



BAY CROSSINGS

"The Voice of the Waterfront"

January 2018 Vol. 19, No. 1

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Cement Factory Tussle
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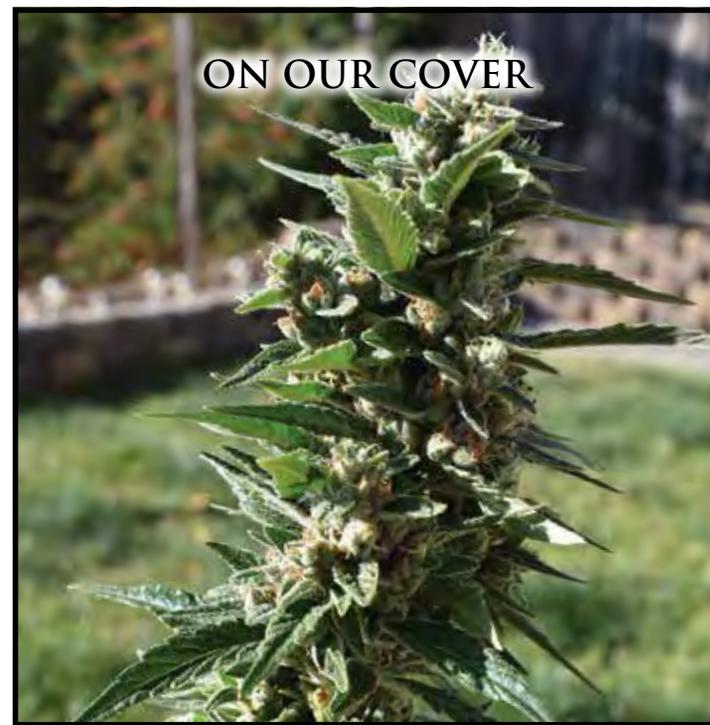


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Corrections & Letters

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

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Port of Oakland Posts Yearly Increase in Cargo

BY PATRICK BURNSON

Port of Oakland containerized import volume for 2017 is outpacing 2016 totals despite a decline last month. The port reported that imports were up 3.8 percent through the first 11 months of this year.

Gains came mostly from the summer-autumn peak season when retailers replenished holiday inventories, the port said. The port said that import volume in November declined 1.6 percent from the same month a year ago. Import volume had risen 12.6 percent in September and 6.4 percent in October.

Total 2017 container volume—imports, exports and empties—was up two percent through November, spokespeople added.

The Wine Trade in Oakland

In his latest newsletter column produced by the Pacific Merchant Shipping Association (PMSA), noted economist Jock O'Connell said that "every port is unique," and while all ports face common challenges, the Port of Oakland is still in the business of catering to local markets. Although Oakland is currently the nation's eighth-largest port in terms of total containers handled, the

preponderance of its trade serves the needs of the surrounding Northern California region. O'Connell's report is essential reading for anyone interested in Bay Area port business:

"On the export side, Oakland is the principal gateway for the export of agricultural products from an arc of counties stretching from Sonoma and Napa to the north, through the Central Valley, and back through Monterey and Santa Cruz. This region is arguably the most valuable agricultural real estate on the planet.

"Not surprisingly, the Port of Oakland's top ten export commodities (by weight) include rice, nuts, citrus fruit, grapes, forage products, meats, tomatoes and wines in addition to a selection of scrap and waste commodities. By contrast, Oakland handles very little of the advanced-technology products for which the San Francisco Bay Area is chiefly famous. Virtually all of Northern California's technology exports travel by air to overseas destinations.

"But Oakland's real distinction lies on the import side, where it serves not just a regional market but a market that is richly emblematic of the Bay Area lifestyle.

"By weight, Oakland's top two containerized imports are wine, followed immediately by the glass containers in which to pour wines. (Casks and barrels,



Photo courtesy of Port of Oakland

The Port of Oakland reported that imports were up 3.8 percent through the first 11 months of 2017.

about 90 percent of which come from France, are somewhat lower on the port's import list.)

"Also among Oakland's top imports are such Trader Joe's or Whole Foods staples like coffee, beer, preserved fruits and nuts and bottled water (with Italy, Fiji and France accounting for over 90 percent of that liquid trade).

"Wine imports may arrive at the Port of Oakland in bottles, but the bulk of the trade involves bulk wines shipped in formats such as plastic bladders that can hold upwards of 24,000 liters. That's enough to fill 32,000 standard bottles or 2,667 cases.

