



BAY CROSSINGS

"The Voice of the Waterfront"

August 2019 Vol.20, No.8



VTS Radar End of the Line?
Coast Guard System Imperiled

Lytle Retires in Oakland
Praise for Port Director's Tenure

A Ferry Clean Future
Hydrogen Ferry Takes Shape

Green New Deal for Bay
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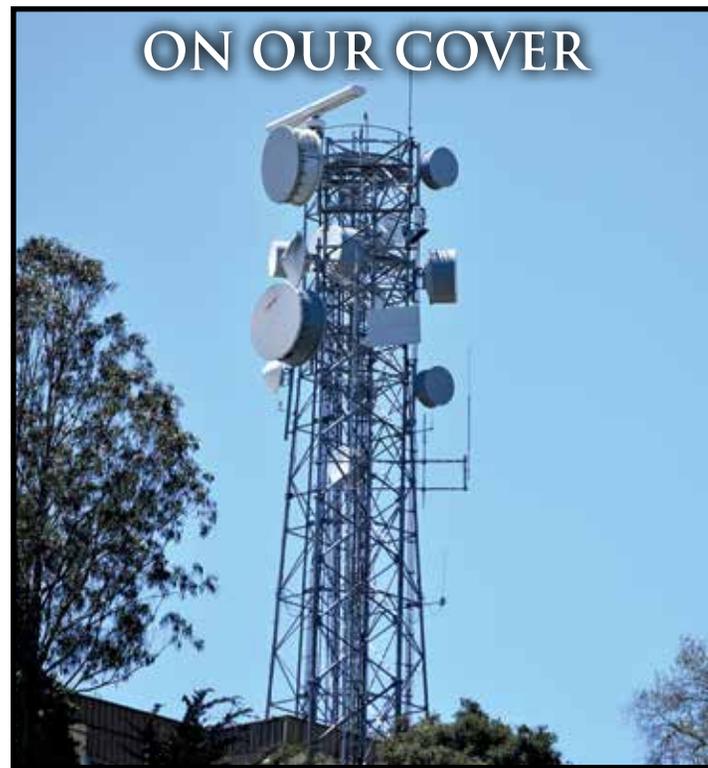
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Photo by Joel Williams

Corrections & Letters

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

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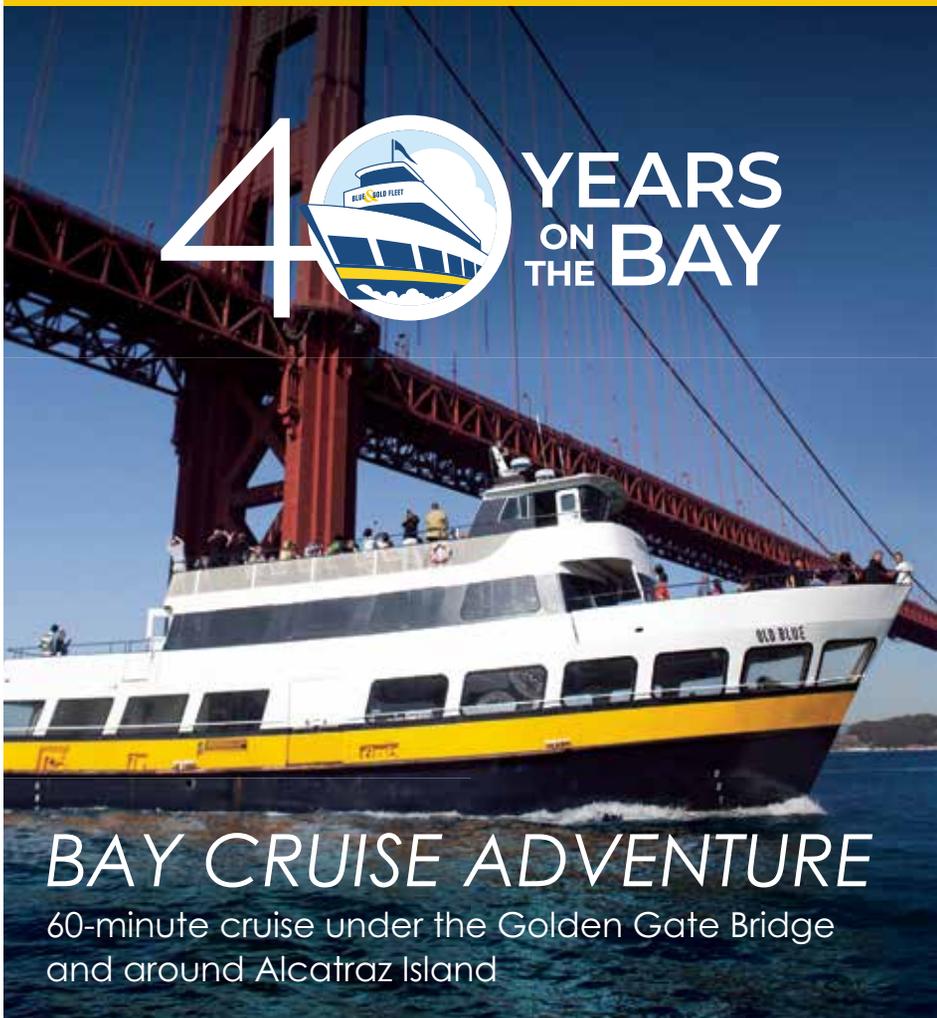
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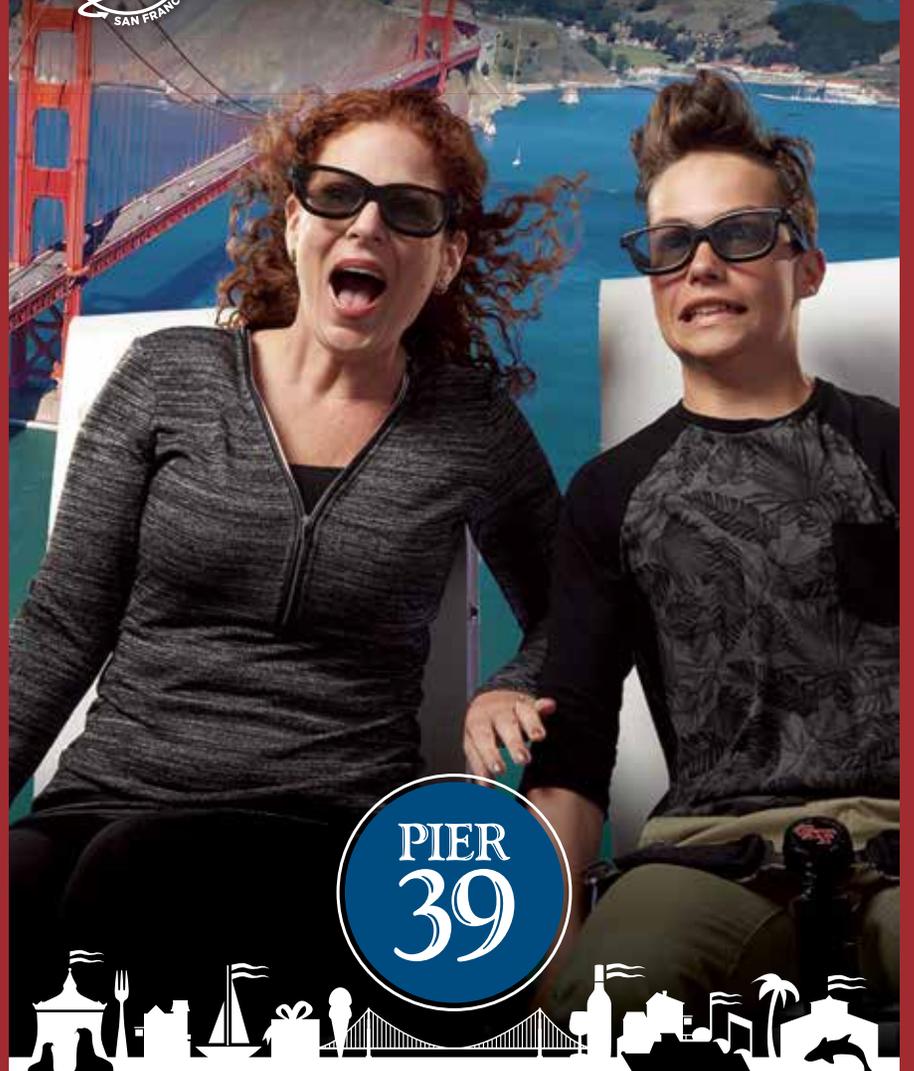
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Port of Oakland Searches for New Chief

BY PATRICK BURNSON

Port of Oakland Executive Director Chris Lytle retired in July after 53 years in trade and transportation, although he has agreed to remain as a consultant to the port through the end of 2019.

