



# BAY CROSSINGS

*"The Voice of the Waterfront"*

January 2016 Vol.17, No.1



**Let There Be Bay Lights**  
Light Sculpture Back for Good

**Water Out of Thin Air**  
New Tech Hits the Market

**A Greek Isles Sojourn**  
Sailing in an Ancient Land

**Top Pollution Threats**  
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2. Establishment of Tiburon to San Francisco Ferry Commute Service
3. Establishment of Tiburon to San Francisco Ferry Fare

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Belvedere-Tiburon Library, Founders Room  
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### PUBLIC HEARING

Thursday, January 21, 2016, 6-8pm  
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Public comments will be received at the Public Meetings, by email at [publichearing@goldengate.org](mailto:publichearing@goldengate.org), or in writing (no later than 4:30pm, January 22, 2016): Amorette Ko-Wong, Secretary to the District, GGBHTD, PO Box 9000, Presidio Station, San Francisco, CA 94129-0601.





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# BAYCROSSINGS

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## BAYCROSSINGS

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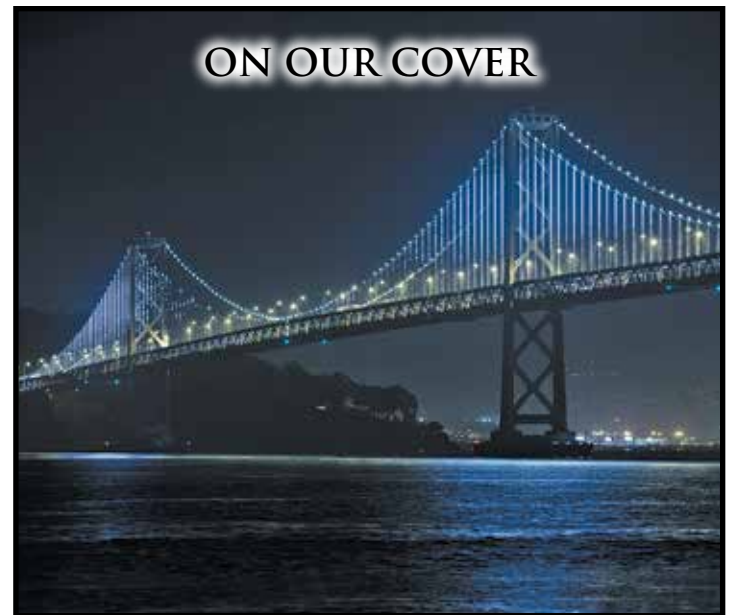
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## ON OUR COVER



Designed by visual artist Leo Villareal, *The Bay Lights* became a beloved global icon during its initial two-year installation. A must-see attraction, the sculpture drew international praise and had significant economic impact on the region. The original permit for the light sculpture expired on March 6, 2015, and the sculpture was removed to allow Caltrans to perform maintenance on the cables. Now, donations totaling about \$4 million have paid to make the sculpture permanent. It re-debuts in January.

Photo by James Ewing

### Corrections & Letters

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

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# Ultra Security and Mega Vessels on the Bay

BY PATRICK BURNSON

**W**ith the Super Bowl coming to the Bay Area next month, many ferry riders may be concerned about disruptions in their commute. Security is bound to be top of mind that weekend, and you can expect a heightened level of vigilance on the waterfront.

Fortunately, the Port of San Francisco has a proven leader in place to deal with this challenge. Sidonie Sansom, who joined the port as director of homeland security in July 2005, recently told *Bay Crossings* that existing protocols and partnerships will keep commerce humming throughout the duration of this annual sporting spectacle.

“We work in close conjunction with Oakland and the other ports in the Bay Area to ensure that both cargo and passenger traffic moves efficiently under any and all circumstances,” Sansom said. “It’s definitely a regional effort where security is concerned.”

Sansom is charged with developing, directing and implementing a comprehensive homeland security program for the port, and is also responsible for the port’s emergency plans and procedures—both in



Sidonie Sansom is the Port of San Francisco's director of homeland security.

preparation for and in response to emergencies and disasters.

“The port’s security programs, as well as the emergency preparedness and response plans, are intended to create a safer and more secure environment for our employees, tenants, customers and the public, all of whom use the 7.5 miles of waterfront property we manage,” Sansom said.

Sansom has more than 10 years of experience in developing and leading

integrated operations in emergency preparedness. “But it’s a continuing learning process,” she said. “We last put the Bay on high alert when the London bombings occurred, and we managed that process very well.”

That terrorist attack—which targeted London commuters just a month after Sansom began her job here in summer 2005—was a test that all stakeholders managed to see through. “Unlike many working ports, San Francisco must provide waterfront access to the public,” said Sansom. “It’s part of our mandate.”

Before joining the port, Sansom served as an emergency planner at the San Francisco International Airport, where she developed exercises to test emergency response and emergent threats, as well as cross-jurisdictional, multi-agency response procedures for the airport’s water perimeter security zone.

“There are many similar issues for air and sea ports,” Sansom said. “Both are international gateways for passengers and cargo and have complicated logistical networks.”

## Largest-Ever Containership to Visit U.S. Comes to Oakland

The largest containership ever to visit the United States steamed into the Bay to call the Port of Oakland on the final day of 2015. The 1,300-foot-long *Benjamin Franklin* made a one-day stop on its maiden voyage. According to port authorities, its arrival could forever change the nature of trade between the United States and Asia.

“Nothing this big has ever been seen in our country,” said Port of Oakland Executive Director Chris Lytle. “There’s no doubt others will follow suit and we’re gratified that Oakland is one of the only ports in the United States ready to receive them.”

The *Franklin*, operated by Marseille-based shipping line CMA CGM, is the world’s 10th largest containership. It was launched from a Chinese shipyard last

month. CMA CGM said it will deploy the vessel on a regularly scheduled service between California, China and South Korea. The *Franklin*’s first visit to Oakland is considered a trial run, as officials want to ensure that the vessel can be berthed and its cargo discharged efficiently.

The *Franklin* is known in industry lingo as a “megaship” or “ultra large container carrier.” It can hold up to 18,000 20-foot shipping containers. The largest ships currently serving this country carry 14,000 containers.

Oakland is one of a handful of U.S. ports that can receive such megaships, as most other ports lack sufficient water depth for the deep-draft vessels. Gulf and East Coast ports are further limited by the Panama Canal. Even though the canal is expanding, it won’t be big enough to accommodate the ocean-going giants from Asia.

Oakland has invested millions in recent years to prepare for big ships. The steps have included: dredging berths and channels to 50-foot depths; raising the height of cranes that load and unload vessels; and modernizing marine terminals to handle increased import and export volumes.


Until now, vessels the size of the *Benjamin Franklin* have been deployed exclusively in the Asia-Europe trade as it is the world’s busiest container shipping route. But ocean carriers are eager to extend the reach of megaships to the Trans-Pacific lane. That’s because bigger ships provide economies of scale. Since they’re newer, they also burn less fuel and produce fewer exhaust emissions than older vessels.

*Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.*  
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## San Francisco Bay Ferry



# Deckhand William Golson

BY MATT LARSON

This January begins yet another year in the maritime career of William Golson, who works as a deckhand for Golden Gate Fleet. He was honorably discharged from the U.S. Army as a sergeant in 1996 after six years of military service, and moved from Texas to the Bay Area. First, he worked in construction, then as a technician at St. Rose Hospital and Alta Bates Summit Medical Center. He finally found his way into the Inlandboatmen's Union in 2001 and, as he said, "I never looked back."

Fifteen years later, Golson still goes to work with a smile. "It's a great job to have out there on the Bay," he said. "My primary focus while working is public safety, security and customer satisfaction." And with great customers and a great staff, Golson's daily duties become even more joyful. "The environment at Golden Gate is very amiable," he said. "Everybody pretty much gets along."

That's the part of the job that Golson enjoys the most—watching the passengers enjoy their ferry cruise to the fullest. This is also something he tries to remind himself during a typical workday. "It's very therapeutic being out

there on the water," he said. "We kind of tend to take it for granted. The landscape of San Francisco, the skyline and the waterfront, is very spectacular. Whether it's night or day—it's a spectacular view."

As nice as the view is from the passenger seats, it's hard to beat what the captain sees up in the wheelhouse. Maybe that's why Golson has taken the initiative to work his way up from the deck to the helm. After nine years working as a deckhand, he acquired his captain's license. Now, after years of training and preparation, he has been hired as a part-time vessel master (in other words, a captain) by Blue & Gold Fleet. He's now officially a full-time deckhand and a part-time vessel master.

"Driving those vessels is another world," said Golson. Despite all those years as a deckhand, it's an entirely different perspective from the control booth. "It's a very humbling experience," he said. "You've got a lot of people depending on you to get them to their destination safely, and when you're up there in the wheelhouse you have a lot of different things going on—targets, other vessels, sailboats, big ships coming in and out of the Bay, kayakers, windsurfers—it's a mental workout being up there behind the helm."

When he's not working out his mind, he's often working out at the gym during his days off. Either that or tending to his garden or his house.



William Golson has worked for Golden Gate Fleet as a deckhand for 15 years. He also obtained a captain's license and recently became a part-time vessel master for Blue & Gold Fleet.

He likes to stay occupied, and likes to stay healthy. Whatever he's doing, it's working because Golson is not one to miss a day of work. "I have 8,000 hours never calling in sick," he said. "I have perfect attendance at Golden Gate for the past seven years."

Camping is one of Golson's favorite things to do in his spare time. Ask him about his journeys to Trinity Lake west of Shasta, Yosemite and more. Sometimes, he'll just look for water spots on the map and plan a weekend to go there. He's traveled a lot, including a two-year

tour in Germany with the military, plus jungle training in Panama and camping trips galore—so as an expert traveler you should listen to Golson's advice, especially when traveling locally here throughout the Bay Area.

"There are no traffic jams out there on the water," said Golson. "Not at this point, anyway." He explains how taking the ferry is the best guarantee of arriving in San Francisco on schedule. "You can get on that vessel and pretty much 99.99 percent of the time, you'll be at your destination on time."



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# The Biggest Threats to San Francisco Bay in 2016

Photo by Joel Williams

BY SEJAL CHOKSI-CHUGH

**W**hat's ahead for San Francisco Bay in 2016? Here are the top pollution threats Baykeeper foresees in the year to come, plus ways we're fighting to stop these threats.

**Oil Spills.** The large number of container ships and oil tankers on San Francisco Bay create a constant risk for oil spills. But now the oil industry is upping the risk, by pushing to ship millions more barrels of oil to the Bay Area for processing and export.

If the oil industry gets its way, tanker traffic on the Bay would increase. Dirty and explosive crude oil would also be shipped into the Bay Area by rail, much of it in tank cars not designed for volatile substances. Train tracks used for shipping oil run along the Bay's shore and through local communities. An oil train derailment in the Bay Area could cause a major disaster.

But in a recent victory, Baykeeper helped stop a crude oil storage facility proposed for the Pittsburg shoreline. The facility was a key component of the oil industry's strategy to expand oil refining

along the Bay. Next year, Baykeeper will build on this victory, and work to stop all planned Bay Area oil refinery expansions.

**Coal.** Those railroad tracks that run through local communities and alongside San Francisco Bay are the potential site of coal pollution, a second major threat to the Bay's health in 2016. Developers are proposing to open shipping terminals in Oakland and Vallejo. Coal would be shipped in by rail and exported to foreign countries. The coal would arrive in long trains of open cars, shedding toxic dust and pieces of coal. Coal could also be spilled into the Bay during the loading of ships.

Coal contains arsenic and other toxins. Coal dust pollution can have effects that range from asthma in kids to interference with fish reproduction. Baykeeper has joined with the Sierra Club and other organizations to keep coal pollution out of the Bay and local communities. We're advocating for Oakland and Vallejo city leaders to prevent the export of coal from their cities. Coal export is stalled for now, and we won't quit until it's stopped for good.

**Trash.** Whenever it rains, trash washes into San Francisco Bay, and into creeks and rivers that flow to the Bay.

City governments are legally required to reduce this pollution, but they're making little progress.

Baykeeper conducted a two-year investigation that showed that among Bay Area cities, San Jose has some of the highest levels of trash and other contamination washing into creeks and the Bay. We sued San Jose under the Clean Water Act to get the city to stop the pollution. We are now negotiating with San Jose city leaders to help them develop effective pollution controls, including measures to collect and reuse storm water to help ease drought. And once San Jose agrees to keep trash out of the Bay, we'll use it as a model to get other Bay Area cities to clean up.

**Toxic industrial pollution.** Another rainy-season pollution threat to the Bay is runoff from Bay Area industrial facilities. Rain falls on outdoor industrial areas, picks up contaminants that include toxic metals and petroleum

hydrocarbons, and flows into storm drains. The storm drains empty into creeks that flow to the Bay, or into the Bay itself. Industrial runoff can harm fish, other Bay wildlife and people who spend time on or in the water.

Baykeeper lawsuits require 29 highly-polluting industrial facilities to install controls to protect the Bay from toxic runoff. During 2016, we're going to ensure that these facilities follow through with effective pollution controls. In addition, we'll sue 10 more industrial facilities to compel them to stop polluting the Bay. And we'll investigate 250 more.

**Biggest threat of all.** The biggest threat of all would be if no one cared enough to try to stop these threats to the Bay. You can keep that from happening. To learn more about how you can get involved in protecting San Francisco Bay and support Baykeeper's work, visit our website at [baykeeper.org](http://baykeeper.org).

*Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols, science, advocacy and the courts to stop San Francisco Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org), or click "Report Pollution" at [www.baykeeper.org](http://www.baykeeper.org).*





IT CAME FROM  
BENEATH THE SEA

# Celebrate Sea Lions

BY MALLORY JOHNSON

**T**hey're loud, they're rowdy and they're smelly.

If you've ever walked along or near PIER 39, chances are you've heard them. This is where the California sea lions have been hauling out since 1990, when they took over the docks shortly after the Loma Prieta earthquake.

There's no such thing as personal space among these boisterous mammals, and this isn't an issue of too many sea lions or a lack of space. Sea lions have an innate need, called thigmotaxis, to be in

close contact with others. Sea lions are very social animals and generally feel more secure when they are surrounded by others. That's why you'll often see them laying around in close bundles, and even sleeping and crawling on top of one another.