"Still wines in conventional bottles continue to account for about 41 percent of the port's wine imports, while bottled sparkling wines such as Champagne hold a roughly 6 percent share. But generally lower quality wines shipped in bulk represent 53 percent of wine imports through Oakland. Chile, Australia, Italy, Argentina and New Zealand have lately been the principal sources of the East Bay port's wine imports."

Prologis Adds Former Postal Service Property

Across the Bay, San Francisco-based Prologis recently acquired the Bayshore property, which had been owned by a local partnership and leased to the U.S. Postal Service for over 20 years. When the facility closed and the owners realized their exposure to extensive capital and releasing costs, the Prologis team negotiated an off-market purchase at a 30 percent discount to replacement cost.

Favorable pricing, the property's strategic infill location, lack of competitive product and easy access to both downtown San Francisco and SFO were all compelling offsets to leasing and capital risks. The property had been vacant for more than a year at the time of acquisition. The postal service had made many alterations that were not reusable and the existing configuration lacked adequate docks and functional storage areas. In addition to these physical challenges, new industrial use required administrative approval from the city because the building had been vacant for more than 12 months.

Prologis started marketing the property immediately using architectural renderings that envisioned a range of ways to make the space more functional. Simultaneously, Prologis initiated the planning process for a speculative renovation. When a lease deal with the San Francisco MTA materialized, Prologis made improvements to meet the user's specifications and stabilized the property ahead of the original leasing schedule, adding over 35 percent to the value of the property after accounting for renovations.

Local knowledge and relationships enabled Prologis to identify an off-market opportunity. Purchasing well-located vacancies at the right price can drive opportunistic returns well beyond stabilized asset acquisitions.

Patrick Burnson is the executive editor of *Logistics Management*.
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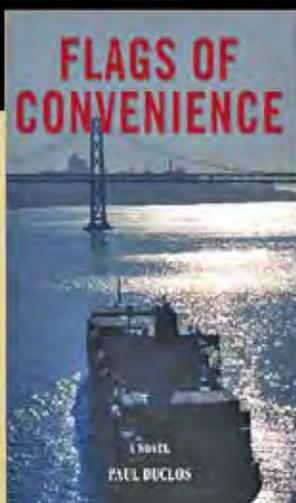
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Christian San Miguel

BY MATT LARSON

If you're boarding the ferry in Vallejo on any given afternoon, chances are you're a passenger aboard a boat captained by Christian San Miguel. He started with Blue & Gold Fleet in 1989 as a deckhand, but he had greater aspirations. He soon went into the engineering department, and within five years he earned his captain's license and took a seat in the wheelhouse.

"When I started we only had three boats and a private yacht," he said. Since then San Miguel has been with Blue & Gold throughout all of its biggest transitions, including the years during which the company operated the Alcatraz ferries. Today, almost 30 years after he started, he still enjoys coming in to work. "It's a job I look forward to going to, which is nice," he said. "Every day is different. I like the cruise, the boats, the passengers—it's a win-win!"

Working at Blue & Gold Fleet is actually San Miguel's first and only venture into the maritime field. Before this, he worked for Goodyear tires as a supervisor in a job he really didn't enjoy. So he followed his heart, took a job on the water and has stuck with it ever since.

In the early days of his Blue &

Gold career, he got to do a little bit of everything that's involved with keeping these boats afloat. "Coming up as a deckhand to being in the engineering department, I got to know these boats from the bilge up." Now, as a maritime professional, San Miguel even has his own personal vessel that he works on in his spare time.

He owns a 36-foot Columbia sailboat that he's been fixing up for a little while now. "It needs a lot of work," he said, as he's yet to be able to take it out to sea. But thanks to his training at Blue & Gold he's equipped with all the know-how he needs to get it running. The only thing he really needs is the free time to work on it.

San Miguel has kept his seaward expeditions pretty close to home since becoming a captain with Blue & Gold, but he has delivered a lot of their boats to shipyards in both Seattle and San Diego. "I really enjoyed that," he said. "It's challenging, usually it gets really rough. Plus there's not too many ports that you can pull into if you have a problem, so you try to plan your weather."