“Chris Lytle is one of the best-known and most respected executives in the industry and it has been our good fortune to have him as our leader,” Board of Port Commissioners President Ces Butner said in a statement. “Our priority now is finding an able successor.”

As we reported six years ago, Lytle was lured from his job at the Port of Long Beach to take a leadership role in Oakland. At the time, the port was still reeling from a financial scandal that resulted in the resignation of former chief Omar Benjamin and his maritime director, James Kwon.

Since then, Lytle has guided the port through an era of unprecedented growth that includes:

- All-time high containerized cargo volume in each of the past two years at the seaport;
- Record operating revenue for three straight years;
- Transformation of former Oakland Army Base property to a Seaport Logistics Complex;
- Two long-range planning initiatives



that set the port on a course to the future;

- Development of Cool Port Oakland, a 280,000-square-foot refrigerated cargo distribution center; and
- Enhanced bulk shipping capacity to secure its position as a major ag export gateway.

Furthermore, Lytle led development of a five-year strategic plan for the port called “Growth with Care,” which commits Oakland to business expansion that benefits neighboring communities. Under his authority, the port also adopted a long-term air quality plan, the

objective of which is seeking a path to zero-emissions seaport operations.

Port Attorney Danny Wan has become acting executive director pending a search for Lytle’s successor. Lytle will also assist the port in its search for a new executive director. He also plans to facilitate meetings with customers and the acting executive director, as well as meet overseas with key clients.

Among the challenges facing the new director will be the daunting prospect of ceding away valuable terminal property for the development of a major league baseball stadium—a project opposed by nearly all seaport stakeholders.

Finally, the Containerization and Intermodal Institute announced it would give Lytle its Lifetime Achievement Award this fall.

Port of Oakland Approves Final Permit for Seaport Logistics Complex

Port of Oakland Commissioners have approved the final permit associated with one of the most anticipated industrial developments in port history. They voted last month to approve a vertical permit—industry vernacular for a building construction permit—at a long-awaited Seaport Logistics Complex.

The developer, CenterPoint Properties, began preparation and ground stabilization work on its 27-acre site over the last nine months and is actively engaged in construction on the 460,000 square-foot facility, with completion expected mid-2020. The Seaport Logistics Complex is in the heart of the port, just off Maritime Street, near Oakland’s Outer Harbor. It’s being developed right next to the port’s three-year-old, \$100 million rail yard.

“We look forward to starting vertical

construction and continuing to work closely with the port to make sure this project is a point of pride for everyone involved,” said CenterPoint Chief Development Officer Michael Murphy.

CenterPoint’s \$52 million project is planned to anchor a 180-acre logistics campus at the decommissioned Oakland Army Base. CenterPoint will construct, then manage the first building at the campus. The port inherited the property 15 years ago and has been planning for its use ever since. CenterPoint said it plans to lease the building to tenants engaged in cargo transportation or logistics.

“We’ve waited a long time to reach this point, but now our future is in view,” said Port of Oakland Maritime Director John Driscoll. “CenterPoint’s facility will give us logistics capability unavailable at other ports.” The port envisions a campus where containerized cargo can be quickly transferred from ships to trucks or rail. It’s expected to increase the volume of international shipments moving through Oakland.

CenterPoint said the project would also provide sustainable and economic benefits including:

- tenant priority for local and disadvantaged hiring;
- elimination of truck trips resulting in reduced waste and construction traffic;
- measures that enhance future warehouse working life and safety such as enhanced indoor air quality;
- allowance for rooftop solar panels; and
- use of environmentally sustainable construction materials and methods.

Among the challenges facing the new director will be the development of a major league baseball stadium — a project opposed by nearly all seaport stakeholders.

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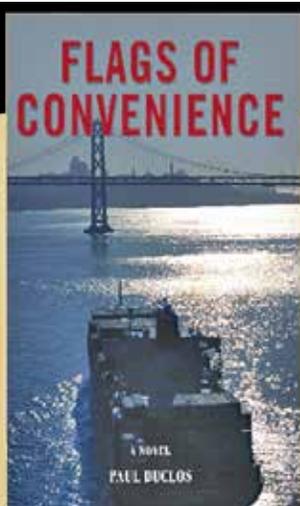
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Patrick Burnson is the executive editor of *Logistics Management*.
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Kris Brown

BY MATT LARSON

What if, instead of taking the ferry to work, the ferry was your work? That's what was going through Kris Brown's mind as he'd use the ferry to commute to his office job for years, from Oakland to San Francisco.

After he became acquainted with a friend who happened to be working as an active deckhand, Brown took the leap and has never looked back. He's now been a deckhand for the IBU for just over a year.

"Being indoors all day didn't really suit me," he said. "I'd taken the ferry a lot in the decade or so that I've lived here. I always thought that life on the water seemed pretty good." He thought correctly and won't be heading back to an office anytime soon.

"Working outside, on the water, and not in an air-conditioned office, it's definitely a step up," Brown explained. "Now I'm outside every day, up and around; I feel a little bit more refreshed all the time."

We met Brown on a San Francisco Bay Ferry route, where he's spent the majority of his time as of late, but he has also found work on Red & White and Golden Gate ferries. "They're all good to work for in different ways," he said.

Now, having marked his first anniversary working the waterways, Brown feels ready for whatever may come. "I'm feeling good! Feeling confident, like I can pretty much do anything no matter where they put me."

The great outdoors is a huge perk of the occupation with some of the freshest air around, but what Brown enjoys most about the job goes far beyond the fringe benefits.

"It feels important to be part of a major artery that keeps the Bay Area going," he said. "A ton of people take the ferry, and you couldn't do it without the deckhands."

Brown explains how taking the ferry can impact a rider's day for the better, as that's what he encountered using it to get to work for years before joining the force. "When I was taking the ferry to get to my office job in the morning, I felt better than when I took any other mode of transportation to get across the Bay," he recalled. "I just felt more relaxed."

Even if the ferry fills up, it's still enjoyable. Whereas in a crowded subway car or in freeway traffic, personal space can be hard to come by, such is not the case on the ferry. "When the boats are full to capacity it doesn't feel like you're sitting on someone's lap," Brown said. "It doesn't feel claustrophobic."

Originally from Denver, Brown has been a Bay Area resident living in

Oakland for the past 10 years. Depending on the time of year, he spends his free time either cycling or snowboarding.

"I'm a pretty avid cyclist," he said. "That's actually how I first discovered the ferry system; I was riding my bike to work and when I couldn't bring it on BART, I'd take the ferry." Brown owns six bikes in total, though not all are fully functional. If you want the details on what they are, and why he has so many, feel free to ask him next time you see him on board.

To his fellow cyclists Brown highly recommends taking a trip up to Northern California to the Sierra Buttes trail; locally, he recommends the Fairfax area. "The trails up in Fairfax are legendary," he said, noting that they are pretty well known trails. But if you've yet to try them, he recommends the experience as, according to Brown, the trails are all maintained by fellow mountain bike riders.

As far as what Brown wants ferry passengers to know about him, he said, "I just hope they enjoy their experience



Kris Brown took the ferry to work at an office in San Francisco for years before deciding to make working on the ferry his job and the Bay his new office.

on the ferries, because we enjoy working on them."

Especially as a cyclist, Brown agrees without question that the ferry is the best mode of transport in the Bay. "In my experience, taking the ferry and riding your bike is the best way to get to work," he exclaimed. "You're outside the whole time! It's a really refreshing way to get to work in a good mood."