The overwhelming majority of the sea lions found on K-Dock are adult males. Male sea lions have a few notable attributes that make them stand apart from females. For starters, males are much larger with a thicker neck. Male sea lions can also be identified by the protruding crest atop their heads. Another noticeable giveaway is the color of their hide, which is much



Photo courtesy of Aquarium of the Bay.

Sea lions are very social animals and generally feel more secure when they are surrounded by others. That's why you'll often see them laying around in close bundles.

darker than on females or juveniles.

While the males are roughhousing here in San Francisco, the females spend their time lounging down south, typically in Southern California near the Channel Islands or off of Mexico. Around summer time, there are noticeably fewer of these rowdy pinnipeds hanging around the docks at PIER 39. This signals mating season, during which time the males will migrate down south to meet up with the ladies. There, they will try to win the affection of their female counterparts by establishing and defending a territory.

The females will choose their mates by wandering through the territories to make their selection, but will often avoid the males that are too assertive or energetic. Once breeding season comes to an end, the males will return back north, and many of them will end up back at their home on PIER 39.

From January 15 to 18 the Sea Lion Center, Aquarium of the Bay and PIER 39 will celebrate the 26th anniversary of the sea lions' arrival to K-Dock. Guests can gather for free 20-minute educational tours that end at the Sea Lion Center just above the sea lions' hangout on K-Dock. To learn more about the sea lion anniversary, visit [www.sealioncenter.org](http://www.sealioncenter.org).

## Sea Lion Fun Facts:

California sea lions in the wild may live up to 20-25 years.

California sea lions are known for their intelligence, playfulness and noisy barking.

Male sea lions reach 850 pounds and seven feet in length. Females grow to 220 pounds and up to six feet in length.

California sea lions are protected by the Marine Mammal Protection Act; it is unlawful for unauthorized persons to feed, handle or harass them.

Sea lions are animals of habit, meaning it's a good bet they will continue to return to PIER 39 for years to come.



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





# I-80 Morning Commute Retakes Top Spot in Traffic Congestion Survey

BY BC STAFF

Last month, the Metropolitan Transportation Commission (MTC) unveiled its annual rankings of the Bay Area's most congested freeway segments. The just-released data cover the year 2014.

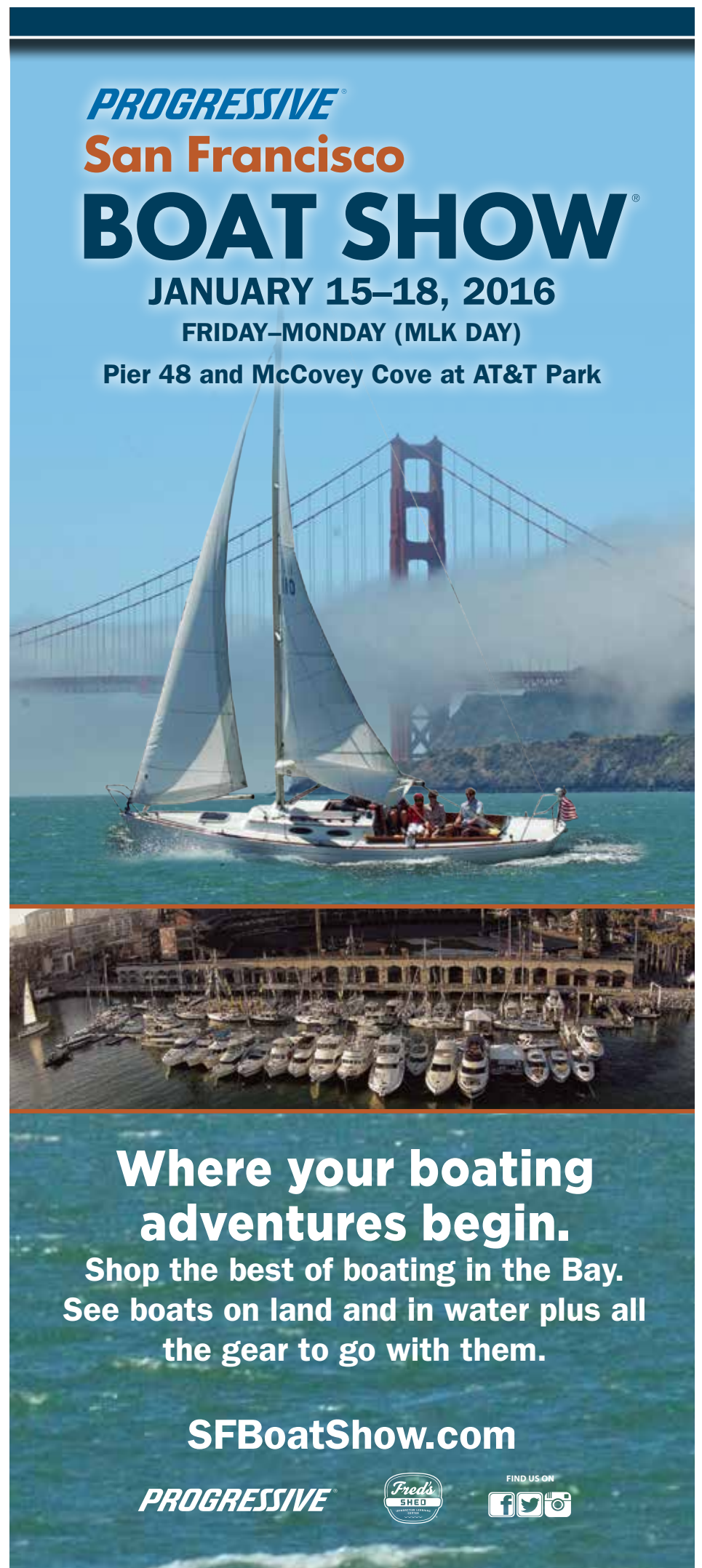
The westbound morning commute along Interstate 80 from Hercules to Oakland regained its oft-held position as the region's most notorious location for traffic trouble. The nearly 17-mile stretch from the State Route 4 interchange to the Bay Bridge toll plaza ranked number four on the regional congestion list for 2013.

The freeway congestion data is one of a suite of transportation indicators released as part of MTC's web-based Vital Signs performance-monitoring initiative. Across the region, "congested delay" — which MTC defines as time spent in traffic moving at speeds of 35 miles per hour or less — ticked up three percent in 2014 to an average of 2.7 minutes per commuter each weekday from 2.6 minutes in 2013. This marks the Bay Area's highest recorded level of congested delay on a per-commuter basis and a nearly 40 percent increase over the 1.9-minute-per-commuter-per-day figure registered in 2010.

Freeway congestion around the Bay Area is increasing faster than either population or employment. Since 2000, per-commuter congested delay has risen by 23 percent while the region's population has grown by 10 percent, and total regional employment at the end of 2014 was only about one percent higher than turn-of-the-century levels.

While the morning commute along westbound I-80 jumped three spots to number one on the Top 10 list — swapping positions with the eastbound afternoon drive on U.S. 101 and I-80 from I-280 in San Francisco out to the Bay Bridge — nine of the region's 10 most congested freeway segments in 2014 ranked in the top 10 for 2013 as well. The only newcomer to the list is the morning commute along northbound U.S. 101 from Story Road in East San Jose to Montague Expressway in Santa Clara, which climbed to number 10 last year after ranking number 18 in 2013.