Taking the ferry is always such a calm and relaxing experience, it's easy to forget that there's a captain up top



Photo by Joel Williams

Christian San Miguel started with Blue & Gold Fleet in 1989 as a deckhand. Within five years, he earned his captain's license and took a seat in the wheelhouse.

making sure we all get to our destination safely. "The Vallejo boats are high-speed cats, so things on the Bay can come up on you pretty quick," said San Miguel. "There's debris, and we're often driving in fog with limited visibility, so while you enjoy your coffee and newspaper, in the wheelhouse there's a lot of things going on."

When he's not captaining the ship or working on his own boat, San Miguel likes to visit his friends in the foothills, and he also spends time with his mother, Marga, who is 93 years old. San Miguel is actually a first-generation American on both sides of his family, as his mother is from Germany and his father, Jesus,

was from Spain. The two met while attending law school in San Francisco, where San Miguel was born.

He grew up in Oakland and now resides in Pinole. As a Bay Area native, he offers some advice on what makes the ferry such a special opportunity. "If you really want to enjoy the Bay, you've got to see it from the water," he said. He suggests hopping aboard as many different ferry routes as you can, such as Larkspur and South San Francisco. "You get a better perspective of the whole Bay Area seeing it from the water," he said. "And for commuting, over BART, over the bus, I think the boats are the best in the Bay."



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Secchitano Wins Maritime Union Election

BY BOBBY WINSTON

Marina V. Secchitano, indefatigable ferry advocate and longtime Northern California regional director of the Inlandboatmen's Union ("IBU"), has won election as national president of that union, defeating the incumbent, Alan Cote. The result, with Secchitano winning 52 percent of the vote in a three-way race, was announced December 15.

Secchitano can be expected to be a vigorous advocate for expanded ferry service on the national political stage.

A formidable presence on the working waterfront for more than 25 years, Secchitano was first elected regional director in 1989 upon the sudden death of her predecessor, Rich Estrada. She is widely respected—and feared by some—for her ferocious advocacy on behalf of her members.

Secchitano has been just as stalwart fighting for comprehensive regional ferry service. She helped lay the groundwork for what is now known as San Francisco Bay Ferry ("WETA") and served as a founding member of the board of directors.

The Northern California region of the IBU stretches from Morro Bay to the Oregon border and includes some 400 ferry and tugboat workers. In her new role as national president, Secchitano



Incoming IBU Regional Director Robert Estrada (right) poses with newly elected IBU President Marina V. Secchitano.



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will lead some 4,000 members across six states (Alaska, Oregon, Washington, California, Hawaii and Texas) and can be expected to be a vigorous advocate for expanded ferry service on the national political stage.

The race for IBU President was a whirlwind 60-day affair, taking Secchitano to all states with IBU members, including a 36-hour ferry ride aboard the Alaska Marine Highway, the ferry service connecting Washington state with Alaska.

Secchitano joined IBU as a ticket

booth representative on December 9, 1976, the day the Larkspur Ferry Terminal opened. Following a 104-day strike in 1979, she was recruited by Estrada to join his staff. Following another strike in 1989, this one nine months long, Estrada died unexpectedly of a massive coronary, and Secchitano was elected in the special election to replace him.

Estrada's son, Robert Estrada, replaces Secchitano as Northern California regional director.

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 **San Francisco Bay Ferry**



Photo by Joel Williams

Jay Gunkelman addresses a group of people gathered in front of the old General Mills location on Vallejo's waterfront. The proposed location of a controversial new cement factory run by Irish company Orcem.

Clean-Air Expert Calls Out "Fraudulent" Orcem Environmental Analysis

BY JOEL WILLIAMS

On the morning of Wednesday, December 13, a group of people gathered in Vallejo who oppose the building of a cement plant and deep water port on the shores of Vallejo near the entrance of the Mare Island Strait. They met at the location of the proposed project that has been a point of contention with Vallejo residents since a draft environmental impact report (DEIR) was released in September 2015.

They were there to hear from an independent expert on clean air who claims that the data used by Orcem is wrong and sometimes even fraudulent. Jay Gunkelman, who was on the Community Air Quality Monitoring Technology Advisory Panel for the Bay Area Air Quality Management District, called the news conference to present his findings.

Gunkelman, a Vallejo resident who has been involved in environmental advocacy for over 25 years, said that he was surprised that the DEIR submitted by Orcem essentially shows that the plant would not have a major impact on

the surrounding area.

"I couldn't imagine how that could be," Gunkelman said. "I dug into their environmental impact report in detail and I found that they used fraudulent science. I'm not saying they made a mistake. They submitted this under penalty of perjury and what they did was deliberate."