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Hydrogen Ferry Moves Closer to Reality



Photo by Joel Williams

The hull of the first hydrogen-powered ferry in the world nears completion at Alameda's Bay Ship & Yacht. The vessel is expected to be finished in time for water trials this November.

BY DAN ROSENHEIM

Welding torches spark inside a giant construction shed on the northern shore of Alameda Island, where a dozen workers are attaching pre-cut aluminum plates to the ribs of a new catamaran ferry boat.

Each piece has been laser-cut by a fabricator in Louisiana with a number etched on it that corresponds to its location on the hull—all carefully illustrated in the detailed blueprints for the boat. “It’s a bit like assembling a Revell model,” said Alan Cameron, general manager at Bay Ship and Yacht Co., where the boat is being built.

But this is no toy that is slowly taking shape.

It is the new hydrogen fuel cell ferry, *Water-Go-Round*, a 70-foot, 84-passenger boat that will be the first fuel cell vessel of any kind in the United States and the first commercial fuel cell ferry in the world.

Backers of the project say its completion will herald “a global paradigm shift” for the maritime sector—a huge symbolic step away from fossil fuels and toward non-polluting fuel cells.

“Hydrogen fuel cells are the next step in the long history of boat propulsion—from wind to steam to diesel to LNG,” Red and White Fleet President Tom Escher, a cofounder of the project, said in an interview earlier this year. “I see *Water-Go-Round* as a seed that is going to show the maritime industry that, yes, we can operate a vessel with no emissions.”

Escher began this venture in 2017 when he and Red and White Executive Vice President Joe Burgard teamed with Joseph Pratt, an expert in fuel cell technology at Sandia Laboratories who had studied fuel cell applications for maritime transportation. The three men founded a company called Golden Gate Zero Emission Marine (GGZEM) with the goal of building non-polluting boats.

Water-Go-Round is its first such boat,

and it has not been an altogether easy undertaking.

GGZEM announced on its website that it planned to launch in the middle of this year, but the boat’s completion date has since slipped a bit, first to September and now to later this fall. And although no one wants to talk specific dollars, the project’s cost has grown as well.

The construction challenge is a big one for Bay Ship, which is primarily a boat repair business, albeit a large and exceptionally important one to the Bay Area. Bay Ship’s sprawling yard along the inner Oakland Harbor is a variety pack of boats in for overhaul—ferries, tugs, barges, Coast Guard cutters, giant yachts. But the *Water-Go-Round* project is something unusual, not just because it involves groundbreaking fuel cell technology, but also because it is one of the few times Bay Ship has constructed any commercial vessel from scratch.

Complicating the picture, Bay Ship relies on a variety of suppliers—some

traditional, some not—for the boat’s fuel cells, power trains, control systems, hydrogen tanks and more. And the Coast Guard, which rigorously monitors the construction of passenger ferries, has needed to modify its protocols for the new fuel technology.

“With this many partners, this number of eyeballs, it adds a level of stress,” said John Motlow, GGZEM’s vice president for marketing and strategy. “With the Coast Guard, there has been a lot more educating about this power train. It’s not ‘here’s your checklist’ the way it is for a diesel-powered ferry.”

But with concern over carbon emissions and enthusiasm for alternatives continuing to grow, Motlow said the project has broad and growing support from vendors, government agencies and the public. While the energy required to produce, store and transport hydrogen remains significant, its use in fuel cells is quiet and free of fumes. Simply put, the fuel cell combines hydrogen and

oxygen in a chemical reaction to produce electricity, which powers the boat and leaves only water as exhaust.

And if Bay Ship management is concerned about setbacks in the initial timetable, they don't show it.

"There are a lot of moving parts in a project like this," said Richard Maguire, Bay Ship business development manager, comparing the engineering challenge to building a Saturn V rocket versus a Ford sedan. "The world's eyes are on us, so rather than pushing it, we want it safe and in perfect working order."

Any potential financing difficulties with the venture were averted last month when an East Coast maritime investment group called SW/TCH (pronounced Switch) Maritime acquired *Water-Go-Round*, pumping an undisclosed amount of money into the project. SW/TCH, which seeks to build North America's first fleet of non-carbon-polluting vessels, works in tandem with another developer of clean maritime fuel infrastructure, Clean Marine Energy, and both companies are owned by a large, privately held maritime business called MidOcean Marine.

Today, key participants at SW/TCH and GGZEM say the boat will hit the water for trials by the end of November. "We're on schedule," said Motlow. "It will be on the water this fall."

When it comes, the launch will be an exceptionally high-profile event, marking the start of a three-month demonstration period for the California Air Resources Board, which has provided an additional \$3 million in Cap-and-Trade funding for the boat.

A crew from Red and White Fleet will operate *Water-Go-Round* during the sea trials, but it isn't publicly known who will run the boat when testing ends and it enters commercial operations. Red and White is already operating the nation's largest electric hybrid vessel, *Enhydra*, from its dock at Pier 43.

"We do anticipate the ferry will operate in the San Francisco Bay Area, but the operator is to be announced," said Elias Van Sickle, a project manager at SW/TCH.

Although Van Sickle declined to speculate about a commercial operator, it's considered likely the boat will be used

by a private company for relatively short runs. That might include commuter service for a private technology company such as Genentech, which already hires ferries to carry employees from Oyster Point to the East Bay. Facebook and Google have also experimented with ferry service for their employees, with the private company Prop SF running boats to the Port of Redwood City. Cities on the Sacramento River Delta are contemplating a variety of possible ferry runs as well.

In any case, the boat will be fueled at the dock by hydrogen from a truck—most likely in Oakland. This would avoid having to haul the compressed gas across the Bay Bridge, which could cause legal complications.

Whoever operates the boat, *Water-Go-Round's* presence on the Bay will be a maritime event of historic magnitude. "There is worldwide interest in this project," said Bay Ship's Maguire. "It's a lifetime opportunity to be the first company doing this, and we're super proud of it."

Ferry Short Takes

BY DAN ROSENHEIM

Richmond Ferry Service Update: Six months after it began, weekday ridership on the new Richmond ferry continues to grow, far outpacing expectations for its first year. WETA Manager of Public Information Thomas Hall told the agency's July board meeting that Richmond runs so far have averaged 705 passengers per day, far exceeding the projected 457 daily boardings for the first year. And the number continues to grow, averaging 825 passengers per day in June. WETA runs four peak commuter runs and two reverse runs in the morning and evening on the Richmond line. The most popular runs are 7:10 a.m. and 5:20 p.m. WETA will begin trial weekend runs on August 3 and continue the trial until November 3.

Martinez Eyes Pilot Ferry Program: Martinez is committed "to making ferry service a reality," the city's mayor, Rob Schroder, told WETA directors at their July board meeting. To that end, Schroder said, the city has met with representatives of private ferry services Tideline and Prop SF, as well as with the Golden Gate Zero Emission Marine executives developing the new *Water-Go-Round* hydrogen fuel cell ferry. Schroder said Martinez officials are working with six other Delta cities to develop water transit plans, adding that he hopes initially to develop a pilot project for ferry service between Antioch and Martinez, an area where vehicular road traffic is especially congested.

RM3—The Saga Continues: The two lawsuits challenging voter-approved Regional Measure 3 will be merged into one for purposes of pursuing an appeal, according to an attorney for the two

plaintiffs. Both suits, one by the Howard Jarvis Association and another by East Bay businessman Randall Whitney, claim that a series of three \$1 toll hikes approved by voters for Bay Area bridges last year are in fact illegal under Proposition 13. Specifically, the Jarvis Association claims the toll increases represent special taxes rather than a fee to enter state-owned property; the Whitney suit argues that RM3 is a special tax and not exempt from the two-thirds approval provisions mandated by Proposition 13. Both lawsuits have been dismissed by San Francisco Superior Court Judge Ethan P. Schulman.

Jarvis attorney Tim Bittle has also taken on Randall Whitney as a client. Bittle said that once various technicalities have been navigated, he will file a motion to consolidate the two groups' appeals so that he can file one opening appellate brief for both cases.

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Cal Maritime to Add Oceanography Major

BC STAFF REPORT

For the first time in 17 years, California State University Maritime Academy will add a new major. The Bachelor of Science in oceanography, which comes online in the fall 2020, will hit the ground running with a strong, existing oceanography faculty, an ideal campus location and resources, and a hands-on approach that is the signature of Cal Maritime's offerings. The academy has offered a marine science minor for more than 40 years.

