the state of California's 2030 and 2050 greenhouse gas goals; and building out infrastructure—including electrical systems—to support a future less reliant on diesel-emitting cargo handling equipment and trucks.

Zero-emission operations means most port trucks and terminal equipment would be powered by sources other than diesel fuel. Alternatives could include battery power or other fuel from renewable sources, the port said. Under the plan, visiting vessels in Oakland

would continue switching off engines and plugging into the landside power grid. Nearly 80 percent of ships calling Oakland do that now. The plan promotes higher levels of shore power use.

The port didn't put a price tag on its plan, but said implementation would be costly. It added that public sector funding and investments by businesses serving the port would be essential in moving toward emissions-free operations.

Such plans are not without their critics, however. The Pacific Merchant Shipping Association, for example, has been calling similar zero-emission schemes job killers that will discourage the next generation of cargo vessels from calling ports in California.

To date, Oakland has yet to attract a fully-loaded direct sailing from Asia. This is not for lack of trying, however. Recent trade missions have been launched, and the port continues to maintain that this is a priority. Meanwhile, Oakland's draft plan arrives as the state of California is formulating stricter regulations for cargo transport. The state is expected to curtail diesel-powered freight hauling and put tougher restrictions on all sources of emissions in the next few years. California ports, including Oakland, have developed their own plans in advance of new state mandates.

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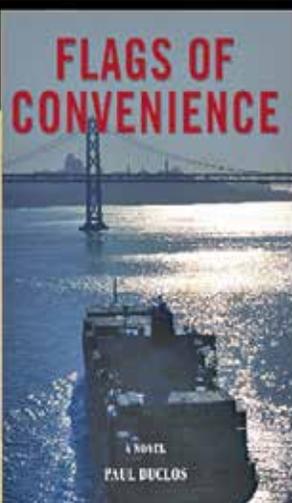
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Photo courtesy of TRMI

TRMI offers more than 80 different Coast Guard-approved courses that can accommodate just about any and every career path you can think of on the water.

TRMI Offers Training for Maritime Careers

BY MATT LARSON

From deckhands to bartenders to operations supervisors to captains, this column has introduced you over the past six years to more than 75 people who are successfully making a career for themselves right here on

the San Francisco Bay Area's bustling ferries. One thing that they've all had in common is that they absolutely love their jobs, and if you happen to be reading this we've got some good news for you: You could be one of them.

"The industry is ripe with opportunity," said Dave Abrams, the new CEO of Training Resources Maritime Institute (TRMI). "Especially for

younger people to get into the industry and move up." He said that the current maritime workforce is aging, with baby boomers retiring in droves. "I read a statistic that said we're going to be short about 70,000 mariners over the next 10 or 15 years."

Whether you're a total outsider with zero sea hours or a career mariner who'd like to start climbing the ranks, TRMI offers more than 80 different Coast Guard-approved courses that can accommodate just about any and every career path you can think of on the water.

"We cover the gamut of career opportunities onboard ships," Abrams said. "We offer all of the training required to work onboard vessels from a small six-pack charter boat up to a super tanker." (A six-pack license allows a license holder to captain a smaller vessel with six paying passengers plus crew.) Generally there are two different tracks to choose from at TRMI—the deck side of the business or the engineering side.

If you have experience working on

the water, you probably already know which track is the one for you. But if you're a total novice ready to get a jump on your maritime career, you can probably figure out your preferred track after basic training. The basic training course at TRMI meets the STCW (Standards of Training, Certification, and Watchkeeping) requirements that most seafaring organizations are going to be looking for if you'd like to work on one of their vessels. It's a 40-hour course that can be completed within one week at a cost of \$1,100.

"Compared to the cost of college, it's much more affordable," Abrams said. "And there are plenty of jobs out there. After a week of basic training, with your STCW in hand, there are maritime organizations that you'd be eligible to work for." From there you can really choose your own adventure with TRMI as you continually develop and enhance your skill set over the course of your maritime career.

But even for the experienced mariner, taking a course with TRMI could prove



Photo courtesy of TRMI

State-of-the-art simulators give TRMI students the feeling of being on the bridge of large commercial vessels.

to be quite beneficial. Before Abrams became CEO just a couple months ago, he first came to TRMI as a student in January 2017. As a lifelong sailor, a ship captain and a former Navy Surface Warfare Officer with two naval sea tours under his belt, Abrams still found his course to be very useful. "For me it was a great refresher on all the rules of the road," he said. "The charting process, the regulations, all the formalities of being a captain of a vessel."

TRMI resulted from a recent merger of the Maritime Institute and Training Resources Limited. Both companies are based in San Diego, though the Maritime Institute has a facility in Alameda. "The biggest change from the Maritime Institute to now is our facilities," Abrams said. "We have an 18,000 square-foot, state-of-the-art training facility in San Diego, complete with all the latest simulation equipment—a full-scale bridge simulator, a full-scale engine room simu-

lator, plus we offer firefighting, lifeboat training, welding, machining and more."

If you're not ready for that next-level training down in San Diego, the Maritime Institute here in Alameda still offers plenty of courses to get you on your way, the most popular of which is a course where you can earn your 100-Ton Master's License.

The Alameda location also offers courses for Able Seamen as well as endorsements for sailing and towing and several radar certification and recertification courses. The engineering track is offered only in San Diego.

For those working on the water who want to move up, or those working in an office dreaming of life on the water, TRMI has got you covered. Especially for those who have always wanted to pursue a maritime career and just haven't, Abrams urges you to explore that passion. "Those that love the sea just know it," he said. "It's almost like

a calling, and we just help people fulfill that calling."

You can find a list of upcoming courses at maritimeinstitute.com or maritimetrainingschool.com as well as in our Waterfront Activities section on page 19, or call either (888) 262-8020 or (619) 225-1783 for more information. Online classes are also available.

A career on the water can be quite fulfilling. It has been for Abrams. "The draw for me is just the love of the sea," he said. "I think it's the serenity. Especially when you're offshore, it's just you, your vessel and the ocean; the hum of the engines, the sounds of the waves and the sea life—it's just a peaceful, calming feeling being out there."

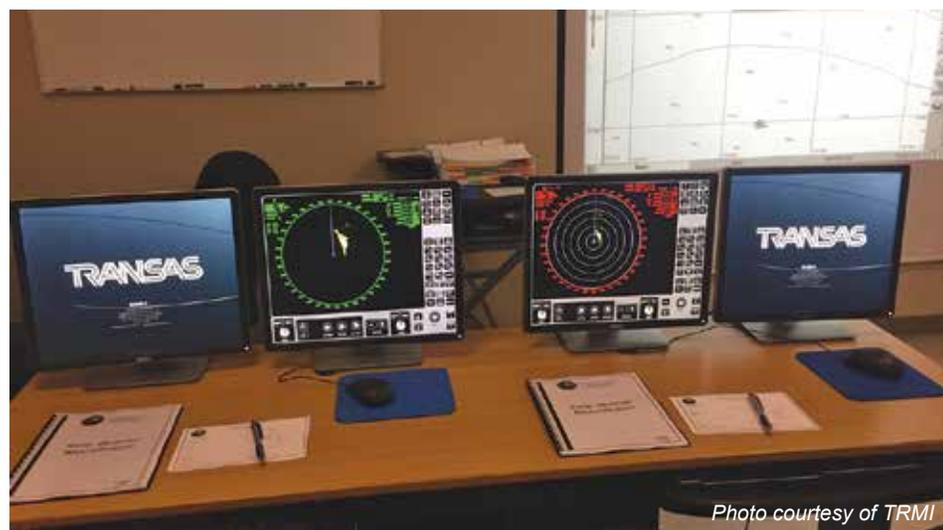


Photo courtesy of TRMI

TRMI offers courses for radar certification and recertification at its Alameda location.