Gunkelman gave several highly technical examples of issues that he claims were not correctly calculated in the DEIR. He believes that if the actual health risk hazard was included in the report, the plant couldn't be built within a mile and a half to two miles of

anybody's home.

The findings from his research into the report included:

- The Orcem cement mill would emit dangerous levels of toxic emissions.
- The Orcem cement mill would cause dangerous levels of cement dust to escape into the neighborhood.
- The Orcem cement mill would emit hazardous materials that are known to cause cancer.

Another major issue that Gunkelman brought up was that the model used in the report was for a rural deposition, when the location clearly does not meet the guidelines for modeling as rural. He

also asserted that what he saw in the report cannot be categorized as a mistake here and there, but that everything was systematically tweaked in the company's favor.

"I call it fraud," Gunkelman said. "They could sue me for saying that they are fraudulent. Please do! If you go to court, you get discovery and interrogatories would be really fun on this one."

On several occasions Gunkelman offered to meet face-to-face with the scientists that were used to create the Orcem report to defend all of his claims publicly. "I'm willing to pay for the scientists to come and go toe-to-toe. How often do you get a fighter paying for their opposition to show up?"

The cement factory project, proposed by the Irish company Orcem and the local Vallejo Marine Terminal LLC (VMT), has been plagued by long-

term controversy. In early 2016, reports surfaced that Orcem CEO Steven Bryan let it slip during a town hall-style meeting at an African-American church that Orcem and VMT had been meeting privately with members of the city council for almost two years to move the plan along before the public was even aware of the project.

The *Vallejo Times-Herald* reported at the time that council member Jess Malgapo had expressed apparent support for the project on numerous occasions and chaired the Mare Island Straits Economic Development Committee (MISED), a group formed in April 2014 to explore dredging the strait for economic development and "gain traction" for the Orcem/VMT project.

In March of this year, after hours of public comments and much debate, the project was voted down six to one by the City of Vallejo Planning Commission,

with at least one member saying that the comments received from the community were 10 to one in opposition to the waterfront cement plant. All that was left was for the Vallejo City Council to follow suit when Orcem/VMT appealed the decision.

At a council meeting in June, however, all of the council members that participated in the MISED meetings—Jess Malgapo, Rozzana Verder-Aliga and Pippin Dew-Costa, along with Herme Sunga (elected in 2016)—ignored the planning commission's decision and voted to continue the process. They directed city staff to work with Orcem/VMT on finalizing the impact report, earning them the moniker the "Orcem Four."

"There's four people on the city council that allowed this to move forward," said Gunkelman, "The 'Orcem Four' need to be challenged. They voted

the way they did based on bad science." He went on to say that with this new information, those members may now have a reason to change their thinking. "We've given them an excuse to change their mind and it's a good excuse: science."

"Our scientific analysis of the Orcem cement factory shows that air pollution levels will be too high. The homes and school in this neighborhood would suffer from an illegal and immoral amount of diesel exhaust and cement dust," said Gunkelman. "Nowhere else has Orcem built a cement factory so close to a residential neighborhood. Orcem told us there would be no air pollution, but now we know that is not true. Orcem can no longer hide. If there was ever a plant that shouldn't be built, this is it. The City of Vallejo must stop this project now."



Photo by Joel Williams

The proposed Orcem cement factory and deep-water marine terminal would be located on Vallejo's waterfront at the entrance of the Mare Island Strait. Vallejo ferry riders pass this site every day.



This Month Marks a Turning Point in California's Budding Relationship With Legal Cannabis

BY JOEL WILLIAMS

It all began in 1972 with Proposition 19, the California Marijuana Initiative, which was the first time a statewide ballot measure appeared that attempted to legalize marijuana in the United States. It failed to pass and received 33.5 percent voter support, which its grassroots organizers saw as a victory of sorts. In fact, the initiative received 51.6 percent support in San Francisco County and a whopping 71.25 percent in Berkeley.

The rest of the nation did not

necessarily agree with Bay Area voters. President Nixon signed the Controlled Substances Act into law in 1970, classifying marijuana as an illegal controlled substance and giving it a Schedule I classification. This classification for drugs is considered the most dangerous, possessing a high risk of addiction with virtually no evidence of medical benefits, the same classification as heroin. In 1971, Nixon declared a “war on drugs” and stated that drug abuse was “public enemy number one.” He formed the Drug Enforcement Administration (DEA) in 1973 to eradicate drug use and smuggling in the United States.