Cal Maritime in Vallejo sits on the shores of the San Francisco Estuary, the largest estuary on the West Coast, and offers exceptional access to conduct oceanographic studies in estuarine, coastal and open ocean environments.

The campus facilities include a protected harbor with deep water dock and a fleet of training vessels that include the 500-foot training ship *Golden Bear*. The *Golden Bear* has a global reach, with student training cruises to both the Atlantic and Pacific, and serves as an ocean-going research facility for the management of marine invasive species through ballast water treatment.

Cal Maritime is a member of the Central and Northern California Ocean Observing System and hosts an ocean observing shore station. A new, dedicated oceanography research lab opened in Spring 2019.

"The oceanography major will draw from the long maritime tradition of the academy," said Cal Maritime President Tom Cropper. "Like all our degree programs, this one emphasizes hands-on

experience and workforce-ready skills."

This Bachelor of Science degree will contain campus-based coursework in oceanographic and related sciences preparing graduates for careers or graduate school in oceanography, environmental science and policy, climatology and hydrology.

"Students in this program will benefit from Cal Maritime's location in the San Francisco Bay Area for vessel-based measurements and research for positions at sea or on shore," said Cal Maritime Provost Susan Opp.

"Work has already begun to form partnerships that will provide oceanography students with valuable research and internship experiences," said Kevin Mandernack, dean of the Cal Maritime School of Letters and Sciences. "This degree program will

emphasize the value of natural resources, ocean stewardship and sustainability, and produce graduates that receive the proper training to ensure that our oceans, seas, rivers and lakes are preserved for future generations."

The global nature of the maritime sector is central to Cal Maritime's identity. Oceanography students will gain an appreciation of global perspectives of ocean literacy and stewardship.

"Our graduates will be prepared to serve as leaders in the development of new ocean science knowledge and the ability to make responsible, evidence-based decisions for managing ocean resources," said Parker.

For more information about the new oceanography degree program at Cal Maritime, visit www.csum.edu/oceanography.



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Photo by Joel Williams

Coast Guard Weighs Pulling the Plug on VTS Radar

BY DAN ROSENHEIM

The Coast Guard is looking at a plan to reduce costs by defunding the four radar installations in its Vessel Traffic Service (VTS) in and around San Francisco Bay, as well as other radar installations in 11 other major harbors around the country. The plan was communicated to the Bay Area's Coast Guard leadership in early March during a surprise visit from headquarters.

At the time, a visiting supervisor from Washington said a decision had been made to defund the radar sites immediately and allow the existing systems to die out and not be replaced. Locally, the move would affect two radar towers in San Pablo Bay, the radar tower at the Coast Guard station on Yerba Buena Island and a fourth radar just outside the Golden Gate at Point Bonita.

Early last month, however, a chance meeting between VTS directors and an admiral attending a national harbor safety conference in Houston convinced the admiral (and ultimately other high-ranking civilians) to support a stay on cutting funds for radar. The VTS directors argued that shutting down radar could have disastrous safety consequences.

"It's been put on ice," said Bob Blomerth, VTS Director for the Coast Guard's Sector San Francisco. "For now, we've managed to convince headquarters it's a bad idea."

Provided there are adequate funds in the coming year's Coast Guard budget, the stay would remain in effect through fiscal 2020, which ends September 30 of next year. After that, though, it's unclear what will happen.

Blomerth and others involved in harbor safety said the proposal to defund radar is driven by the high cost of maintaining an aging system of antennas.

In some cases, the original equipment manufacturers have no replacement parts for the current system, which could necessitate a switch to new, more expensive radars—albeit better ones.

"Radar is one of the most expensive parts of the whole surveillance network—both the devices and the upkeep—and Washington has been talking about eliminating it for years," said one maritime safety expert. "Now there are fears that, with the stroke of a pen, funding could be cut off."

Most vessels of any size carry their own maritime radar, as well as Automatic Identification Systems (AIS) that use transponders to communicate their location, course and speed. AIS costs far less than radar systems, and it has become an increasingly important traffic safety tool on the water, allowing ships both to see each other and to be seen by the Coast Guard VTS, which monitors all regional maritime traffic from its post on Yerba Buena Island.

But sailors and maritime experts agree that Coast Guard radar provides an important additional layer of protection, particularly for smaller vessels that have limited navigational technology on board. Without its own radar, the Coast Guard will not be able to see boats that don't have AIS. And while the Coast Guard also has a network of cameras around the Bay that are monitored by VTS, those don't work in conditions of low visibility.

"We have this thing here called fog," said Brandon Mercer, a long-time recreational sailor who races sailboats on the Bay. "Vessels that have radar may be able to see each other, but the Coast Guard won't be able to say, 'Hey, big ship, you're about to hit a sailboat.' Unless the little boat has AIS and has it turned on, the entire burden will be on the big ship."

Part of the problem is that, while the law requires that vessels of a certain size now carry AIS, it doesn't apply to

all boats, is difficult to enforce and not everyone complies. “There are many, many, many vessels that don’t have AIS,” said Blomerth. But even vessels with AIS may be difficult to track accurately for a variety of reasons, to wit:

- AIS systems are not always properly maintained; they may not be working properly; and in the event of a power failure or capsize, they may not work at all;
- As with any GPS system, AIS isn’t always accurate, so a boat’s position as shown on a screen may be 100 yards or more from its actual location;
- AIS can be turned off, which means that a boat could go rogue for a variety of reasons, including criminal

ones, and not be detected. This has potential consequences, not just for the interdiction of smugglers, but also for defense against terrorism.

The threat to defund radar comes after years of essentially flat budgets for the Coast Guard, which was the only branch of the Armed Forces whose members were not paid during the 35-day government shutdown earlier this year. President Trump’s 2020 budget proposal allocates \$11.3 billion for the Coast Guard, about \$700 million less than was approved by Congress for 2019. These actions, along with the slow rate at which suspended salaries were repaid when the shutdown ended, have rankled some Coast Guard members and



Photo by Joel Williams

Without its own radar, the Coast Guard will not be able to see boats that don’t have onboard navigational technology, especially in conditions of low visibility.

civilian employees.

“It just feels like the bureaucrats are steadily paring away at vessel traffic safety,” the maritime safety expert said.

But for Blomerth, the one-year reprieve for radar presents an opportunity.

“This is not something we can let sit. Now we have time to get our thoughts together,” he said. “We are going to go for everything. We want to recapitalize and replace the whole existing system.”

Dan Rosenheim is a veteran Bay Area journalist who recently retired after 18 years as Vice President/News for KPIX-5 TV. Prior to going into broadcast, Rosenheim worked as a reporter, city editor and managing editor at the San Francisco Chronicle. Dan and his wife, Cindy Salans Rosenheim, live in San Francisco.



Photo by Joel Williams

The radar tower located at the Coast Guard station on Yerba Buena Island is one of four Bay Area radar installations targeted for elimination as part of cost-cutting measures.

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Photo: DrewBirdPhoto.com

A Green New Deal for a Blue Old Bay

BY SEJAL CHOKSI-CHUGH

Our children's San Francisco Bay could be much bleaker than the beautiful Bay we all know and love today.

Within their lifetimes, rising water might flood toxic hotspots, industrial facilities and sewage treatment plants, spreading pollution through the Bay and into neighborhoods. Warming Bay waters will likely cause toxic algae blooms, spread new diseases to plants and animals, and threaten more extinction of native species. Extreme swings between

storms and drought could become normal, and harm the Bay.

The Bay Area needs to act quickly to prevent and prepare for these impacts of climate breakdown. And the momentum we need could come from the bold new plan known as the Green New Deal.