The remainder of the top 10 list includes: the morning drive on southbound I-880 from San Leandro to Milpitas, which retained its number two position; the afternoon commute on southbound U.S. 101 from Fair Oaks Avenue in Sunnyvale to Oakland Road in North San Jose, which ranked number three for the second year in a row; the afternoon crawl northbound on I-680 from San Ramon to Pleasant Hill, which held steady at number five; the northbound I-680 commute over the Sunol Grade from Mission Blvd. in Fremont to State Route 84 in Sunol, rising one spot to number six; the afternoon slog on eastbound I-80 from the Bay Bridge toll plaza area to Albany, which climbed one spot to number seven; the westbound morning commute on I-205 and I-580 over the Altamont Pass to Dublin, which dropped two spots to number eight from a year earlier; and the afternoon drive on eastbound State Route 24 from the I-580 interchange in Oakland through the Caldecott Tunnel to Orinda, which remained at number nine.



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# The Bay Lights Return

BY BC STAFF

**T**he Bay Lights, the Bay Bridge light sculpture that dazzled residents and visitors of the Bay Area for two years after its unveiling in March 2013, will make its triumphant return at the end of January.

The lights were originally installed

to commemorate the 75th anniversary of the Bay Bridge. Over 50 million people saw the captivating work of art, which consists of 25,000 choreographed LED lights creating one-of-kind nighttime patterns that can be seen for miles.

Designed by visual artist Leo Villareal, *The Bay Lights* became a beloved global icon during its initial two-year installation. A must-see attraction for visitors and locals alike, the sculpture drew international praise

and had significant economic impact on the region. The original permit that Illuminate (formerly Illuminate the Arts)—the group that was formed to realize *The Bay Lights*—received for the light sculpture expired on March 6, 2015, and the sculpture was removed to allow Caltrans to perform maintenance on the cables.

Due to the popularity of the installation, many members of the community wanted to make the lights permanent. But in order to do so, \$4 million was needed to replace the original installation with a sturdier and more permanent set of lights designed to weather the harsh environment of the Bay. Bay Area philanthropist Tad Taube helped Illuminate reach its fundraising goal by stepping forward with a challenge grant of \$2 million. This pivotal gift inspired matching gifts, increased visibility of the need for support and created real momentum.

*“The Bay Lights* enriches San Francisco’s beauty and majesty, as well as that of our extraordinary San Francisco Bay,” said Taube, chairman of Taube Philanthropies. “I am proud of and grateful to our fellow citizens for joining us in ensuring this magnificent work of art remains a part of our city.”

Re-installation of the monumental LED sculpture began in October on the western span of the San Francisco Bay Bridge. Crews connected the strands of new, more resilient LEDs to the cables at night to avoid interfering with traffic. Thanks to generous private donors and an agreement between Illuminate and Bay Bridge officials, the artwork will be re-lit on January 30, just in time to shine for Super Bowl 50 and beyond.

“Two years is a good, long run for a piece of public art,” said Villareal. “I am personally very satisfied with the experience and embrace the temporary aspects of the artwork. At the same time, I am humbled and honored that the people of the Bay Area have overwhelmingly expressed their interest in having the light sculpture remain and become part of their daily lives. There is no higher compliment you can pay a work of art than wanting to spend time with it.”

After the re-lighting, the artwork will be gifted to the State of California for ongoing stewardship. Following the precedent of the necklace lights that were added to the suspension cables in 1986 and became a fixture of the Bay Bridge in 1989, *The Bay Lights* will become a permanent part of the western



Photo by Lucas Saugen

Re-installation of the monumental LED sculpture began in October. Crews connected the strands of new, more resilient LEDs to the cables at night to avoid interfering with traffic.





Photo by James Ewing

span, maintained by Caltrans. Villareal's masterwork of public art will lift the gaze and spirits of Bay Area residents and visitors for the foreseeable future—at least 10 years.

"*The Bay Lights* would not exist without the ever-expanding constellation of believers who made it possible," said Illuminate executive Ben Davis. "We are profoundly grateful for the support of so many people, including our generous private patrons, our hardworking technical team and the dedicated people at Caltrans, the City and County of San Francisco and the Bay Area Toll Authority. *The Bay Lights* is an act of community love. Together we have elevated public art to a higher consciousness."

Illuminate recently announced a program called "Shine It Forward," which celebrates *The Bay Lights* and will support the creation of future works of awe-inspiring public art. With a new, friendlier and streamlined interface, Shine It Forward again allows people to dedicate one of the Bay Lights LEDs to honor a friend, a family member, a special occasion or simply as a way to connect to art history.

Each year, Illuminate will dedicate the eight highest lights in *The Bay Lights*



Photo by David Yu

*In January, The Bay Lights will become a permanent part of the western span, maintained by Caltrans. Leo Villareal's masterwork of public art will lift the gaze and spirits of Bay Area residents and visitors for the foreseeable future—at least 10 years.*

to eight inspirational people. The cable-top lights can be personalized with a donation of \$2,500, while all of the

other lights in the iconic sculpture can be personalized with a \$100 donation. Once all the lights are claimed, no new

dedications will be possible.

For more information about *The Bay Lights*, visit [www.illuminate.org](http://www.illuminate.org).





# Bay Area Startup Finds Water All Around Us

BY BILL PICTURE

What if someone told you that a possible solution to California's ongoing water shortage is literally floating right above your head? That's what one California company is proposing. San Carlos-based SunToWater is making available to the general public green technology that extracts water from thin air for use in homes and businesses.

The company's water-generation appliance, which builds on technology first developed a few years ago by Flextronics, recently won first prize in Singularity University's 2015 Impact Challenge, and earlier in 2015 took first place at the Silicon Valley Founder Showcase. The appliance will be available for sale beginning later this month, and company executives expect orders to be fulfilled by the end of the year.

Extracting water from the air is hardly a new idea; dehumidifiers have been available in stores for years. But dehumidifiers don't generate drinking-quality water. They also use quite a bit of electricity, relying on decades-old refrigeration technology to condense water.

SunToWater's technology uses a non-toxic salt to absorb the water in the



SunToWater's units are about the size of an air conditioner and will retail for about \$9,000.



The residential market is SunToWater's primary focus at present, as the company envisions its technology allowing homeowners to go further "off the grid" by generating their own pure water from the air.

air. Heat generated by solar collectors then bakes the water out of the salt, and the vapor naturally condenses when exposed to cooler outside air. The result is distilled water, which can be used as-is to irrigate crops, further purified to make ultra-pure medical-grade water or re-mineralized to make potable water for household and commercial use.

"Our units use 70 percent less power than refrigerant-based units," said SunToWater CEO Benjamin Blumenthal, who also said that the company's first priority in developing the technology was to offer an environmentally-safe product. "The entire process is completely natural and organic. That was very important to us."

So what does Blumenthal say to people worried that SunToWater may be creating a new environmental woe by sucking our atmosphere dry? "There are 2.9 trillion tons of water in our atmosphere—literally an ocean above us," he explained. "Even if every person had one of our units and ran it at full capacity, we would lose less water in a day than we lose from the sun beating down on the Atlantic Ocean."