Throughout all of this anti-drug fervor, still a full third of California voters saw marijuana (also called cannabis) as something that should not be against the law for discerning adults. As a matter of fact, in the mid-1970s, other parts of the country began to soften their stance on the legality of marijuana, with 11 states choosing to decriminalize possession of small amounts of cannabis.

In 1976, President Jimmy Carter even ran on a political campaign to decriminalize marijuana. In 1977, the Senate Judiciary Committee voted to decriminalize up to one ounce of



On January 1, California residents over 21 years old will be able to buy cannabis for recreational use.

cannabis. Then President Reagan was elected in 1980, which swung the pendulum in the other direction and expanded many of Nixon's policies.

In 1996, California voters approved

Proposition 215, also called the California Compassionate Use Act, which made California the first state to legalize medical cannabis. Several other states followed—Alaska, Oregon and Washington followed suit in 1998.

Then, in 2012, Colorado and Washington became the first states to legalize the sales and possession of cannabis for recreational use. California, Massachusetts, Maine and Nevada all passed measures in 2016 legalizing recreational marijuana. California's Proposition 64 allows adults 21 and older to possess up to one ounce of marijuana and grow up to six plants in their homes.

Currently, 29 states and the District of Columbia have laws that legalize cannabis in some form. Seven states and the District of Columbia have laws that legalize marijuana for recreational use.

On December 14, the State of California's Bureau of Cannabis Control began issuing the first group of commercial cannabis licenses for retailers effective January 1, 2018. Under the new rules set by the California Bureau of Cannabis Control, cannabis products will be tracked from seed to sale and be subject to strict product testing. Some of the other regulations include:

- Any business selling cannabis products must be located at least 600 feet from a school.
- All stores must have 24-hour security surveillance and close by 10 p.m.



Proposition 64, passed in 2016, allows adults to possess up to an ounce of marijuana and grow up to six plants at home.



California was the first state to legalize medical marijuana with a doctor's recommendation in 1996.

- Edible cannabis products must contain no more than 100 milligrams of THC (the active component responsible for the mind-altering effects) per package and be clearly divided into 10 milligram servings.
- Edible cannabis product packaging cannot resemble traditionally available food packages.
- Edible cannabis product packaging should not be attractive to children and the label may not refer to the product as a candy, it must be resealable if the product includes multiple servings, and it must be child-resistant.
- Edible products cannot be shaped like a human, animal, insect or fruit.

One complication of California's new law is that marijuana is still illegal under federal law. Maybe that explains why, when I reached out to several current medical dispensaries in Vallejo, no one would comment on the record or allow me to take photos inside their locations. One location even took exception to me taking a photo of the storefront exterior, with the owner of the company blocking me from getting in my car until I deleted all of the photos.

Matt Shotwell, star of Discovery Channel's *Weed Country* series and self-proclaimed "ganjapreneur," knows this legal concern all too well. He was arrested by federal agents along with state and local police in 2012 for operating the Greenwell Medical Dispensary in Vallejo. All charges were subsequently dropped, but the event left him in significant debt and dominated his life for over a year.

"A lot of people have been waiting a long time for this and many have been irreparably harmed by years of useless enforcement, myself included," Shotwell told *Bay Crossings*.

Each city will be able to choose whether to allow the sale of legal cannabis by either issuing or denying permits. There will be state licenses available for retail, cultivating, distributing and



THC, the active ingredient in cannabis, can be infused into food and drinks as an alternative to smoking.

testing. Each establishment must have a local permit to receive a state license.

"Some cities are issuing a full suite of licenses. These are jobs, property rentals, commercial property sales and tax revenue. The cities that issue the most permits will draw in the most investment money," Shotwell said. "I hope all the cities and towns in California, including Vallejo, make the smart decision to take this opportunity from the new state law to let all their citizens take part in the green rush."

"A local permit is needed to have a state permit and they should offer every kind of permit locally," Shotwell continued. "Some cities will still ban all activities and limit opportunities for involvement in the green rush. Those cities will regret that decision."

Port of Oakland Announces Impending Update to Its Air-Quality Plan

BY BILL PICTURE

The Port of Oakland has announced it will assemble a task force to review its existing Maritime Air Quality Improvement Plan (MAQIP) and recommend changes in anticipation of projected growth at the port. The MAQIP was created in 2009 to serve as a 10-year roadmap for reducing emissions from cargo operations at the port, and it has been backbone of the port's environmental policy ever since.