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 **San Francisco Bay Ferry**

The Bay Is Thirsty for Fresh Water

BY SEJAL CHOKSI-CHUGH

A lack of fresh water is tearing apart San Francisco Bay's web of life. Salmon hatch in rivers and migrate to the ocean at a young age. They mature there and return to the river where they hatched to spawn—leaving the eggs of a new generation. The Bay once teemed with salmon from the two main river systems, the San Joaquin and the Sacramento, that flow into the Delta and then to the Bay. A local fishing industry thrived.

But over the past century, water has been increasingly diverted from the river systems to irrigate farms and supply cities. Salmon are rarely able to spawn in those rivers and have become scarce. Another fish, the Delta smelt, which has long been a scientific indicator of the health of the Bay-Delta ecosystem, is on the brink of extinction.

Salmon and smelt are the most visible examples of a collapsing ecosystem. The Bay's mixture of fresh river water and salty ocean tides has created a uniquely diverse ecosystem that has sustained a variety of fish, birds, seals and other creatures. But it's all under threat.

The Bay and Delta are thirsty. They need more fresh river water. And this month, regulators are taking an important step that may make a difference. The State Water Resources Control Board is expected to adopt a plan that could increase the fresh water flowing into the Bay from the San Joaquin River, and reduce the amount diverted to cities and farms.

The plan uses a percentage of naturally occurring flows as a baseline for how much water needs to remain in the riv-

ers. That's scientifically valid and a good first step. The plan calls for 40 percent of the natural flow from three San Joaquin tributaries to reach the Delta. This is an improvement over some recent years, when the amount of water diverted to cities and farms was as high as 95 percent, with only 5 percent reaching the Delta and Bay.

But 40 percent is not enough to help fish populations rebound and keep the river, Delta and Bay ecosystems healthy. So Baykeeper and our partner environmental groups are advocating that the regulators take the next step and provide what scientific experts say the Bay and Delta actually need: to restore 50 to 60 percent of the entire San Joaquin River basin's natural winter-spring runoff, not just runoff from the three tributary rivers.

Increases at this level would require new limits on water diverted to Bay Area cities, including San Francisco. But that's not as dire as it sounds. Existing water storage was more than enough to get us through the last drought, with years of water in reserve. And our region's cities are already beginning to tap new, sustainable water supplies. We're making more use of recycled water, and there's lots more potential there. We can also capture more rain that falls here, store it, and use it during the dry season. Other California cities should use these methods to better balance the needs of fisheries, wildlife and people. Our state can also incentivize farmers to use more efficient irrigation systems and grow crops that require less water.

Individuals can help, too—by making water conservation our way of life. The overwhelming majority of Bay Area residents have shown we're willing and able to conserve water to benefit our beloved



Photo by Ingrid Taylor

If more fresh river water is allowed to flow naturally into the Delta and San Francisco Bay, it could become common once again to see salmon leaping in the waters.

Bay and its diverse wildlife. We've also shown we can conserve and still maintain a healthy economy. A thriving San Francisco Bay-Delta ecosystem is an achiev-

able goal—and that's what Baykeeper will continue to fight for. To learn more about Baykeeper's work to protect San Francisco Bay, visit us at baykeeper.org.

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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been using science, advocacy, law, and a boat to stop Bay pollution. To report pollution in the Bay, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.





Dream of Zero-Emission Passenger Ferry to Become Reality

Alameda-based shipyard Bay Ship & Yacht will build the first hydrogen-powered passenger vessel of its kind in the country, and is scheduled to be operational by the end of 2019.

BY BILL PICTURE

The zero-emission passenger vessel that Red & White Fleet President Tom Escher has been dreaming about for the last three years is slated to carry its first travellers on San Francisco Bay by the end of next year.

The California Air Resources Board (CARB) recently awarded a \$3 million grant to Golden Gate Zero Emission Marine (GGZEM) to build a refined version of the *SF-BREEZE*, the initial hydrogen-powered ship design that Escher and Sandia National Laboratories unveiled in March of last year. GGZEM has chosen Alameda-based shipyard Bay Ship & Yacht as a partner to construct the vessel. Production of the updated design, whimsically dubbed the *Water-Go-Round*, will begin in the coming months and is scheduled to be delivered to Red & White Fleet by next September.

The *Water-Go-Round* will be the first vessel of its kind in the country. “You could think of *Water-Go-Round* as

SF-BREEZE Jr.,” said GGZEM CEO Dr. Joseph W. Pratt. Pratt was with Sandia National Laboratories in 2016 when it conducted a feasibility study to determine whether hydrogen fuel cells could generate the horsepower required to move passengers across the Bay. That study was conducted in partnership with the Department of Transportation’s Maritime Administration, the American Bureau of Shipping, the U.S. Coast Guard and the Port of San Francisco.

SF-BREEZE, the team’s hypothetical vessel, which was made entirely of off-the-shelf parts, passed every test with flying colors. Pratt took the project with him to Golden Gate Zero Emission Marine when he founded the company earlier this year. Since then, the team has been optimizing the design to come up with a vessel that, as Escher put it, “makes the most economic sense.” A couple changes here and there eventually resulted in the 70-foot-long, all-aluminum *Water-Go-Round*, which will carry up to 84 passengers at a top speed of 22 knots (compared to *SF-BREEZE*, which was to carry 150 passengers at a

top speed of 35 knots).

Building the now-optimized *Water-Go-Round* is also expected to cost a fraction of what *SF-BREEZE* would have. Pratt expects that the \$3 million grant, which CARB announced last summer was up for grabs to cover off-road passenger transport projects, including rail and ferry, will cover a “big chunk” of that cost.

Keeping it local

Bay Ship & Yacht was the obvious choice to build *Water-Go-Round*, Pratt said. Its proximity will allow his team to swing by the shipyard whenever they want to watch their baby take shape, and he says he’s proud to support a company that’s continuing the Bay Area’s rich shipbuilding history. “And we have a real affinity for showcasing the Bay Area as the leader in green technology, innovation and learning,” he added.

“We’re so happy and proud to be a part of this,” said Bay Ship & Yacht Director of Business Development Richard Maguire. “It’s not very often you’re given the chance to be the first at something—much less



the first in the country.”