## Cutting out the middle man

Enabling every household and business in California to generate its own water could ease the strain on the state's already-stretched water supply. It could

also allow consumers who currently purchase water to cut another tie to municipal utilities, the same way that solar power has allowed households and businesses to take themselves off the grid. "It's an intentional fragmentation of today's water supply market," Blumenthal said. "And I think that's a good and healthy thing."

Blumenthal said a single unit, which is about the size of an air conditioner and will retail for about \$9,000, is capable of generating between 40 and 100 gallons of water each day; and the applications are endless. Besides having a reliable source of good-quality drinking water at your fingertips, the technology could also allow you to water your lawn





whenever you want without fear of being ticketed by the water police, or to your swimming pool without guilt.

Blumenthal also pointed out that being able to generate your own water could also provide life-saving benefits in an emergency. "A big earthquake could disrupt water service for days or even weeks," he said. "And now in this age of terrorism, there's the potential of a threat to our water supply. Having one of these units would ensure you have access at all times to water that you trust."

Naturally, the life-saving abilities of SunToWater's water-generating appliance would be significantly increased in countries whose residents have either limited or no access to clean water. In more remote areas, where clean water has to be trucked in, an investment in a SunToWater unit would also help

mitigate the air pollution resulting from big trucks.

"This is major," Blumenthal said. "There's this big problem—a lock, if you will. And we have the key."

The residential market is SunToWater's primary focus at present, but the company's technology also holds promise for those members of the commercial sector whose success requires access to above-average amounts of water. "Coca-Cola, for instance, needs a lot of water; the oil and gas industries as well," Blumenthal added.

#### More than just a pat on the back

What is standing in the way of SunToWater's ability to put its already-proven technology to use in homes and businesses is the capital needed

to manufacture enough units to meet the expected demand—a few million dollars, to be exact.

Blumenthal hopes having two major awards under its belt will make it easier for SunToWater to raise the money it needs. The company was one of a hundred applicants vying for top honors in the Impact Challenge, whose host Singularity University helps promote technology like SunToWater's in an effort to find solutions to some of humanity's largest challenges. The competition was cohosted by Lieutenant Governor Gavin Newsom, a proven leader in all things green.

"Winning the Founder Showcase and the Impact Challenge says our technology is the absolute best out



SunToWater's units can be daisy-chained together for more water-intensive uses such as business and agriculture.

there," said Blumenthal. "We're very proud of that, of course; but we're also hoping it'll encourage the support of investors."

"Without question, we've got a great thing to offer," he added. "Now it's just a matter of getting that technology out there into the world where it's needed."

For more information, visit [www.suntowater.com](http://www.suntowater.com).



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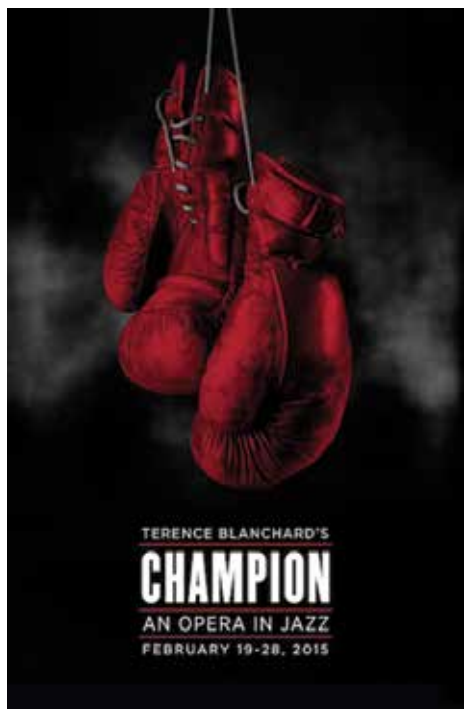




# Pugilism Goes to the Opera

BY PAUL DUCLOS

Opera buffs and jazz aficionados alike will be drawn to a “hybrid” event next month that should also attract a fair share of prize fighting fans. Don’t expect to see or hear much about the glory of the sweet science, however, as this drama is one that concentrates on the darker side of the ring.



Terence Blanchard’s *Champion: An Opera in Jazz*, in two acts and 10 scenes, was co-commissioned by the Opera Theatre of Saint Louis and Jazz Saint Louis, and was first performed at Webster University in June 2013. A groundbreaking work combining the disciplines of opera and jazz, *Champion* tells the real-life story of world champion boxer Emile Griffith, a man haunted by memories of his past who struggled to reconcile his sexuality in a hyper-macho world.

Co-produced by Opera Parallèle and SFJAZZ, *Champion’s* visually stunning production will feature full staging and video elements with soloists, a jazz trio, orchestra and gospel chorus, bringing out the full glory of Blanchard’s soulful score as it illuminates Griffith’s triumphs and struggles, which are still broadly and powerfully relevant today.

Tormented by the death of opponent Benny Paret following their 1962 bout for the welterweight title, Griffith spent his life questioning himself and a society that would accept his accidental killing of a fellow athlete, but not his bisexuality. The opera features a libretto by Pulitzer Prize-winning playwright Michael Cristofer and premiered to widespread critical acclaim at Opera Theatre of Saint Louis in June 2013, even

becoming one of five finalists for the International Opera Award in 2014.

Performances at SFJAZZ Center’s Miner Auditorium will be on February 19, 20, 21, 23, 24, 26, 27 at 7:30pm and on February 28 at 4pm.

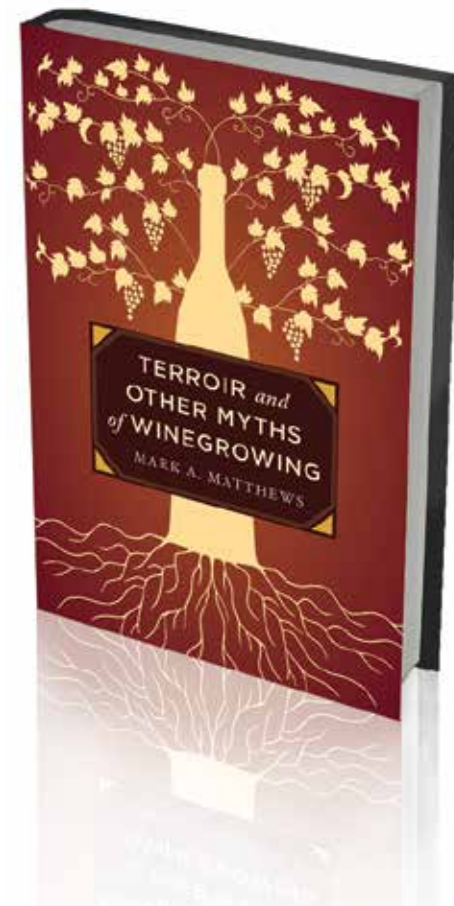
For more information, visit [operaparallele.org/champion/](http://operaparallele.org/champion/) or [www.sfjazz.org/events/2015-16/0224/champion](http://www.sfjazz.org/events/2015-16/0224/champion).

Horse racing offers a unique, interactive experience like no other sport. The highlight of this season will be the California Derby, featuring three-year-olds running on one and one-sixteenth mile on the all-weather Tapeta track. Golden Gate Fields hosts this prestigious stakes race on Saturday, January 16. Serious betters kindly note that \$100,000 is guaranteed.