Port spokesperson Mike Zampa said the port is expecting record-breaking cargo volume this year, and the forecast looks much the same through 2022. "More cargo means more intensive operations," Zampa said. "We have to look at the impact of those operations on the community—more traffic, more diesel emissions. We have to ask ourselves, 'How do we mitigate that?'"

The group tasked with overhauling the 2009 plan will include transportation officials, civic leaders, environmental experts and members of the local community. The task force will begin brainstorming in the coming months, and will be expected to submit a new plan for curbing emissions to port commissioners for a vote in the third quarter of 2018.

Leaning heavily on tech

Zampa expects that new plan to reflect ever-evolving green technology, including zero- and near-zero emission cargo handling equipment and trucks. "The biggest trucking company at the port is already getting ready to test the first battery-operated semi," he said.

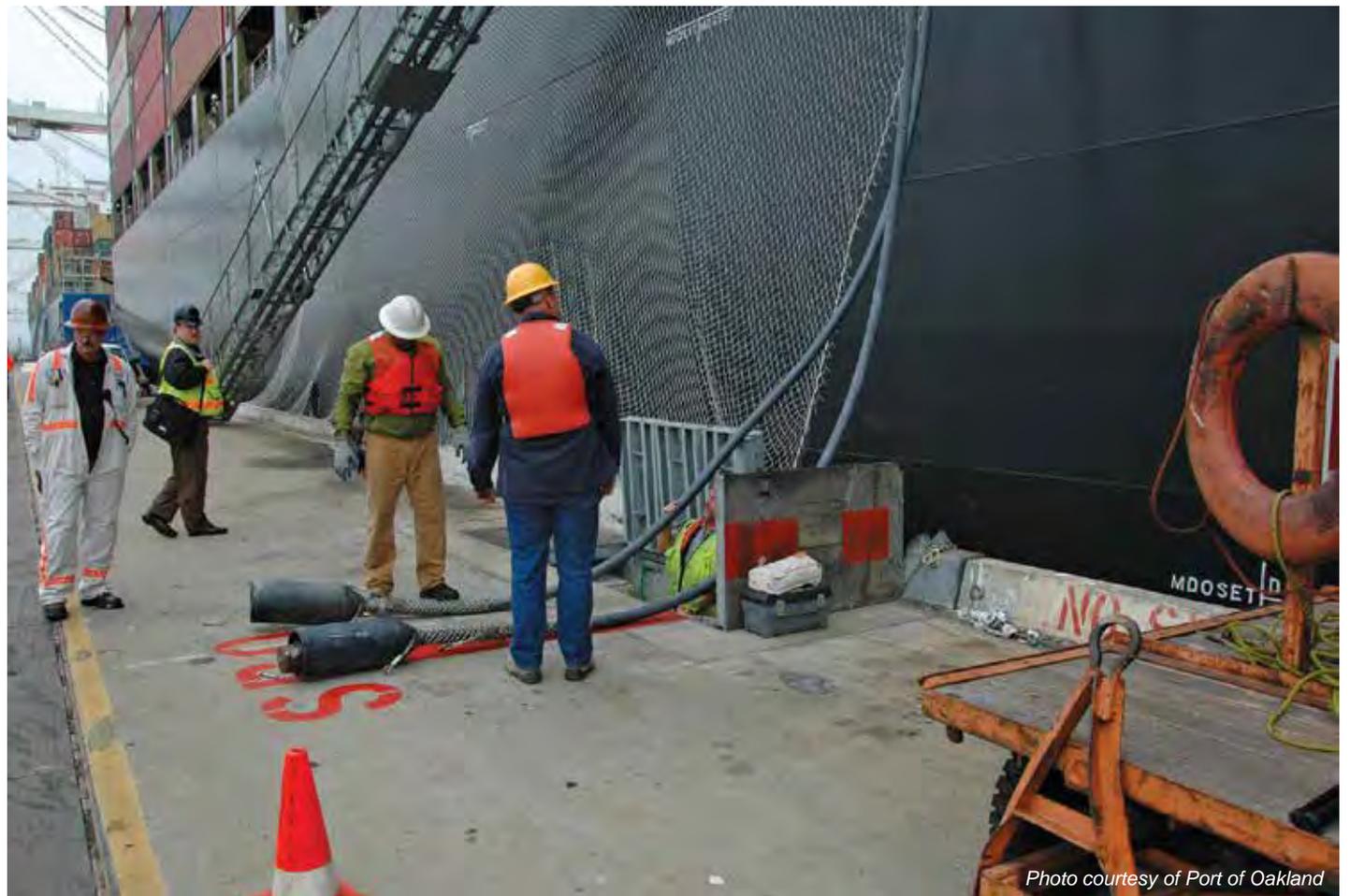


Photo courtesy of Port of Oakland

Since 2012, vessels docked at the Port of Oakland have been able to switch off their diesel-powered engines and plug into an on-land electrical grid to keep onboard lighting and equipment operational while berthed.

"Who knows what other technologies are out there?"

Zampa points to the port's shore power program as evidence of the growing role that technology will play in curbing emissions moving forward. Since 2012, vessels docked at the Port of Oakland have been able to switch off their diesel-powered engines and plug into an on-land electrical grid to keep onboard lighting and equipment operational while berthed. More than 70 percent of docked vessels now tap into

the port's shore power, and the program has helped the port achieve a 76 percent reduction in diesel emissions over the last decade.

The reason every ship can't take advantage of shore power is that ships come in different shapes and sizes, and some don't align with the port's utility vault. What those ships need in order to tie into the port's power grid are portable cables—like giant extension cords on reels that can be easily stored when not in use and brought out when needed.