Over the years, repairs have become Bay Ship & Yacht’s main focus, so Maguire said his team is particularly excited to have this opportunity to build

a vessel from scratch. “A few years ago, I thought, ‘Why aren’t we building anything anymore?’” he said. “And I made a vow then to market the company to be a part of the future, where I knew there would be more building opportunities. This is the future.”

Likewise, GGZEM hopes to position itself as a go-to for ferry and charter tour operators interested in zero-emission technology for both new and existing vessels. GGZEM will continue to develop and sell the drivetrain technology, and a shipbuilder will handle it from there. So this aligning of the two companies’ shared vision of the future of the maritime industry appears to be the start of a meaningful and beneficial partnership.

“Refurbishment is still the most viable option for a lot of ferry operators,” Pratt said. “But that’s changing.” Hydrogen fuel cell technology reached maturity in the 1980s, according to Pratt; and since then, he said researchers have been working to find a way to make the technology more affordable. “Smaller, lighter, cheaper,” Pratt said. “And now we’re at the point where we can see the cost trajectory of fuel cells dropping, so now is the time to establish ourselves as the market leader.”

Given the rising price of diesel fuel—the Department of Energy projects a 19-cent increase annually per gallon—operators’ bottom lines depend on finding ways to cut costs. Pratt said that while the cost to build a new vessel or refurbish an existing one comes off the top, so to speak, that operator is insulated from fossil fuel costs that can put a



The 70-foot-long, all-aluminum Water-Go-Round will carry up to 84 passengers at a top speed of 22 knots.

company in the red.

“It makes for better financial planning because you’re projecting a stable fuel cost over the lifetime of your boat,” Pratt said. “And ‘operating cost’ really combines fuel and maintenance.”

A hydrogen-powered vessel is also cheaper to maintain because an all-electric drive train has a half-dozen moving parts compared to hundreds in a diesel engine. “Fixing something will mean removing a dead cell and popping in a new one,” Pratt said. “No down time; and you won’t call a mechanic, you’ll call an IT guy. The savings are going to be huge.”

“I’m taking a crash course in IT right now,” joked Maguire, who said he also sees an opportunity to generate new interest in the shipbuilding profession. “A lot of people

think of it as an archaic business, and I’m hoping this will help attract new talent,” he said.

Red & White Fleet will test drive *Water-Go-Round* for three months before adding the vessel to its fleet. During those three months, CARB and Sandia National Laboratories will monitor its performance closely. “The state wants to determine whether or not hydrogen fuel cell technology is viable for maritime applications,” Pratt said. “We did the feasibility study so we know the answer, of course.”

Before leaving Sandia to start GGZEM, Pratt actually looked into whether fuel cell technology could be applied to even larger vessels. “We looked at everything from fishing boats to the largest

container ships in the world to see if there was a limit, and we never found it—because as the ships get bigger so do the engine rooms and the fuel tanks. We could virtually take out existing engines and engine room and fuel tanks and replace them with enough hydrogen fuel cells and liquid hydrogen tanks to power the ship.”

Nevertheless, Pratt said he’s happy to indulge the folks in Sacramento. “No one really believes it until they can see it and touch it and ride it for themselves,” he said. “I get it. And if this allows them to start including hydrogen fuel cell technology as eligible for incentives, I’m game.”

Engineering renderings furnished by Incat Crowther



Transbay Transit Center Opens This Month

BC STAFF REPORT

The Transbay Joint Powers Authority (TJPA) announced that the new Salesforce Transit Center officially opens to the public at noon on Saturday, August 11 with a neighborhood block party. Inaugural transbay bus service by AC Transit and others will begin August 12.

The transit center replaces the seismically deficient Transbay Terminal with a modern regional transportation hub connecting transit systems throughout the Bay Area. It includes a 5.4-acre rooftop public park programmed with year-round free

activities and features an amphitheater, gardens, trails, open grass areas and children's play space as well as a restaurant and café. There is also a public art program and 100,000 square feet of shopping and dining. At one million square feet, the center stretches four blocks with four stories above ground and two stories below. The transit center will help ease traffic congestion and reduce pollution, making transit easier and more efficient.

Planning and design is underway for phase 2 of the project, which includes a



Photo by Noah Berger

The new Salesforce Transit Center features a 5.4-acre rooftop public park with an amphitheater, gardens, trails, open grass areas and children's play space as well as a restaurant and café.

1.3-mile rail extension that will bring Caltrain from its current terminus at Fourth and King to the transit center. The center will also be the northern terminus for California's high-speed rail system.

Salesforce Transit Center was designed by award-winning Pelli Clarke Pelli Architects to meet the needs of a growing region and city with a 21st century, world-class transit center serving transportation systems throughout the San Francisco Bay Area. Bounded by Mission, Howard, Beale and Second streets, the center is owned and operated by the TJPA, managed by Lincoln Property Co. and built by Webcor-Obayashi Joint Venture.

A neighborhood block party will be held August 11 from noon to 4 p.m. and will feature fun, free activities for Bay Area families including music, fitness classes, games, tours and performances, as well as exhibits of historic and state-of-the-art buses. Participants will be able to venture out onto the center's Cable Stay Bridge, which is a rare opportunity. The event will also include pop-up retail shops, food trucks and cafes.

On Sunday, August 12, AC Transit will begin inaugural service from Salesforce Transit Center's third-level bus deck. The following day, all 27 AC Transit transbay bus lines will transfer operations from the Transbay Temporary Terminal to the new bus



The Salesforce Transit Center stretches four blocks with four stories above ground and two below.

deck. Other regional transit agencies, including Amtrak, Greyhound, Westcat Lynx and the Muni Treasure Island, will also provide service from the bus deck. Onsite rider assistance, maps and information will be available in advance of the grand opening.

The transit center project was funded by the U.S. Department of Transportation, the State of California, Metropolitan Transportation Commission, San Francisco County Transportation Authority, the City and County of San Francisco, San Mateo County Transportation Authority and AC Transit. The transit center's name is the result of a naming rights agreement with Salesforce. More information is available at salesforcetransitcenter.com.



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What Could Go Awry? (Part 2)

BY CAPTAIN RAY

In last month's column, I began relating the story of the strongest winds I've ever experienced while out on the water. Because it is such a frequent question from students, I've told this tale quite often.

It happened during a U.S. Sailing Association Cruising Instructor Course that I was conducting, and we had been anchored overnight in Clipper Cove, which is the water between Treasure and Yerba Buena Islands. Just after dawn, incredibly forceful gusts of wind pulled our anchor out of the bottom and blew us out of the cove. (See last month's column for all the exciting details.)

Having retrieved the anchor, we were now motoring slowly north along the east side of Treasure Island. Because the island is so low, it provided us with protection from the waves, if not the wind or the sideways rain. This gave us a chance to fully appreciate the astonishing event happening all around us. I remember my first impression was the extraordinary noise of the wind. It was truly deafening, making it necessary to yell in order to be heard by a person standing right next to you.