The Green New Deal aims to jumpstart a massive nationwide effort to mitigate the climate crisis—with the same all-in, can-do visionary approach that achieved feats like landing the first American astronauts on the Moon. And it would be good for San Francisco Bay in many ways:

- **Replacing coal and oil with clean**



Photo credit: Keith Cuddeback, Flickr/CC

The Green New Deal would provide funding for restoration of wetlands to help protect San Francisco Bay shorelines from flooding caused by climate breakdown.

energy: The Bay faces a daily threat of oil spills and contamination from five local oil refineries. And dirty coal pollutes the Bay Area when toxic chunks are transported through local communities in open train cars and stored in piles on the shoreline awaiting export. The Green New Deal calls for an ambitious 10-year mobilization to convert the entire U.S. economy from coal and oil to 100 percent renewable energy, such as solar and wind. This transition would drastically reduce—and eventually eliminate—threats of oil and coal contamination in the Bay.

- **Protecting shorelines from sea level rise:** Almost all Bay Area sewage treatment plants and airports are threatened by flooding as sea levels rise, as are some local highways. Adaptation would be expensive. The Green New Deal calls for federal government financing for adapting infrastructure to rising waters. The possible adaptations include low-tech, proven solutions—such as restoring wetlands that protect shorelines from rising tides and storm surges. Wetlands have the added advantage of keeping planet-warming carbon gases out of the atmosphere, slowing down the climate crisis.
- **Cleaning up toxic sites:** If the Bay's water level rises high enough to flood hundreds of existing toxic hot spots near the shoreline, a load of pollutants will wash into the Bay and nearby neighborhoods. The Green New Deal calls for the priority cleanup of toxic areas nationwide.

And the Bay Area will have a head start, because Baykeeper's Shore View website identifies more than 1,100 toxic hotspots around the Bay that urgently need cleanup.

The Green New Deal would not only be good for the Bay, it would also empower Bay Area residents by:

- Mandating that local communities have a say in planning for local climate crisis measures;
- Providing new, high-paying jobs in renewable energy industries, and guaranteeing jobs with family-sustaining pay to all;
- Ensuring access to clean water, clean air and healthy food as a human right; and
- Making nature—including San Francisco Bay—more accessible to communities that don't have easy access now.

The Green New Deal is a set of principles. The solutions are technologically feasible. But to change course, we all need to see through the denial tactics of polluting corporations, and understand the impending climate collapse as the real crisis it is.

If we all fight for the Green New Deal and begin implementing some of these principles now, our children's future will look much brighter. Be part of the fight right here—join Baykeeper to defend San Francisco Bay from climate breakdown and other impending threats. Find out more and sign up for our e-news at Baykeeper's website, baykeeper.org.



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Three Simple Ways to Reduce Plastic Waste and Pollution When Boating

ARTICLE COURTESY OF BOATUS NEWS

Each year, an estimated 18 billion pounds of plastic is dumped into our oceans from coastal regions. According to a study by the World Economic Forum, at the current rate of pollution, there will be more plastics than fish, by weight, in the ocean by 2050. To help reverse this trend, here are three tips from the nonprofit BoatUS Foundation for Boating Safety and Clean Water to help boaters reduce plastic waste and pollution while on the water.

Pack for the boat trip: Microplastics are very small pieces of plastic, less than

five millimeters in size, that are the result of larger plastic products partially decomposing from sunlight, heat and wave action. While we haven't seen the full effects on humans consuming fish and other marine species contaminated with microplastics, studies show that ingested microplastics can seriously damage marine organisms. One of the simplest ways to reduce plastics aboard your boat is to fill up and carry aboard (or stash in a cooler) an insulated container that can hold enough cold water for the day instead of buying individual bottles. Invest in a set of non-breakable plates, cutlery and containers to limit single-use plastics aboard. These efforts won't break the

bank, don't take a lot of extra effort and can pay big dividends for boaters and the environment in the long term.

Get your crew involved: Before heading out, provide your crew with a pre-departure briefing and remind them not to put anything overboard. Boats are notoriously windy places, and popular, crowded summer anchorages are particularly prone to wind-driven pollution. When underway, secure possessions as well as any trash below deck or in a storage container. If anything is lost overboard, or if you come across plastic pollution such as a deflated birthday balloon, and conditions permit, it may be a good opportunity—and good practice—for the

captain and crew to safely conduct a man-overboard drill to retrieve the item.

Recycle: If your family gets you a fish-finder, a pair of shiny, new boat fenders, or a new boat doodad for your birthday or other event, thank them profusely, but unwrap the gift at home and recycle the gift's packaging if possible. If your marina or boat club doesn't have a recycling program for plastics and other recyclables, ask about starting one. Ensure all your boating guests know where recyclables go. When fishing, do your best to retrieve fishing line snags, and when respooling, recycle the old line instead of throwing it in the trash.



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The engines on the Port of Oakland's massive, 90-foot cranes are being replaced with new hybrid engines. All 13 cranes should be updated by next summer.

Hybrid Crane Engines Bring Immediate Clean-Air Relief in Oakland

BY BILL PICTURE

About three months into a plan to cut emissions at the Port of Oakland by replacing traditional diesel-burning crane engines with state-of-the-art hybrid engines, port tenant SSA Marine said last month that even it has been surprised by the difference the new engines are already making.

To date, only three crane engines have been swapped out for hybrid engines, but based on the results thus far, SSA projects a 96 percent reduction in greenhouse gas emissions and a 95 percent reduction in diesel particulate matter emissions when the other 10 cranes at its Oakland International Container Terminal have been retrofitted. That's expected to happen by next June.

"This is way better than we thought it would be," said SSA Crane Manager Ken Larson. "So far, this is a very successful project."

The massive, 90-foot-tall cranes are widely considered to be the workhorses of marine terminals, stacking rows of inbound containers that await pickup by drayage trucks and outbound containers that await loading onto seagoing vessels. Together, the 13 cranes at the Oakland International Container Terminal lift about 1,000 containers each day.

Because gantry cranes are veritable fixtures at every active port in the world, maritime officials are keeping a very close eye on the hybrid conversion project. Success resulting from the employing of new hybrid technology at the Port of Oakland could in theory be replicated industry-wide.

The biggest obstacle is cost. A \$5 million grant awarded to SSA by the Bay Area Air Quality Management District covered the



majority of the project's \$6 million price tag.

"They're expensive pieces of equipment," said Port of Oakland Communications Director Mike Zampa. Zampa was unable to provide an actual cost for each hybrid engine, but said that the last time the industry got this excited about crane-related emissions was a few years ago when cleaner-burning diesel engines became all the rage.

Back in 2015, the Environmental Protection Agency awarded money to another port tenant, TraPac, to give four of its cranes new engines that complied with then-new Tier 4 diesel engine standards. That's still the strictest EPA emissions requirement for off-highway diesel engines. "I'd call that an 'upgrade,'" Zampa said. "This is not an upgrade. It's an 'overhaul.'"

engines, so there's additional savings to be had there too," Zampa added. "That's always the best kind of story for the environment: air quality is being improved while the company saves money doing it."

**"So far, this is a very successful project."
— SSA Crane Manager Ken Larson**

The hybrid conversion project folds nicely into the Port of Oakland's master plan to reduce emissions (specifically, diesel particulate emissions) by 85 percent by the year 2020. The port's last report showed diesel particulate emissions were down 81 percent. "We're confident we'll hit that goal," said Zampa.

The port is so confident, in fact, that it's already begun working on a post-2020 to-do list. Earlier this summer, the port released its "Seaport Air Quality 2020 and Beyond" plan, which presents a path to zero emissions. You read that right—zero emissions.

"We're going after the rest of it; 85 percent isn't good enough," Zampa explained. "We have neighbors. They deserve clean air. And our employees and tenants and business partners—they all deserve clean air."

The port is also looking at how to accommodate and foster port business growth with the wellbeing of these and other stakeholders at the forefront of its mind. The "Growth with Care" plan announced in March 2018 effectively says that port growth is of little value to anyone if it doesn't benefit everyone.

Key tenets of the five-year plan include working to curb diesel emissions and creating jobs that will stimulate the local economy. "The plan supposes two things: One, that we will continue to increase business at the port; and two, that we will benefit our community, not harm it," Zampa said.

"That's why there's a continual emphasis on sustainability and emission control, water control and traffic



The new hybrid engines use much less fuel because they are used only to recharge the crane's batteries.

control," he said. "It's our responsibility as good neighbors and good corporate partners."