Zampa said such cables already exist, but like so many other promising technologies, they are still being perfected. "There's also a hood being developed that can be put over the smokestack of a vessel to capture the ship's emissions," he said.

"That hood connects to a barge where the emissions can be scrubbed. It's the craziest thing. We're actually talking with the companies that are developing this idea." He laughed. "They call it a 'bonnet.'"

Staying ahead of Sacramento

The State of California is in the process of drafting its own updated guidelines for the cargo transport industry. While no one's sure exactly what is coming down the pipeline from Sacramento, Zampa believes it's safe to assume zero- and near-zero-emission technologies will figure heavily into the state's plan.

"I think we all want the same thing—for operations at the ports to be as clean as possible," he said. "And it's a good bet that by the time the beginning of the next decade rolls around, their guidelines will begin being enforced."

If the original MAQIP is any indication of the lengths to which the port will go to reduce emissions, Oakland should have no problem aligning with new state guidelines. In fact, it's quite

possible the emissions limits established in the updated MAQIP may be even stricter than the state's.

"I think we've shown that we're committed," Zampa said. "We want to look at anything and everything that's practical and can help us mitigate the impact of global trade." Practical is a key word, he added, as any effort undertaken by the port must be affordable and cannot interfere with operations.

"We can't afford to slow down the flow of cargo," he said. "We want the port to keep growing, but we want it to grow in a fashion that's compatible with the health of the environment and our community. So we're ready to start looking at what new ideas and technologies are out there, and start the testing and implementing phase. We're ready for round two of all of that; we're ready for the next chapter."