Because it was directly downwind of us (and therefore easy to get to in these conditions) and also because I was very familiar with it, our destination was the Berkeley Marina. To get there, all we had to do was cross a bit more than two miles of open water between the north end of Treasure Island and the western end of the old Berkeley Pier—and then follow the pier to the marina entrance. We plotted the course to the end of the Berkeley Pier on the chart. At the time it seemed redundant because we could see the pier.

As we approached the north end of the island, what we saw in that open

water was amazing. The waves were six to eight feet high, close together and very steep. This maelstrom was one of the most uncomfortable crossings I've ever made. The boat was constantly bucking and pitching in unpredictable ways in the confused seas.

With the wind blowing the tops off the waves, there was so much water in the air it was difficult to tell where the sky ended and the Bay began. Part of the way across, heavy rain squalls completely obliterated our visuals of the pier; the compass course we had plotted proved very useful. Once we arrived at the end of the pier and began to follow it to the marina entrance, the pier acted as a breakwater of sorts and the waves were a little smaller.

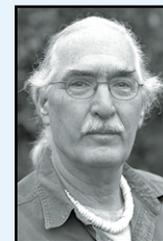
At the entrance to the marina, waves were breaking completely over the breakwater. The fairway (the main channel down the center of the marina) was covered with waves about three feet high. Two people from OCSC's Fleet Service Department came down to the fuel dock to help me get tied up, but the fuel dock was heaving so violently in the waves that they were unable to stand on it. This dock was not going to provide us with the shelter we were seeking, and we passed it by.

Further down into the marina, there is a turning basin that was better protected from the wind and I knew of an empty slip with the upwind orientation I wanted. This way I would be able to turn into the wind as we docked, with the wind stopping the boat. In a downwind docking, I would have to rely on the motor to stop the boat—and I wasn't sure that it was strong enough to do that in these conditions. I was sure, however, that these were not the conditions in which to experiment, especially in a boat that had been loaned to me for this course!

We rigged fenders and docklines, then pulled into the slip. My crew quickly secured the lines to the dock cleats. A gust of wind drove the boat backward against the lines and one broke. While motoring at almost full throttle just to remain stationary in the slip, the broken line was replaced, then doubled, then tripled. Now we were secure. We had arrived safely, with no crew injuries and no boat damage.

All this excitement had happened in about 90 minutes. It was now 8:30 a.m. and we'd had a full day already. After everyone had a chance to clean up and dry off, we set about making and then eating a very hearty breakfast. By noon, the wind was down to very reasonable 20 knots or so and there were even hints of blue sky. The adventure was officially over.

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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Late Summer Sizzles at Jack London Square

The summer fun continues at Jack London Square with two free events on Oakland's vibrant waterfront destination—the Taste of Oakland festival series on August 4 and September 1, and the Eat Real Festival, Oakland's premiere craft food and beverage celebration, from September 14 to 16!

The signature Taste of Oakland event celebrates the city's and Bay Area's unique culture of independent and iconic musicians, culinary talents and innovation in technology. The event is produced by Oakland's own Dwayne Wiggins, a member of R&B group Tony! Toni! Toné! and founder of Youth Aid, a nonprofit that provides free music lessons and business fundamentals to youth in Oakland.

The event adds a new dimension to the standard music and food festival format by

providing youth internship opportunities whereby local students shadow the production team for the day, assisting in all aspects of creative development and production. Taste of Oakland is free to attend, with all proceeds from the festival benefiting Youth Aid.

In support of affordable, delicious and regionally sourced food, Jack London Square will host the 10th annual Eat Real Festival from September 14 to 16. Founded in 2008, the Eat Real Festival combines a state fair, a street-food festival and a block party. Its mission is to help revitalize regional food systems, build public awareness of and respect for the craft of making good food and to encourage the growth of American food entrepreneurs.

Working with street food trucks and carts, the festival offers a wide variety of



The Eat Real Festival combines a state fair, a street-food festival and a block party.

food from tacos, BBQ, curry and falafel to salads, sandwiches, and grilled meats and vegetables. Attendees can learn where food comes from, who grows it and how they make it. Eat Real's urban homesteading program also educates attendees on what it takes to get in touch with their inner farmer, brewer, baker and much more. New highlights at this year's festival include ticketed DIY classes, special ticketed food and drink tastings, and more free live music and entertainment

throughout the span of the festival.

Newly opened restaurants including Belcampo Oakland, Farmhouse Kitchen, and Dyafa will also be open—perfect for attendees to enjoy before or after the festivities. These festivals are only a taste of the summer fun at Jack London Square! Visit jacklondonsquare.com to learn more about additional free, family-friendly events such as Second Saturdays, Waterfront Flicks, and Dancing Under the Stars.



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Hard-Hitting Entertainment

BY PAUL DUCLOS

While many Bay Area sports fans were glued to television sets broadcasting the World Cup in Moscow last month, another live, world-class event was being staged at San Francisco's legendary Fairmont Hotel on Nob Hill. For the second time this year, Hard Hitta Promotions sponsored "Fight Night at the Fairmont," which was hosted by Karim "Hard Hitta" Mayfield.

There were six bouts, with the main event featuring local knockout artist Willie "The Thrill" Shaw Jr. The co-main event featured number-two world-ranked middleweight Raquel "The Pretty Beast" Miller. Both easily prevailed in fights.

The Fairmont is an AAA-rated Four Diamond Hotel that has been featured in many TV shows and films (including *The Rock*). This historic landmark will again host a night of championship boxing in its grand ballroom this November.

For more information, see www.hardhittapromotions.com.

Fairmont Hosts Bay Area Cabaret
Meanwhile, the Fairmont's famed Venetian Room will again be the venue for the upcoming Bay Area Cabaret series, now in its 15th year.

The new season featuring Broadway and jazz vocalists gets underway on Sunday, September 30 at 7 p.m. with the San Francisco solo concert debut of Tony, Emmy and Golden Globe award nominee Matthew Morrison (*Glee*, *Hairspray*, *South Pacific*, *Finding Neverland*).

For more information, see www.bayareacabaret.org.

Sunday in the Park With George at the S.F. Playhouse

San Francisco Playhouse is currently presenting a not-to-missed production of Stephen Sondheim and James Lapine's enchanting *Sunday in the Park With George*. George in this case is the

celebrated pointillist Seurat, whom many credit with inventing a "new way of seeing."

Sunday in the Park With George examines how artists struggle to balance their passion for storytelling with the desire for intimacy, and is more resonant than ever, reminding us how essential art and artists are to a free and compassionate society.

In the final days before the completion of his masterpiece, *A Sunday Afternoon on the Island of La Grande Jatte*, Georges Seurat is torn between making meaningful art and maintaining a relationship with his lover, Dot. One of the most acclaimed musicals of our time, *Sunday in the Park With George* won the Pulitzer Prize and was nominated for 10 Tony Awards including Best Musical.