To readers unfamiliar with Golden Gate Fields, let us mention that it is Northern California’s premier horse racing destination in the Bay Area.

Located along the San Francisco Bay in Berkeley, fans are treated to some of the best sights and sounds in the world. With the elegant Turf Club, a roomy club house, simulcast rooms and plenty of general admission seating, Golden Gate Fields has offered exciting thoroughbred horse racing in the Bay Area since 1941.

For more information, visit [www.goldengatefields.com/events/calendar](http://www.goldengatefields.com/events/calendar).



interact with the environment, thus limiting innovation in winegrowing.

In his new book *Terroir and Other Myths of Winegrowing*, Mark A. Matthews, a professor of viticulture at the Robert Mondavi Institute for Food and Wine Science at the University of California, Davis, applies a scientist’s skepticism and scrutiny to examine widely held beliefs about viticulture. Is terroir primarily a marketing ploy that obscures our understanding of which environments really produce the best wine? Can high-yielding vines generate wines of high quality? What does it mean to have vines that are balanced or grapes that are physiologically mature? Do biodynamic practices violate biological principles? Matthews explores and dissects these and other questions to debunk the myths of winegrowing that may be holding us back from achieving a higher wine quality.

For more information, visit [www.ucpress.edu](http://www.ucpress.edu).

Wine is a traditional product with traditional explanations. Oft-romanticized, Old World notions of how to create fine wine have been passed down through generations and continue to dominate popular discussions of wine quality. However, many of these beliefs predate science and remain isolated from advances in the understanding of how crops grow and fruit ripens. Allegiance to them has frequently impeded open-minded investigation into how grapevines



# A Greek Sojourn

## Part 1

BY CAPTAIN RAY

Last September, I spent two weeks sailing in Greece with Tom, a fellow sailing instructor. The sailingschool we both work for, OCSC Sailing in the Berkeley Marina, organizes at least two sailing vacations each year for its members and guests. In the winter we go the Caribbean and in late September each year we visit the Mediterranean, alternating between Turkey, Croatia (see page 19 for more info) and Greece.

This time we chose to sail the Saronic and Argolic gulfs and the coast of the Peloponnese. Tom had lived and worked in this area years before and was looking forward to visiting old friends and places, and both of us had already sailed among the Cyclades, which is a group of islands including Paros, Mykonos/Delos, Kithnos, Santorini and others. There were about 40 people in our group, distributed among six boats, each with the freedom to set its own itinerary as there was no obligation to stay together. However, as Tom and I developed a proposed itinerary and ran it past our crew members, we decided we would sail together throughout the entire trip.

Our plan was to sail a day and lay over a day. If you move the boat every day (and there is frequently subtle pressure from those aboard to do just that), it often turns out that all you see of a place is the bar/restaurant closest to the boat. We all agreed we wanted to spend time actually visiting the places we visited.

We boarded our boat, a 50-foot, four-cabin monohull, late afternoon on Saturday. We checked out the boat, settled in and then went out to dinner. The next morning at 9 a.m. we started on our adventure. It was a false start as it turned out, as my boat had a problem with the engine throttle. Not the best of beginnings, but better to have the problem close to the charter company's base, where repairs are easily obtained. An hour later we were on our way again.

The first stop on our itinerary was the island of Poros, with its very busy charter yacht waterfront. As we walked the back streets (most too narrow for cars) and climbed up away from the waterfront, we were transported to another world—that of Greek village life. Here we enjoyed a two-hour dinner in a stonewall-enclosed courtyard, under an olive tree.

Our next stop was the island of Spetsei, where the residents have had the good sense to ban automobiles. Scooters and quads are still permitted, however, and my crew rented some to explore the island. That evening we feasted at a waterfront restaurant that featured a five-course meal (with a choice of lamb, chicken or fresh fish for the entrée) plus local wine for 20€, followed by a moonlight walk back to the boat—a fitting end to a good day.

Our next port of call was the town of Navplion, which is on the Greek mainland and easily accessible by car and bus. It is one of the larger towns we visited, definitely trending upscale, but with a beautiful colonial (and traffic-free) town square area, set just back from the waterfront. Our main reason for this stop was to visit the ruins of Mycenae (think Agamemnon and the Trojan War). This mountaintop fortress, with temples and palaces within its massive walls, was built about 1350 BCE and, even in its ruined state, is very impressive. An early morning taxi pickup at the harbor (arranged by my first mate) allowed us to avoid both the heat and crowds of midday. Having studied anthropology, this was one of the highlights of the trip for me.

We then stopped at Plaka, a small harbor on the Peloponnese. Two tavernas on the waterfront, a minimart, two swimming beaches and one small hotel welcomed visitors. We planned to stay two nights—a month would have been better!—but approaching bad weather forced us to leave after one night. Even Margarete, who was not at all shy about corralling business for her taverna, said, “I will feed you tonight, but tomorrow you leave! Bad weather is coming and here will not be safe for your boat.” We



took her advice and left to seek shelter from the storm.

Next month, I'll tell you the rest of the adventure.



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

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# WATERFRONT ACTIVITIES

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Take your advanced sailing skills to a new and exciting level in OCSC's J/105 Race Weekend! In this two day long clinic, you'll learn the fundamentals of racing through on-the-water training aboard one of our J/105s culminating in your participation in an actual race on San Francisco Bay. Retail: \$525, Members: \$393.75.
- January 11–22**    **Captain OUPV (6-Pack/100GT) Course - Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- January 12**    **Assistance Towing Endorsement Course - Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
His four (4) hour U. S. Coast Guard approved course meets the written examination requirement to receive an Assistance Towing endorsement on your OUPV 6-Pack or Master's License. This

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# WATERFRONT ACTIVITIES

endorsement is required if you will be engaged in towing a disabled vessel for payment. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).

**January 14**

**Auxiliary Sailing Endorsement Course - Maritime Institute, San Rafael, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**

This Four (4) hour U. S. Coast Guard approved course meets the written examination requirement for a candidate holding a USCG Master or Mate license to obtain a Sailing or Auxiliary Sailing Endorsement. Course subjects include Rules of the Road, Parts of the sailing vessel & sail and Sailing terms and definitions. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).

**January 23**

**6:30PM – 9PM – Croatia Flotilla Planning Party - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**

Croatia's fantastic climate, cuisine, endless activities, friendly people and superb sailing ensure the return of many vacation makers year after year. Discover beautiful bays ideal for swimming, lovely little rustic fishing villages, as well as its bustling nightlife. Come to our next planning party to learn more about joining the September, 2016 flotilla. Seminar is Free: Call to RSVP

**January 30**

**7PM – 9PM – GPS and Chart Plotting Seminar - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**

A chart plotter is the primary navigation tool for modern mariners. This seminar will help bring you up to current navigation practices by clarifying the differences between chart plotters and basic GPS units, while also showing you how to use this technology effectively with the goal of making you a more tech-savvy sailor. Presented by OCSC's own Trevor Steel. Retail: \$25, Members: Free

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

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# All Bay Area Ferry Schedules in One Place!