All photos courtesy of Port of Oakland

Win-win-win

Zampa pointed to the money that the hybrid engines are saving SSA longer-term as evidence that the switch to hybrid blows Tier 4-compliant engine upgrades out of the water.

"I hesitate to call it a win-win; but it's a double-win, for sure," he said. "The significant reduction in greenhouse and diesel particulate emissions—that's victory number one. But the fuel cost savings are also really significant, dramatically significant."

Ken Larson says the old diesel-burning crane engines—1,000 horsepower behemoths compared to the 142-horsepower engines used only to recharge a crane's batteries—consumed 10 to 12 gallons of diesel every hour. The new hybrid engines only use about a half-gallon per hour. Less gas used means fewer emissions and lower fuel costs.

"That's the nuts and bolts of air emissions savings right there," Larson said. "And we're astonished by the results."

"And the hybrid engines are much cheaper to maintain than the old diesel



Based on results so far, changing the Port's cranes over to hybrid engines is projected to reduce greenhouse gas emissions by 96 percent and diesel particulates by 95 percent.

Late Summer Sizzles at Jack London Square

If August has you worried that summertime is drawing to a close, Jack London Square is the perfect place to take advantage of late season entertainment on the beautiful Oakland waterfront.

Getting there is half the fun—take the San Francisco Bay Ferry to and from San Francisco for a scenic, relaxing commute. After the journey to Jack London Square, grab a seat at one of the beautiful outdoor patios; have a flight of wine while overlooking the water at Rosenblum Cellars, or enjoy a drink under the palm trees from the historical Heinold's First and Last Chance Saloon.

Jack London Square's signature summer events, Live on the Square and Waterfront Flicks, continue through the summer.

After a successful 10 years, Jack London Square's popular Dancing Under the Stars summer dance series has been transformed into Live on the Square, a free festival featuring entertainment, food and fun in addition to the weekly dance lessons every Friday evening through September 27. Professional dance instructor Carla Service, founder of the Oakland Dance Festival, and additional instructors teach the lessons, with themes including salsa, Caribbean, swing and hip-hop. Immediately following the lessons, guests are invited to try out their new moves at a public dance party.

Taking place on the Jack London Square Ferry Lawn, Waterfront Flicks continues on Thursday, August 8, when guests will enter the world of Peter

Parker in *Spider-Man: Into the Spider-Verse*. On Thursday, August 22, there will be a screening of the record-breaking smash hit *Black Panther*, co-written and directed by Oakland native Ryan Coogler. There will be pre-film festivities including trivia and prize giveaways beginning at 6 p.m., then the movie plays at sundown. Guests are encouraged to bring lawn chairs and blankets to enjoy the outdoor screenings.

Also taking place on the Ferry Lawn on alternating Thursday evenings is the Mush Concert Series. Presented by BFF.fm, a community radio station with the mission of championing the Bay Area music scene, the free festival

will showcase artists that represent the vibrant, eclectic, intersectional and positive energy of Oakland. August 1 features Sugar Candy Mountain, Mahawam and DJ the GeeZ'R; August 15 features Ghost and the City, Night School and DJ Chaki Chulo; and August 29 features Bells Atlas, Azuah and DJ Clarelyse of Queer Ear.

With outdoor dining, live music, dancing, movies and more, Jack London Square is the perfect place to take in the last days of summer.



Photo Courtesy of Jack London Square

Visitors to Jack London Square enjoy one of many outdoor patios.



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San Francisco Playhouse Stages Timely Production of *Cabaret*

BY PAUL DUCLOS

The San Francisco Playhouse season closes with *Cabaret*, the Tony Award-winning musical. Susi Damilano's direction, along with music direction by Dave Dobrusky and choreography by Nicole Helfer, proved very popular with the opening night audience.

For those unfamiliar with the plot: Cliff Bradshaw, a hack writer, is working on a novel in Berlin just before the Nazis seize power. He becomes infatuated with the coke-addled and delusional Sally Bowles, who entertains at the Kit Kat Klub as a singer and fantasy object.

One of the great revelations of this production was the singing of Cate Hayman, who was especially marvelous in her performance of "Maybe This Time." She knocked it out of the park.

Cabaret will be staged through September 14. For more information, see www.sfplayhouse.org.

S.F. Symphony Celebrates MTT's 25 Years

Organizers of the September 4 opening night gala promise a spectacular celebration of Michael Tilson Thomas' 25th and final season as music director of the San Francisco Symphony.

"This will be one for the ages," said a spokesperson. From the pre-concert Scharffenberger Cellars sparkling wine promenade, to the one-of-a-kind concert, to the exciting afterparty, attendees will be a part of San Francisco history while toasting the arts in style.

For an elevated experience, guests can upgrade to one of four unique, VIP dinner packages. Call the volunteer council for more information at (415) 503-5500. Proceeds from the opening night gala benefit the symphony's myriad artistic, community and education programs.

The event is black tie, and guests must be 21 or older to attend.

Opera at the Ballpark Returns

San Francisco Opera partners with the San Francisco Giants for Opera at the Ballpark, a free live simulcast of Charles Gounod's *Romeo and Juliet* (*Roméo et Juliette*) on Saturday, September 21 at 7:30 p.m. at Oracle Park.

Opera lovers, baseball fans and tens of thousands from around the Bay Area will have the opportunity to experience Gounod's lyric masterpiece at the home of the San Francisco Giants while seated on the baseball field or in the stands. Registration is strongly advised and is now available at sfopera.com/simulcast.

Highly in demand at major opera houses around the world, tenor Bryan Hymel and soprano Nadine Sierra star as Romeo and Juliet. Full of romantic duets and soaring melodies, this French operatic adaptation of William Shakespeare's beloved love story will be staged in a production by Opéra de Monte-Carlo Director Jean-Louis Grinda that depicts the Renaissance Verona setting. French-Canadian conductor Yves Abel leads a cast that also features Lucas Meachem as Mercutio, James Creswell as Friar Lawrence, Timothy Mix as Count Capulet, Daniel Montenegro as Tybalt, Philip Skinner as the Duke of Verona and Stephanie Lauricella as Stéphano.

The staging, originally a co-production by Opéra de Monte-Carlo and Geno's Teatro Carlo Felice, premiered in 2012 with sets designed by Eric Chevalier, costumes by Carola Volles and lighting by Roberto Venturi. Chorus Director Ian Robertson prepares the San Francisco Opera Chorus.

The simulcast will be transmitted in high definition live from the stage of the War Memorial Opera House to the new Mitsubishi Electronic Diamond Vision Board at Oracle Park. The newly

installed model is twice the resolution, 50 feet wider and 20 feet higher than the former screen.

It is the third largest screen in Major League Baseball and the largest movie screen in San Francisco. Performance-quality audio combined with Oracle Park's upgraded screen creates an enhanced open-air operatic experience for Bay Area audiences.

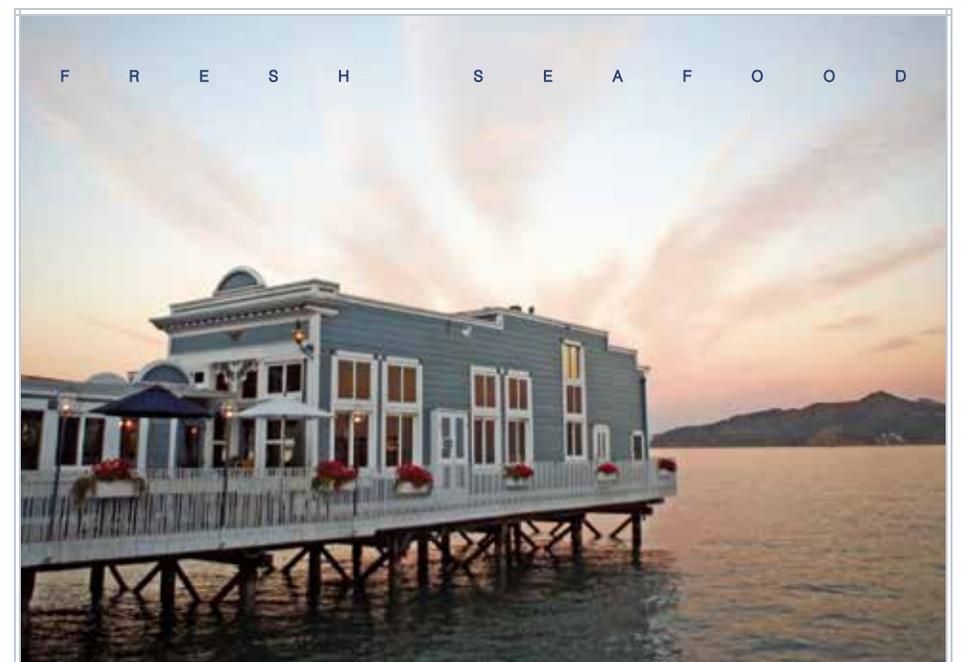
The San Francisco Opera initiated the event in 2006 to bring opera into the community and reach new audiences. The effort has been a success, as the events have been attended by more than 300,000 people of all ages. The



The San Francisco Playhouse will feature the Tony Award-winning musical *Cabaret* through September 14.