"This is a show I have always cherished and yet been terrified to bring to the stage because it feels so personal," said San Francisco Playhouse Artistic Director Bill English, who added that the story exposes the vulnerability of art and how that vulnerability affects the artists who create it.

The show is playing now through September 18. For more information, see www.sfplayhouse.org.

New Mark Ulriksen Exhibit at Modernism Gallery

Finally, another must see is *Something in the Air*, an exhibition at Modernism Gallery through September 8 featuring classic and recent work done by San Francisco-based artist and illustrator Mark Ulriksen.

A boxing aficionado as well as an avid fan of other sports, Ulriksen is best known for his work for *The New Yorker*, where he has been a regular contributor since 1993, with more than 55 magazine covers to his credit.

Mark's varied interests are often the subjects of his acrylic or gouache paintings, be they politics or dogs, people or sports. He covered the 2008 Masters and 2015 British Open for *Golf Digest* and has created murals for United Airlines and the Chicago Bears that grace the walls of the United Club at Soldier

Field. His dog prints adorn the halls of Kaiser Permanente hospitals throughout the San Francisco Bay Area.

He has been the regular illustrator for the San Francisco Jazz Festival and the recipient of numerous awards, including gold and silver medals from the *New York Society of Illustrators*. His 2006 *New Yorker* cover parody of the film *Brokeback Mountain* was named the year's top magazine news cover by the Magazine Publishers of America. Ulriksen's work is in the permanent collection of the Smithsonian and the Library of Congress.

Ulriksen now balances his time between illustration assignments, gallery

work and private commissions, primarily family portraits and dog portraits. He has also been previously profiled in *Bay Crossings*.

For more information, see www.modernisminc.com.



This piece is called *Bushed*, originally created for *Newsweek* but unpublished.

Follow Paul Duclos' Cultural Currents online with his blog at:
www.duclosculturalcurrents.com

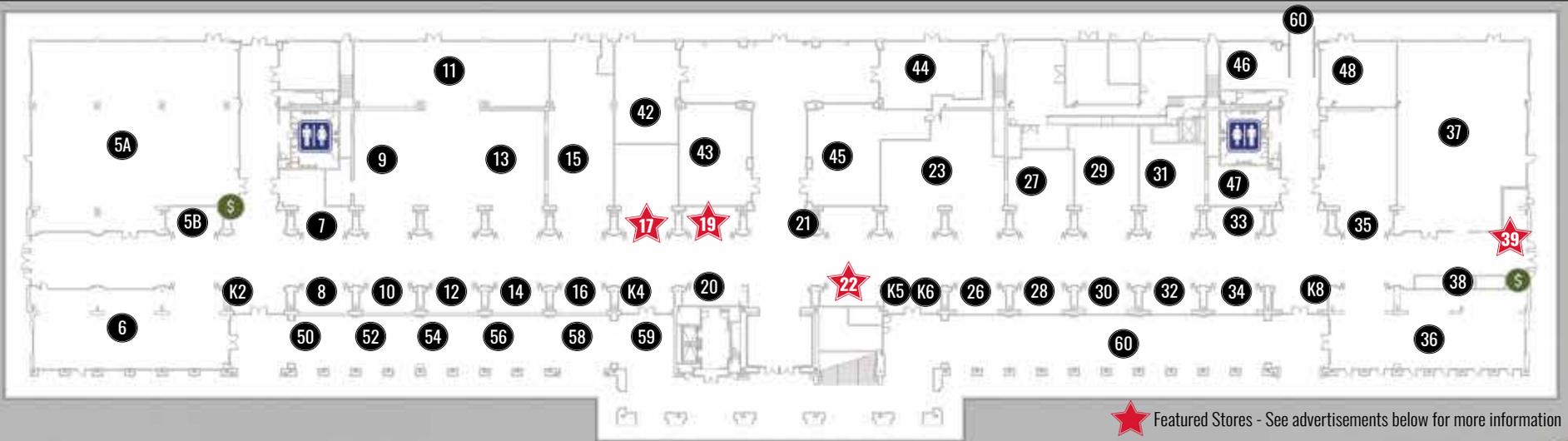


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WATERFRONT ACTIVITIES

- August 4 6:30PM – 9PM - Tahiti Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Sailing in Tahiti offers balmy easterly trade winds averaging between 15 to 20 knots throughout the year. Encircling barrier reefs provide a habitat for wonderful marine life, making it a world-class diving location. To learn more about our July 2018 Tahiti flotilla and different ways you can join, please RSVP at (510) 843-4200 for this free event.
- August 11-12 9PM – 5PM - Crew Course – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This 2-day course teaches you the fundamental skills you need to move from being a passive passenger to competent crew. With the techniques you learn in this course you will instantly be helpful to any skipper -- whether day sailing on San Francisco Bay or bareboat chartering in a tropical paradise. It is more fun to be confident on the water! Retail: \$695 Member: \$516
- August 18 7PM – 9PM - Bay Area Cruising Seminar– OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are “in the know.” You too can become an insider by attending this seminar. Popular and challenging destinations -- restaurants, nature preserves, maritime and natural history museums, night clubs and secluded coves -- are all just a sail away, but only if you know where to go and how to make the most of them. Discover the well-kept secrets of Bay cruising. Call our office at (510) 843-4200 to book a spot today! Retail: \$35 Member: free
- August 19 8:15AM – 11AM - Eco-Sail to the Marin Headlands - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Sail under the Golden Gate Bridge and along the Marin Headlands! This is a prime area for wildlife, since it's only viewable from the water, and there will be a naturalist on-board to guide you through the whole experience. \$69 per person.
- August 20 Deck License Renewal Course - Maritime Institute, Alameda, 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.
- August 22 Radar Recertification 1 Day - Maritime Institute, Alameda, 888-262-8020 www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- August 24 6PM – 8:30PM - Sunset Sail, Call of the Sea 415-331-3214, www.callofthesea.org**
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- August 26 6:45PM – 9:15PM - August Full Moon Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Step aboard the Schooner *Freda B* for a distinctive once-a-month sail in honor of the full moon. Take in views of the San Francisco skyline, Golden Gate Bridge, Bay Bridge, Alcatraz and Angel Islands, all while experiencing the magic of the sunset and moonrise. \$69 per person.
- August 31 6:30PM – 8:45PM - Friday Sunset Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
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Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	9:30	10:40	-----
-----	10:30	11:40	11:00
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:50	3:10	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
-----	6:45	7:15	-----
-----	-----	8:15	-----
Weekends & Holidays			
8:10 a.m.	8:30 a.m.	10:00 a.m.	9:40 a.m.
---	10:00	11:10	11:30
---	11:30	12:45 p.m.	-----
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:40	4:00	5:35	5:15
---	5:15	6:30	---
---	7:30	9:00	8:40
FARES: One-way			
Adult	\$14.60	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$11.00		
Youth (5-18)	\$ 7.30		
Senior (65+)/Disabled/Medicare	\$ 7.30		
School Groups	\$ 4.80		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.70		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