## Golden Gate Ferry

### LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays																								
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur																					
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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																					
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8:20	8:50	9:10	9:45	<b>One-way Ferry Fares</b> <table border="1"> <thead> <tr> <th></th> <th>Larkspur</th> <th>Sausalito</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare (19 – 64)</td> <td>Daily \$10.50</td> <td>Daily \$11.25</td> </tr> <tr> <td>Clipper</td> <td>\$ 7.00</td> <td>\$ 6.00</td> </tr> <tr> <td>Youth/Senior/Disabled</td> <td>\$ 5.25</td> <td>\$ 5.50</td> </tr> <tr> <td>Children 5 and under (limit 2 per fare-paying adult)</td> <td>FREE</td> <td>FREE</td> </tr> <tr> <td>Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).</td> <td></td> <td></td> </tr> <tr> <td>Giants Ferry</td> <td>\$12.00</td> <td></td> </tr> </tbody> </table>					Larkspur	Sausalito	Adult Cash Fare (19 – 64)	Daily \$10.50	Daily \$11.25	Clipper	\$ 7.00	\$ 6.00	Youth/Senior/Disabled	\$ 5.25	\$ 5.50	Children 5 and under (limit 2 per fare-paying adult)	FREE	FREE	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			Giants Ferry	\$12.00	
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### 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
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8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35 a.m.	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	-----	-----	2:50	3:20
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3:20	3:50	4:00	4:30	-----	-----	6:00	6:30
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7:20	7:50	7:55	8:20	-----	-----	-----	-----

Contact Information Toll free 511 or 711 (TDD)

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

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

## Blue & Gold Ferry

### TIBURON COMMUTE

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

### TIBURON – Pier 41

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

### TIBURON – Pier 41

Weekends and Holidays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
9:45am	10:25am	10:30am	-----	-----	11:20
11:35	12:30pm	12:40pm	-----	-----	1:05pm
2:05pm	2:50	2:55	-----	-----	3:50
4:00	4:50	4:55	-----	-----	5:25
5:35	6:20	6:30	-----	-----	6:55

FARES:	One-way	Round trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

### BAY CRUISE

Depart Pier 39			
Daily	Monday - Thursday	Friday - Sunday	
10:15 a.m.		10:15 a.m.	2:15 p.m.
1:15 p.m.		11:00	3:15
3:15		12:15 p.m.	4:30
4:30		1:15	

For the most current schedule, visit [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com). Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.

Adult	\$30.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

### SAUSALITO

#### FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:25 a.m.	11:35 a.m.	12:15 p.m.
12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
1:50	2:15	2:20	3:15
3:10	3:40	3:45	4:10

#### Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35 a.m.	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:05	2:30	2:35	3:50
4:00	4:25	4:35	5:25
5:35	6:00	6:05	6:55

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

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

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

### ANGEL ISLAND - S.F.

#### Weekdays (Depart Pier 41)

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

FARES:	One-way	Round trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

### ANGEL ISLAND PRICES

#### S.F. Pier 41 (round-trip)

Adult	\$18.00
Child (6-11)	\$ 9.50
Senior (65+)	\$ 9.50
Child (5 & under)	FREE

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

## Angel Island Ferry

### TIBURON – ANGEL ISLAND

#### Weekdays and Weekends

Tiburon to Angel Island		Angel Island to Tiburon	
Saturday - Sunday	Saturday - Sunday	Saturday - Sunday	Saturday - Sunday
10:00 a.m.	11:00 a.m.	10:20 a.m.	11:20 a.m.
1:00 p.m.	3:00 p.m.	1:20 p.m.	3:30 p.m.

#### Monday - Friday

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

Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups

FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 - 64)	\$15.00	
Seniors (ages 65+)	\$14.00	
Children (ages 6 - 12)	\$13.00	
Small Children (ages 3 - 5)	\$5.00	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit [www.angelislandferry.com](http://www.angelislandferry.com) / Schedule Subject to change w/o notice

### Bay Area Ferry Terminal Locations

**Alameda Ferry Terminal**  
2990 Main Street

**Harbor Bay Ferry Terminal**  
215 Adelpian Way, Alameda

**Larkspur Landing Ferry Terminal**  
101 E. Sir Francis Drake Boulevard

**Oakland Ferry Terminal**  
10 Clay Street @ Jack London Square

**Sausalito Ferry Terminal**  
Humbolt Street & Anchor Avenue

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

**South San Francisco**  
911 Marina Boulevard

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

**Vallejo Ferry Terminal**  
289 Mare Island Way in Vallejo

## Red & White

### BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	2:30 p.m.	Bay Cruise
10:45 *	3:00	Adult (18+) \$30.00
11:15	3:45	Youth (5-17) \$20.00
12:00 p.m. #	4:15 # *	Child (under 5) Free
1:10	5:30 ^ *	# Bridge to Bridge
1:40		Adult (18+) \$38.00
		Youth (5-17) \$26.00
		^ Sunset Cruise
		Adult (18+) \$64.00
		Youth (5-17) \$44.00

\* Thurs-Mon Only

All Ferry schedules subject to change.

For the most up to date information.

Visit:

[www.baycrossings.com](http://www.baycrossings.com)

## ROCKETBOAT

Service resumes in May 2016



VALLEJO		
VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	-----	-----
7:45	8:15	-----
10:00	11:10	11:30
2:00 p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45	6:00	-----
-----	7:15	6:55
Weekends & Holidays <b>Effective January 9</b>		
10:00 a.m.	11:10 a.m.	11:30 a.m.
2:30 p.m.	3:40 p.m.	4:00 p.m.
5:15	7:00	6:30
FARES: <b>One-way</b>		
Adult	\$13.40	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$10.10	
Youth (5-18)	\$ 6.70	
Senior (65+)/Disabled/Medicare	\$ 6.70	
School Groups	\$ 4.40	
Child (under 5)	FREE	

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

## Service will resume for 2015 Season



Illustration from www.tuscolatoday.com

VALLEJO - ANGEL ISLAND
Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

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

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
		7:35	8:00
FARES: <b>One-way</b>			
Adult	\$6.70		
Adult (Clipper Only)	\$5.00		
Youth (5-18)	\$3.30		
Disabled / Seniors (65+)	\$3.30		
School Groups	\$2.20		
Children (under 5)	FREE		

ALAMEDA/OAKLAND - ANGEL ISLAND
Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

ALAMEDA/OAKLAND			
Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
11:25	11:10	11:50	12:10 p.m.
12:05 p.m.	11:50 p.m.	12:30 p.m.	12:50
1:50 p.m.	1:35 p.m.	2:20	2:40
2:50 p.m.	2:35 p.m.	3:20	3:40
4:40	4:25	---	5:10
6:10	5:55	6:30	6:50
7:45	7:30	---	8:20
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
9:00 a.m.	9:15 a.m.	9:55 a.m.	9:40 a.m.
10:35	10:50	11:05	11:20
11:15	11:30	11:45	12:00 p.m.
1:00	1:15	1:30	1:45
2:00	2:15	2:30	2:45
3:50	4:05	4:20	4:35
5:20	5:35	5:50	6:05
6:55	7:10	7:25	7:40
FARES: <b>One-way</b>			
Adult	\$6.40	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult (Clipper Only)	\$4.80		
Youth (5-18)	\$3.20		
Senior (65+) Disabled	\$3.20		
Child under 5	FREE		
School Groups	\$2.10		
Short Hop - Adult	\$1.50		
Short Hop - Youth	\$0.75		
Short Hop - S / D	\$0.75		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45