September 21 simulcast of *Romeo and Juliet* marks the 16th free simulcast presented by San Francisco Opera and the 12th at Oracle Park. Opera at the Ballpark's 2017 performance of Mozart's *Don Giovanni* drew an audience of more than 23,000.

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



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VALLEJO/SAN FRANCISCO - Weekdays

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

Weekends & Holidays

8:10	8:30	9:50	10:00	9:30	9:40	11:00	-----
-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
-----	11:30	12:30	12:45	-----	-----	1:45	2:00
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
3:40	4:00	5:25	5:35	5:00	5:15	6:35	-----
-----	5:15	6:15	6:30	-----	-----	7:30	7:50
-----	7:30	8:50	9:00	8:30	8:40	10:00	10:15

FARES: One-way

Adult	\$15.10	Child (under 5)	FREE
Adult (Clipper Only)	\$11.30	Mare Island Short Hop Adult	\$1.70
Youth (5-18)	\$ 7.50	Mare Island Short Hop Youth	\$0.80
Senior (65+)/Disabled/Medicare	\$ 7.50	Senior (65+)/Disabled/Medicare	\$0.80
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Weekday Day Games 12:45 PM Game Start Times

Depart Vallejo	Arrive Oracle	Depart Oracle	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 Oracle	Depart Oracle	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 ORACLE	Arrive Vallejo
	*see below	60 min. later

* Ferry departs Oracle Park 20 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 Oracle Park no earlier than 20 minutes after the conclusion of the display but in no case later than 12:00 midnight.

FARES:	One-way	Roundtrip
Adult	\$15.90	\$31.80
Youth (5-18)/Senior (65+)/Disabled	\$11.80	\$23.60
Child (under 5) (when accompanied by an adult)	FREE	FREE

FROM OAKLAND/ALAMEDA

Weekday Night Games 6:45 PM and 7:05 PM Game Start Times

Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
5:15 p.m.	5:30 p.m.	6:00 p.m.	*see below	30-35 min. later

Weekday Night Games 7:15 PM Game Start Times

Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see below	30-35 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times

Leave Oakland	Leave Alameda	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see below	30-35 min. later

FARES:	One-way	Roundtrip
Adult	\$ 9.60	\$19.20
Youth (5-18)/Senior (65+)/Disabled	\$ 7.20	\$14.40
Child (under 5) (when accompanied by an adult)	FREE	FREE

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

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

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.
---	7:05	7:40	7:30
---	7:35	---	8:00
---	7:45	8:05	---
---	8:10 >	8:45	8:35
---	8:45 >	9:20	9:10
---	9:40	10:20	10:10
---	10:30	10:45	10:55
10:50 a.m.	11:05	11:25	11:35
12:30 p.m.	12:45 p.m. >	1:20 p.m.	1:05 p.m.
1:45	2:00	2:20	2:35
---	3:15	3:30	3:45
3:30	---	4:00	4:20
---	4:00	4:20	4:35
---	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

• To S.F. via Oakland > To Alameda via Oakland

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

Adult	\$7.20
Adult (Clipper Only)	\$5.40
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$3.60
Child under 5	FREE
School Groups	\$2.40
Short Hop - Adult	\$1.70
Short Hop - Youth (5-18 years), Seniors (65+ yrs), Disabled	\$0.80

RICHMOND

Weekdays

Depart Richmond	Arrive SF Ferry Bldg.	Depart SF Ferry Bldg.	Arrive Richmond
6:10 a.m.	6:45 a.m.	6:25 a.m.	7:00 a.m.
7:10	7:45	7:55	8:30
8:15	8:45	4:30 p.m.	5:05 p.m.
8:40	9:15	5:20	5:55
5:15 p.m.	5:50 p.m.	6:40	7:15
6:05	6:40	7:10	7:45

Weekends

9:30 a.m.	10:05 a.m.	10:15 a.m.	10:50 a.m.
11:00	11:35	11:45	12:20
12:30 p.m.	1:05 p.m.	4:00 p.m.	4:35 p.m.
4:50	5:25	6:00	6:35
6:45	7:20	8:20	8:55

FARES: One-way

Adult (cash fare)	\$9.30
Adult Clipper Card	\$7.00
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.60
Children under 5	FREE
School Groups	\$3.10

SOUTH S.F.

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

FARES: One-way

Adult	\$9.40
Adult (Clipper Only)	\$8.10
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.70
School Groups	\$3.10
Children (under 5) (with an adult)	FREE

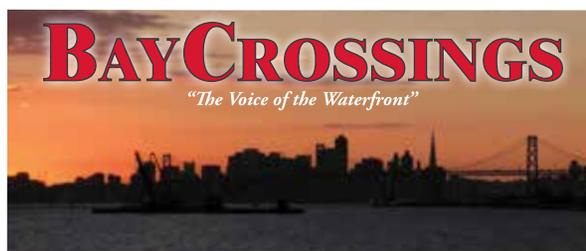
Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

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
9:00	9:30	---	---
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

8:30 a.m.	9:00 a.m.	Adult	\$7.50
		Adult (Clipper Only)	\$5.60
		Youth (5-18)	\$3.70
		Disabled / Seniors (65+)	\$3.70
		School Groups	\$2.50
		Children (under 5)	FREE
6:30 p.m.	7:00 p.m.		



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 a.m.	6:15 a.m.	6:20 a.m.	6:50 a.m.	9:30 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	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) \$12.50			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 8.00			
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled \$ 6.25			
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	Giants Larkspur Ferry: \$14 each way per person. Advanced purchase of tickets at goldengateferry.org or (877) 473-4849 is required. Ferry departure times vary.			
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.	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
8:15	8:45	10:00	10:30	12:45 p.m.	1:15 p.m.	1:25	1:55
10:55	11:25	11:35	12:05 p.m.	2:10	2:40	2:50	3:20
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	3:50	4:20	4:40	5:10
1:55	2:25	2:35	3:05	---	---	6:00	6:30
3:15	3:45	4:00	4:30	5:35	6:05	---	---
4:45	5:15	5:30	6:00	6:45	7:15	---	---
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

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

Berkeley
K Dock at Berkeley Marina in front of Harbormaster's office

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

Richmond
1453 Harbour Way South

San Francisco:
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf
Pier 1 1/2 just north of SF Ferry Building
Pier 52 in Mission Bay

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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)		\$13.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.50	
Child (age 4 & under)		FREE	

TIDELINE

BERKELEY/SAN FRANCISCO

Weekdays

Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:10 a.m.	7:40 a.m.	8:00 a.m.	-----
8:35	9:05	9:25	10:00 a.m.

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
3:55 p.m.	4:30 p.m.	4:45 p.m.	-----
5:15	5:50	6:05	6:35 p.m.

Advance reservations recommended, purchase tickets at www.tidelinetickets.com.

Blue & Gold Fleet

Schedules good through August 18. Visit www.blueandgoldfleet.com for updates.