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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	Arrive Vallejo	
	*see below	60 min. later	
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.			
FARES: One-way Roundtrip			
Adult	\$14.20	\$28.40	
Youth (5-18)/Senior (65+)/Disabled	\$10.60	\$21.20	
Child (under 5) (when accompanied by an adult)	FREE	FREE	
FROM OAKLAND/ALAMEDA			
Weekday Night Games 7:15 and 7:35 PM Game Start Times			
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see right
30-35 min. later			
ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times			
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see right
30-35 min. later			
FARES: One-way Roundtrip			
Adult	\$ 7.50	\$15.00	
Youth (5-18)/Senior (65+)/Disabled	\$ 5.60	\$11.20	
Child (under 5) (when accompanied by an adult)	FREE	FREE	

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---	8:55 a.m.	9:10 a.m.	10:15 a.m.	9:40 a.m.
6:30 a.m.	6:40	7:00	---	10:30	10:10	10:55	11:10
7:00	7:15	7:35	---	11:00	10:40	11:25	11:40
7:35	7:45	8:05	---	11:45	11:25	12:10 p.m.	12:25 p.m.
8:10	---	8:40	---	12:30 p.m.	12:10 p.m.	12:55	1:10
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8:40	8:50	9:10	---	1:55	1:40	2:20	---
9:15	9:25	9:45	---	3:15	2:55	3:40	3:55
10:15	10:25	10:45	11:00	4:15	3:55	---	4:45
11:00	10:50	11:20	11:35	5:15	4:55	5:40	5:55
11:40	11:30	12:15 p.m.	12:20 p.m.	5:55	5:40	---	6:20
1:55 p.m.	1:45 p.m.	2:15	2:30	7:55	7:40	---	8:25
2:40	2:25	3:05	---	9:25	9:10	9:50	10:05
3:50	3:35	4:20	---				
4:30	4:15	5:00	---				
5:05	4:50	5:30	---				
5:55	5:45	6:20	---				
6:20	6:05	6:50	---				
7:05	6:55	7:30	---				
8:45	8:55	9:25	---				
Weekdays from San Francisco				Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m.	7:10 a.m.	6:55 a.m.	10:00 a.m.	10:15 a.m.	10:35 a.m.	10:50 a.m.
---	7:05	7:40	7:30	---	11:00	11:20	11:35
---	7:35	8:00	8:00	11:30	11:45	12:05 p.m.	12:20 p.m.
---	7:45	8:05	---	12:30 p.m.	12:45 p.m.	1:05	1:20
---	8:10	8:45	8:35	1:00	1:15	1:35	1:50
---	8:45	9:20	9:10	2:15	2:30	2:50	3:05
---	9:40	10:20	10:10	3:15	3:30	3:50	4:05
---	10:30	10:45	10:55	4:15	4:30	4:50	5:05
10:50 a.m.	11:05	11:25	11:35	5:00	5:15	5:35	5:50
12:30 p.m.	12:45 p.m.	1:20 p.m.	1:05 p.m.	5:30	5:45	6:05	6:20
1:45	2:00	2:20	2:35	6:30	6:45	7:05	7:25
---	3:15	3:30	3:45	7:00	7:15	7:35	7:50
3:30	---	4:10	4:20	8:30	8:45	9:05	9:20
4:15	---	4:40	4:55	10:15	10:30	10:50	11:00
---	4:30	4:45	5:00				
---	5:20	5:40	5:50				
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:30	6:50	7:00				
---	6:55	7:15	7:25				
---	7:35	7:55	8:10				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				

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.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
FARES: One-way			
Adult	\$7.30		
Adult (Clipper Only)	\$5.50		
Youth (5-18)	\$3.60		
Disabled / Seniors (65+)	\$3.60		
School Groups	\$2.40		
Children (under 5)	FREE		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00	5:55
7:00	7:50	7:35
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 \$8.80	Seniors (65+ yrs), Disabled \$4.40
Adult (Clipper Only)	\$7.90	School Groups \$2.90
Youth (5-18 years)	\$4.40	Children (under 5) (with an adult) FREE

*Ferry departs AT&T Park 30 minutes after last out, but no later than 11:30 PM. Fireworks: When there is a fireworks display, the ferry departs AT&T Park 30 minutes after the conclusion of the display, but no later than 11:30 PM.

** Ferries leave the ballpark 20 minutes after last out, but no earlier than 4:00 PM (and for weekend night games, no later than 11:30 PM).

Red & White BAY CRUISE Pier 43½		
9:15	1:40	5:00
10:00 a.m.	2:15 # p.m.	5:45 #
10:30 #	2:30	6:15
11:15	3:00	7:00 ^
11:45	3:45	
12:30 p.m. #	4:00 #	
1:10	4:15	
FARES:		
Bay Cruise Adult (18+) \$33.00	^ Sunset Cruise Adult (18+) \$70.00	
Youth (5-17) \$23.00	Youth (5-17) \$48.00	
# Bridge to Bridge Adult (18+) \$42.00		
Youth (5-17) \$30.00	Child (under 5) Free	

GET THERE BY FERRY

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	9:30 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			
8:50	9:20	-----	-----	Larkspur		Sausalito	
9:20	9:55	10:10	10:45	Daily		Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64) \$11.50			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 7.50			
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled \$ 5.75			
12:40 p.m.	1:15	1:25	2:00	Children 4 and under FREE			
2:15	2:50	3:00	3:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
2:50	3:25	3:30	4:00	Visit goldengateferry.org for updates.			
-----	-----	4:00	4:30	Contact Information Toll free 511 or 711 (TDD)			
3:40	4:15	4:30	5:00	Contact Information Toll free 511 or 711 (TDD)			
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				

SAUSALITO

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

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

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

Weekday Service ONLY

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

FARES:		One-way
Adult (19-64)		\$12.00
Clipper		\$ 7.00
Youth (5-18) Senior (65+)		\$ 6.00
Child (age 4 & under)		FREE

ESCAPE FROM THE ROCK

Depart PIER 39		
11:15 a.m.	1:45 p.m.	3:45 p.m.
Ticket Prices: Adult \$39.00 Child (5 - 11) \$26.00 Junior (12 - 18) \$31.00 Senior (65+) \$31.00		
Effective thru August 26		