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

South San Francisco / San Francisco		
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
FARES: <b>One-way</b>		
Adult	\$7.40	
Adult (Clipper Only)	\$7.20	
Youth (5-18 years)	\$3.70	
Seniors (65+ yrs), Disabled	\$3.70	
School Groups	\$2.40	
Children (under 5) (with an adult)	FREE	



# AROUND THE BAY IN JANUARY



## ***Boat Show Returns to SF Waterfront***

The 3rd annual Progressive Insurance San Francisco Boat Show, Northern California's premier boating lifestyle event and expo, will take place over the Martin Luther King Jr. holiday weekend, January 15 to 18, at McCovey Cove & Pier 48 adjacent to AT&T Park. From seasoned sailors to boating beginners, the San Francisco Boat Show offers hands-on fun and education for the whole family, right on the Bay. Featuring an unparalleled immersive experience in the boating lifestyle, visitors can peruse hundreds of boats, nautical gear and accessories, fishing equipment, innovative water toys and unique maritime goods for every lifestyle and budget. Highlights include on-water boating lessons from United States Coast Guard-licensed captains; an interactive DIY garage with experts teaching the art of boat maintenance and repair; a sailing simulator for a free lesson from experts on a sailboat that imitates the wind and waves indoors; and a bigger and better kids' zone at Pier 48 with toy boat building and more. Browse, board and shop hundreds of boats including luxury yachts, watersports and fishing boats, sailboats, pontoons, dinghies, kayaks, canoes, stand-up paddleboards and cruisers. Also enjoy top-notch fare at AT&T Park's newest pop-up sensation,

the Yard at Mission Rock, for access to more food, beverages, lounge spaces and local merchants. Tickets are \$15 for adults (\$20 for a two-day pass) and admission is free for those ages 15 and under, as well as active military. Advance tickets and additional discounts available at [www.sfboatshow.com](http://www.sfboatshow.com). There is easy parking at Pier 48, and free shuttles will run between both show locations in China Basin. Show hours are noon to 8 p.m. on Friday and 10 a.m. to 6 p.m. Saturday through Monday.

## ***Beer Here!***

Northern California's flagship annual beer extravaganza, SF Beer Week 2016, returns to the Bay Area with hundreds of events happening between Santa Cruz and Santa Rosa from January 22 to 31. The Northern California craft beer scene has never been more vibrant, and the San Francisco Brewers Guild continues to set the national standard as the foremost beer week in the country. SF Beer Week 2016 features 25 premier guild breweries as well as dozens of celebrated Northern California-based breweries all working together to make the Bay Area an internationally renowned craft beer destination. SF Beer Week's opening gala includes more than 100 Bay Area breweries and will mark the debut of the guild's two standout collaboration beers brewed by Dave McLean of Magnolia

Brewing Company (Team SOMA) and Mike Schnebeck of Fort Point Beer Company (Team NOMA). More than 300 events are currently listed on [sfbeerweek.org](http://sfbeerweek.org) with additional events being added right up to the start of the festivities.

Tickets to the SFBW Opening Gala (Pier 35, 1454 Embarcadero in San Francisco on January 22) are on sale now at [sfbeerweek.org](http://sfbeerweek.org).

## ***Youth Orchestra Festival***

The San Francisco Symphony Youth Orchestra (SFSYO) and its music director, Donato Cabrera, host the sixth Bay Area Youth Orchestra Festival at Davies Symphony Hall on Sunday, January 17 at 3 p.m. The El Camino Youth Symphony, Marin Symphony Youth Orchestra, Oakland Symphony Youth Orchestra, and Young People's Symphony Orchestra join the SFSYO in a benefit concert for underserved youth. Each of the ensembles takes a turn performing on the stage, showcasing five of the Bay Area's most prominent youth orchestras—500 young musicians in total. The concert concludes with a piece by the "Festival Orchestra," which is made up of selected musicians from all five ensembles. The event is an opportunity for each orchestra to perform in Davies Symphony Hall, to learn from hearing one another perform, and to connect through shared musical pursuits. Tickets are \$70 reserved seating and \$25 general admission, with half price for 17 and under in general admission only. Tickets are available at [sfsymphony.org](http://sfsymphony.org), by phone at (415) 864-6000 and at the Davies Symphony Hall Box Office on Grove Street between Van Ness Avenue and Franklin Street in San Francisco.

## ***Keeping America Safe***

Admiral Bill Gortney, commander of the North American Aerospace Defense Command (NORAD) and U.S. Northern Command (USNORTHCOM) will discuss leadership and risk management across an increasingly complex set of threats in January at California State

University Maritime Academy in Vallejo.

Admiral Gortney will discuss the missions of NORAD and USNORTHCOM, the diverse threats directed against the United States and the importance of partnerships. He is the commander of the only binational command in the world and the Combatant Command responsible for the defense of the United States. The free event will begin at 6:30 p.m. on Friday, January 22 in Rizza Auditorium. Cal Maritime is located at 200 Maritime Academy Drive, on the Vallejo waterfront. Driving directions and a campus map may be found at [www.csum.edu/map](http://www.csum.edu/map).

## ***Globetrotters Visit Oracle***

The Harlem Globetrotters are preparing for their most epic tour in history as the world famous team celebrates its 90th anniversary world tour. A star-studded roster will have fans on the edges of their seats to witness the ball handling wizardry, basketball artistry and one-of-a-kind family entertainment that thrills fans of all ages. There will be performances at 2 and 7 p.m. on January 16 and January 23 at the Oracle Arena. Ticket prices range from \$16 to \$155. For more information, visit [www.oraclearena.com](http://www.oraclearena.com).

## ***Do You Know Jack?***

January 12 marks the beginning of a year-long celebration of Jack London's life and legacy. Join the California Writers Club (CWC), Berkeley Branch, at Heinold's First and Last Chance Saloon from noon to 2 p.m. on Tuesday, January 12 and learn about Jack from Heinold's owner Carol Brookmanearn. Included will be information about his role in founding the CWC as well as bits about his childhood life on Oakland's waterfront. For more information, call (510) 497-1876, email [jacklondonlegacy@gmail.com](mailto:jacklondonlegacy@gmail.com) or visit [jacklondon.ouroakland.net](http://jacklondon.ouroakland.net) and [www.cwc.berkeley.org](http://www.cwc.berkeley.org). Heinold's First and Last Chance Saloon is located at 48 Webster Street in Jack London Square.

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](mailto:joel@baycrossings.com).

**FREE EVENT**



**Join Bay Area student leaders who are fighting climate change and air pollution**

**Open to High School and Middle School students from the 9 Bay Area Counties**

The first 200 students to register will be entered into a drawing for 2 tickets to the **Super Bowl 50 NFL Experience** in Downtown San Francisco

**Youth** for the **Environment** and **Sustainability**

• 2016 CONFERENCE •

**UC Berkeley Lawrence Hall of Science**  
**Saturday, January 30, 2016**  
**10 a.m to 3 p.m.**

Go to [sparetheairyouth.org](http://sparetheairyouth.org) to sign up and get more info



SUPER BOWL 50  
HOST COMMITTEE

SUSTAINABILITY  
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