TIBURON - Pier 41

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m. •	10:40 a.m.	11:10 a.m.
11:25	12:10 p.m. •	12:20 p.m.	12:45 p.m.
1:45 p.m.	2:30 •	2:40	3:05
3:30	4:00	4:10	5:05 •
5:15	5:45	5:55	6:25
6:15	7:05 ^	7:15	7:45
8:20	9:20 ^	9:25	10:05

TIBURON - Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m. •	10:40 a.m.	11:10 a.m.
11:25	12:10 p.m. •	12:20 p.m.	12:45 p.m. •
1:45 p.m.	2:30 •	2:40	3:10 •
3:40	4:10	4:20	5:25 ^
5:55	6:25	6:35	7:30 ^
7:00	7:25	7:35	8:05
8:20	9:20 ^	9:30	10:05

• Via Angel Island ^ Via Sausalito

FARES: One-way Round-trip

Adult	\$13.00	\$26.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

BAY CRUISE

Depart PIER 39

Daily Monday - Sunday (depart PIER 39)

10:00 a.m.	2:00 p.m.
10:40	3:20
11:20	4:40
12:00 p.m.	6:00
12:40	7:00
1:20	---

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

FARES: All prices include audio tour.

Adult	\$34.00	Child (5-11)	\$23.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Daily: Monday - Sunday (depart PIER 39)

11:00 a.m.	1:00 p.m.	3:00 p.m.	5:00 p.m.
Ticket Prices: Adult \$42.00	Child (5 - 11) \$28.00		
Junior (12 - 18) \$31.00	Senior (65+) \$31.00		

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
12:25 p.m.	12:55 p.m.	1:10 p.m.	1:45
2:00	2:25	2:40	3:10
3:20	3:45	4:00	4:25
4:45	5:10	5:25	5:55
6:15	6:40	6:55	7:45 •
8:20	9:00	9:10	10:05 •

Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
12:25 p.m.	12:55 p.m.	1:10 p.m.	1:40
2:10	2:35	2:50	3:20
3:40	4:10	4:30	5:25 +
3:40	4:35 •	4:55	5:25
5:40	6:10	6:25	6:50
5:55	6:50 •	7:00	7:30
8:20	9:00	9:10	10:05 •

• Via Tiburon, + Via Angel Island

FARES:		One-way Round-trip	
Adult		\$13.00	\$26.00
Child (5-11) SENIOR (65+)		\$7.50	\$15.00

For the most current schedule, visit www.blueandgoldfleet.com

There will be no Sausalito / Tiburon / Angel Island service on Thanksgiving Day. The day after Thanksgiving, all services will operate on a Holiday schedule. There will be no Blue & Gold Services on Christmas Day. On New Year's Day, Sausalito / Tiburon / Angel Island will operate on a Holiday schedule. On President's Day, all services will operate on a Holiday schedule.

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 a.m. *
11:25	11:50	12:00 p.m.	12:45 p.m. *
1:45 p.m.	2:10 p.m.	2:20	3:05 *
---	4:20 *	4:35	5:05

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 p.m. *
1:45	2:10	2:20	3:10 *
---	4:45 +	4:55	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 general state park entrance fee.

Red & White

BAY CRUISE Pier 43 1/2

Monday - Friday			Saturday - Sunday		
9:15 a.m.	1:10 p.m.	3:45 p.m.	9:15 a.m.	12:30 p.m.#	3:00 p.m.
10:00	1:40	4:15 #	10:00	1:10	3:45
10:30 #	2:15 #	5:00	10:30 #	1:40	4:00#
11:15	2:30	6:15	11:15	2:15 #	4:15
12:30 #	3:00	7:00 ^	11:45	2:30	5:00

FARES: Bay Cruise		# Bridge to Bridge		^ Sunset Cruise		Child (under 5) Free	
Adult (18+)	\$34.00	Adult (18+)	\$44.00	Adult (18+)	\$70.00		
Youth (5-17)	\$23.00	Youth (5-17)	\$30.00	Youth (5-17)	\$48.00		

All Ferry schedules subject to change. For the most up to date information. Visit: baycrossings.com

AROUND THE BAY IN AUGUST

Cowabunga Dawg

The fourth annual World Dog Surfing Championships will take place on Saturday, August 3 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 raise funds for animal charities, including the Peninsula Humane Society and Rocket Dog Rescue. For more information, go to www.SurfDogChampionships.com.



Paws for a Cause

It's time to move your paws for a cause at Napa Humane's eighth annual Walk for Animals, a summer morning stroll in support of companion animals throughout the Napa Valley. The walk takes place along Napa's Riverfront (with or without your pooch) on Sunday, August 4 from 8:30 a.m. to noon. More than 400 walkers will strut their stuff at this dog- and family-friendly fundraising event. Animal-loving walkers register online for the event and create a personalized profile page, set a fundraising goal and have the option to join or create a team. In support of their participation, walkers then collect donations from family, friends and colleagues by distributing their profile link via email, Facebook

and Twitter. 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 day of event). Information and registration details are available at www.napahumane.org.

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 55 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 from J Street to the waterfront, 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. The fair gives the public a rare opportunity to ask questions of knowledgeable dealers and witness firsthand the rare history of our great country. This year's fair will be held on Saturday, August 10 from 8 a.m. to 5 p.m. No pets are allowed at this event.

Rosie Rally

The annual Rosie Rally Home Front Festival will be held on August 10 from 11 a.m. to 4 p.m. at the Craneway Pavilion in Richmond. The enormous polka-dotted community celebration of Rosie the Riveter will feature original Rosies and their families, along with history buffs, Rosie enthusiasts, supporters of women in the workforce, local youth groups, national parks members and community leaders. The Home Front Festival will feature many WWII and park activities, beginning with a meet-and-greet with Rosies who learned new skills and worked locally as riveters, welders, electricians and draftswomen. The festival also honors men who worked on the home front and all those who supported the war effort during World War II. Parking will be limited, so public transit is encouraged, especially on the new Richmond-San Francisco ferry weekend service directly to the event location as well as carpooling, biking and buses. Visitors are also encouraged to take the shuttles from Richmond BART that will be available beginning at 10:30 a.m.

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 16 at the corner of Pearl and Soscol Streets. Then see 400 antique cars, all in mint condition, at the Main Street Reunion Car Show from 10 a.m. to 3 p.m. on Saturday, August 17 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.

Art and Wine Fest

The San Rafael Art and Wine Festival takes place on Saturday, August 10, from 11 a.m. to 6 p.m. The festival, located on the 11-acre grounds of the historic 1888 Queen Anne Victorian Falkirk Cultural Center, will feature live music, wine tasting from regional wineries, beer tasting from local breweries, arts and crafts from local and far artists alike and a festive food-truck selection. The Falkirk mansion is located at 1408 Mission Avenue in downtown San Rafael. Attendees will be treated to live music by local Marin musicians and have the opportunity to browse over 25 booths displaying art, sculpture, jewelry, clothing and other crafts. The historic 17-room Falkirk Cultural Center with its gorgeous rolling lawns and stunning views of Mt. Tamalpais provides the perfect backdrop for this celebration of the region's art and wine. Admission to the event is free and open to the public. Full pours of wine and beer are available for purchase without participating in the sampling program. Attendees wishing to participate in the wine and beer sampling may purchase tasting wristbands for \$30 on site or \$25 online in advance. Participants will receive a tasting glass. Ticket sales on the day of the event will be cash only. Hearty fare from food trucks can be purchased separately. Ticket sales end at 5 p.m. and pouring ends at 5:45 p.m. To purchase advance tickets, visit sresproductions.com.

Marvel at Waterfront Flicks

Summer is in full swing at Jack London Square in the month of August. Continuing this month is the hit free summer film series Waterfront Flicks. Don't miss *Spider-Man: Into the Spider-Verse* on Thursday, August 8 and *Black Panther* on Thursday, August 22. Arrive early for dinner at one of Jack London Square's tasty restaurants and then grab a spot on the Ferry Lawn for trivia and giveaways before the fun-filled screening at sundown.

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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TAKE GOLDEN GATE LARKSPUR FERRY TO ORACLE PARK!

*Enjoy a one-hour scenic bay trip,
arriving within steps of Oracle Ballpark.*



For ticket, reservation, and schedule information
call toll-free **511** (TDD 711) & or visit **goldengate.org**

HEADING SOUTH?

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is celebrating 1 year at our new,
20,000+ sq. ft. store and 56
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a special sale August 2nd - 4th at
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representatives on
Friday and Saturday!

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