Blue & Gold Ferry

TIBURON – Pier 41

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
9:45 a.m.	10:30 a.m. ^	10:40 a.m.	11:10 a.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:25	12:10 p.m. ^	12:20 p.m.	12:45 p.m.	10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
1:45 p.m.	2:30 ^	2:40	3:05	12:25 p.m.	12:55 p.m.	1:10 p.m.	1:45
3:30	4:20 ^	4:30	5:00	2:00	2:25	2:40	3:10
5:15	5:45	5:55	6:25	3:20	3:45	4:00	4:25
6:15	7:05 *	7:15	7:45	4:45	5:10	5:25	5:55
8:20	9:20 *	9:25	10:05	6:15	6:40	6:55	7:45 *
				8:20	9:00	9:10	10:05 *
Effective thru August 26				Weekends and Holidays			
^ Via Angel Island, * Via Sausalito # Only available on Fridays				Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
TIBURON – Pier 41				10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
Weekends and Holidays				12:25 p.m.	12:55 p.m.	1:10 p.m.	1:40
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	2:10	2:35	2:50	3:20
9:45 a.m.	10:30 a.m. ^	10:40 a.m.	11:10 a.m.	3:50	4:20	4:35	5:30 *
11:25	12:10 p.m. ^	12:20 p.m.	12:45 p.m.	---	---	5:00	5:25
1:45 p.m.	2:30 ^	2:40	3:10	5:40	6:10	6:25	6:50
3:50	4:30	4:40	5:25	5:55	6:50 *	7:00	7:30
---	---	5:00	5:30	8:20	9:00	9:10	10:05 *
5:55	6:25	6:35	7:30 *	* Via Tiburon, ^ Via Angel Island			
6:30	7:10	7:20	8:00	Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 19) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)			
8:20	9:20 *	9:30	10:05	FARES:			
^ Via Angel Island, * Via Sausalito				One-way		Round-trip	
FARES:		One-way	Round-trip	Adult	\$12.50	\$25.00	
Adult		\$12.50	\$25.00	Child (5-11) SENIOR (65+)	\$7.50	\$15.00	
Child (5-11) SENIOR (65+)		\$7.50	\$15.00	For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm			

BAY CRUISE

Depart Pier 39		
Daily Monday - Sunday		
10:45	2:30	5:30
12:00	3:00	6:00
12:30	4:15	6:30
1:00	4:45	7:00
Effective thru August 26		
For the most current schedule, visit www.blueandgoldfleet.com		
Bay Cruise does not operate during inclement weather.		
FARES: All prices include audio tour.		
Adult	\$33.00	Child (5-11) \$22.00
Junior (12-18)	\$26.00	Senior (62+) \$26.00
Discount fares available at www.blueandgoldfleet.com		

ROCKETBOAT

Thursday - Sunday (depart PIER 39)		
12:30 pm	4:30	FARES:
1:15	5:15	Adult \$30.00
2:00	6:00	Senior (65+) \$25.00
2:45	6:45	Junior (12-18) \$25.00
3:45		Child (5-11) \$21.00
Effective thru August 26		

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.	10:20 a.m.	11:10 *
11:25	11:50	12:00 p.m.	12:45 pm *
1:45 p.m.	2:10 p.m.	2:20	3:05 *
---	---	4:10	5:00 *
Effective thru August 26			
Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 pm *
1:45 p.m.	2:10	2:20	3:10 *
---	---	4:20	5:25 *
* Via Tiburon ^ Via Sausalito			
ANGEL ISLAND PRICES			
		One Way	S.F. Pier 41 (round-trip)
Adult		\$ 9.75	\$19.50
Child (5-11) SENIOR (65+)		\$ 5.50	\$11.00
Child (5 & under)		FREE	FREE
* All prices include State Park Fees / Weekend Schedule on President's Day (February 19) / Memorial Day (May 28) / Independence Day (July 4) and Labor Day (Sept 3)			

BAY CROSSINGS

"The Voice of the Waterfront"



All Ferry schedules subject to change.

For the most up to date information. Visit: www.baycrossings.com

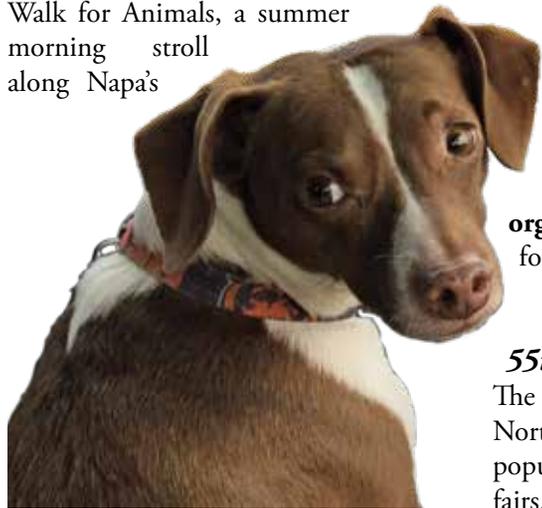
AROUND THE BAY IN AUGUST

Cowabunga Dawg

The third annual World Dog Surfing Championships will take place on Saturday, August 4 at Linda Mar Beach in Pacifica. Top dog surfers as well as happy amateurs are invited to compete to bring home the Golden Surfie, as the event brings together the best in local and international dog surfing talent. The event offers a number of activities, including the surf competition, dog beach fashion contest, dog adoptions, partner tents and other activities. Entrants can also help fundraise for animal charities, including the Peninsula Humane Society and Rocket Dog Rescue. For more information, go to www.SurfDogSeries.com.

Paws for a Cause

It's time to move your paws for a cause at Napa Humane's seventh annual Walk for Animals, a summer morning stroll along Napa's



Riverfront (with or without your pooch) on Sunday, August 5 from 8:30 a.m. to noon in support of companion animals throughout the Napa Valley. More than 400 walkers will strut their stuff at this dog- and family-friendly morning fundraising event. Beginning and ending at Oxbow Commons on Napa's McKinstry Street, registered walkers receive an official Walk for Animals t-shirt and goodie bag, and enjoy a morning full of music, contests, fun games, pet-centric activities and more as they come together to raise funds for

Napa Humane. Walk for Animals is a fun-filled family event and everyone is welcome to participate with their dogs or in honor of or memory of a beloved pet, with all proceeds benefiting Napa Humane's lifesaving programs and services for Napa Valley pets and the people who care for and about them. Advance registration is \$35 (\$45 on the day of the event). Information and registration details are available at www.napahumane.org.

Blues Cruising on the Potomac

Two different musical performances will take place on the famous Presidential yacht *Potomac* in August. On Sunday, August 5 from 3 to 5 p.m., enjoy blues on the water with a two-hour cruise and wonderful live blues music from the Delta Rockets. Then on again on Sunday, August 19 enjoy the music of blues band Cut Loose. Beer, wine and nibbles are available for purchase. Tickets are \$55 per person. All proceeds from this event support educational programs for East Bay children. Visit www.usspotomac.org for tickets or call (510) 627-1215 for more information.

55th Annual Benicia Peddlers Fair

The Benicia Peddlers Fair is one of Northern California's oldest and most popular antique and collectibles street fairs. For over 50 years, customers and vendors throughout the region have come to enjoy Benicia's wonderful weather and beautiful waterfront setting. This outdoor event began in 1963 with a few collectible and antique stores displaying their items on tables outside St. Paul's Church. It has grown into 300 select antique and collectible dealers from all over the country and more than 20,000 loyal fans. The fair now spans the entire 11 blocks of First Street, with beautiful views of the Carquinez Strait. The show offers connoisseurs and new collectors alike an opportunity to examine and purchase items that include

period furniture, decorative antiques, vintage textiles and fashion, pottery, porcelain, pink and blue Depression glass, paintings, prints, jewelry, clocks, watches and much more. This year's fair will be held on Saturday, August 11 from 8 a.m. to 5 p.m. and is located from J Street to the waterfront. No pets are allowed at this event.

Napa Time Machine

Step back in time and experience the days of cars of distinction. Come see pre-1976 classic cars and hot rods at Napa's Main Street Reunion, which takes place over two days with two amazing events. See 150 vintage cars at the Show and Shine event from 5 to 8:30 p.m. on Friday, August 17 at the corner of Pearl and Soscol Streets. Then see 400 antique cars at the Main Street Reunion Car Show from 10 a.m. to 3 p.m. on Saturday, August 18 on Main and Third Streets. Those interested in showing a pre-1976 car can download a registration form at www.mainstreetreunion.com, as pre-registration is recommended. Admission is free for both events, so bring your family and friends to Napa and take a trip back in time.

Cops vs. Outlaws in Motorcycle Competition

The Inaugural Moto Bay Classic will join Super Hooligan Racing and the International Police Motor Skills Competition as it returns to the iconic Pier 32 under the shadow of the Bay Bridge Thursday through Saturday, August 16 to 18. The world-renowned motor skills competition is expanding to include Saturday's RSD Moto Bay Classic, a full-blown motorcycle circus from RSD that includes iconic punk rock music, Super Hooligan flat-track racing on a closed course, a custom motorcycle show, motorcycle art gallery, beer garden, food and more. The International Police Motor Skills Competition is one of the most challenging law enforcement skills competitions in the world. The

competition allows officers to showcase the amazing skills utilized when policing on a motorcycle. Officers from a number of local and international law enforcement agencies will compete against each other in the timed obstacle course for the right to be named this year's champion. The competition begins with practice rounds on Thursday, August 16 followed by qualifying and class championships on Friday, August 17. The event culminates on Saturday, August 18, with the final competition for "Top Gun" and the "Last Man Standing" challenge. Saturday's Moto Bay Classic will include a series of live musical acts with notable punk rock bands including headliners Eagles of Death Metal. Highlights on Saturday include the final round of the "Top Gun" motor skills competition and the sixth round of the Super Hooligan National Championship, once considered a sport traditionally for outlaws. This authentic flat-track race will be the first ever in the Bay Area and feature hundreds of riders, including law enforcement teams competing for top honors on an asphalt oval. Thursday and Friday's events are free to the public, while tickets to Saturday's events begin at \$30 for general admission. For more information on the event, please visit www.motoclassicevents.com/moto-bay-classic.

Movie Night at PIER 39

Grab your blankets and head to PIER 39 on Friday, August 24 for Outdoor Movie Night featuring the film *School of Rock*. Before the show, don't forget to grab a bite to eat at one of the 14 full-service restaurants. In a hurry? Swing by an eatery to pick up quick and convenient to-go meal to enjoy screen-side. Also, be sure to take advantage of special giveaways and discounts from the PIER 39 table. At 8 p.m., settle in for the free screening at the Smartwater Stage. Seating is first-come, first-serve. We recommend wearing warm clothes and bringing a blanket.

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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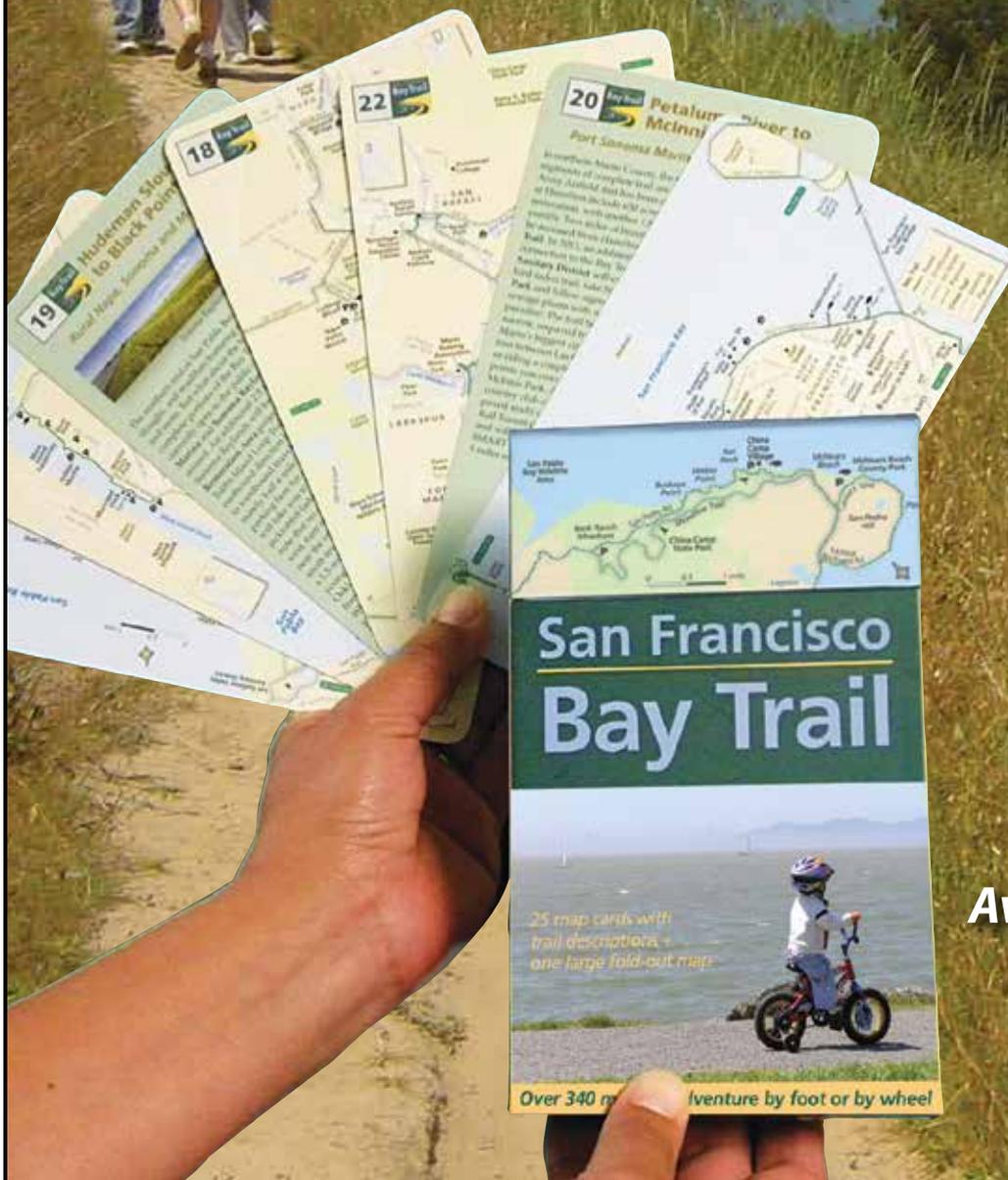
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