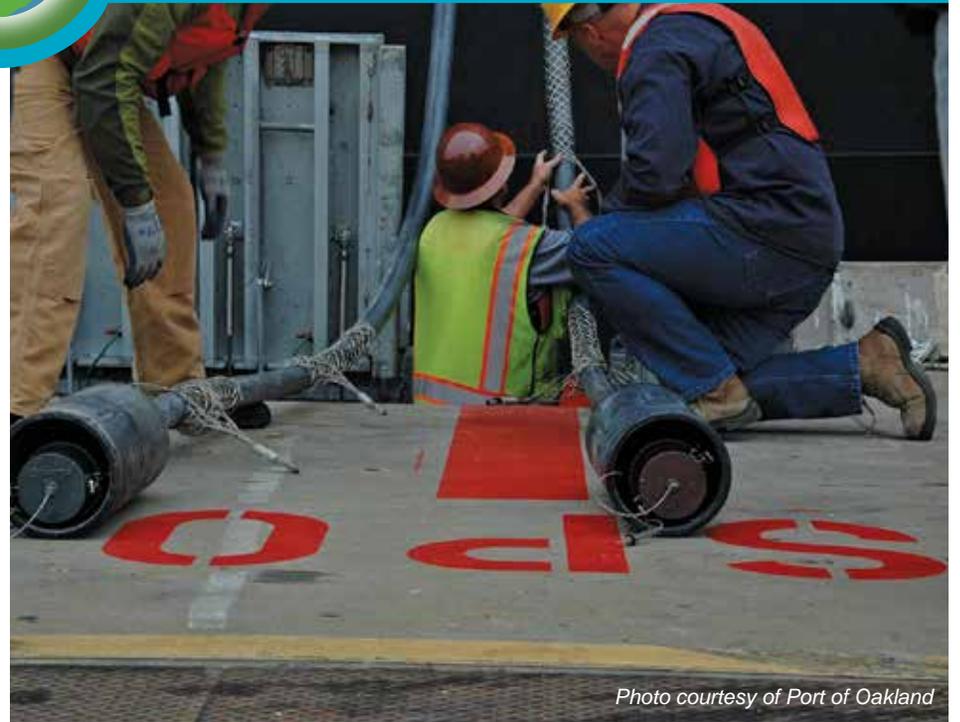


Photo courtesy of Port of Oakland

Some ships need portable cables in order to tie into the port's power grid, and the port hopes to make that new technology a part of the impending update to its clean-air plan. The shore power program has led to a 76 percent decline in ship emissions at the port.

MARTIN LUTHER KING JR. HOLIDAY

GOLDEN GATE FERRY SCHEDULE



Larkspur:
EXPANDED
HOLIDAY

Sausalito:
HOLIDAY

Tiburon:
NO SERVICE
(Ride Blue & Gold)

Monday, January 15, 2018

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Golden Gate Customer Service Center is open weekdays, 7:00 am -6:00 pm.



Fighting to Prevent Coal Pollution in the Bay—Again

BY SEJAL CHOKSI-CHUGH

Like a creature from a horror movie that keeps coming back from the dead, the threat of coal pollution is menacing San Francisco Bay again. And it could be coming to a neighborhood near you.

This month, a trial is set to determine if a developer can overturn the City of Oakland's recent ban on coal transport and storage in Oakland. Baykeeper is standing up in court beside Oakland city leaders to defend the ban—because it's the key to keeping coal pollution out

of San Francisco Bay and our local neighborhoods.

The developer is suing Oakland with the goal of reviving his once-rejected plan to export up to nine million tons of Utah coal each year, from a bulk shipping terminal to be built on the Oakland shoreline. The coal would arrive in long freight trains, shedding dust along tracks that run near the Bay and through cities that include Berkeley, Emeryville, Richmond and West Oakland.

According to rail industry calculations, each open coal car loses between 500 and 2,000 pounds of dust and coal during transport. The

developer claims that the coal will be shipped in enclosed train cars to prevent dust escaping. But the technology to safely ship coal in covered cars hasn't been shown to work anywhere. Coal in enclosed cars can explode, and coal explosions have caused injuries and deaths.

Coal could also be blown into San Francisco Bay during the process of loading it onto ships. If the export facility were completely enclosed to prevent this—as the developer has unconvincingly claimed—the facility, too, would be at risk for explosions that could cause worker injuries.

Coal contains arsenic, lead, mercury, chromium and other harmful heavy metals. Shellfish and small bottom-dwelling creatures would ingest coal dust blowing into the Bay. Coal toxins would then rise up the food chain, from fish that eat the small creatures, to affect seals and birds that eat the fish. People who fish in the Bay could also be harmed.

In addition to polluting the Bay, coal dust would blow into neighborhoods near railroad tracks. Research links coal dust to asthma—which is already a problem in overburdened West Oakland—as well as bronchitis, pneumonia, emphysema and heart disease.

Documents submitted to the court show a clear pattern of deception on the developer's part. For example, the developer publicly



Photo by Robb Most

To protect San Francisco Bay wildlife and East Bay neighborhoods from coal pollution, Baykeeper is fighting again to prevent a developer from exporting massive amounts of coal from Oakland.

denied that the terminal would be used for coal shipping before the agreements were signed. But emails from that time show he was privately discussing plans to export coal with potential business partners.

The Oakland City Council's coal ban, passed in 2016, was a big win for local communities. An outpouring of support came from Baykeeper and more than 80 local organizations, small business owners and elected officials, plus 12,000 signers of a Sierra Club petition. Opposition to the ban was much smaller, and recent documents disclosed that some of the opponents came from so-called "community organizations" paid to testify at public hearings by the company slated to run the future terminal.

Instead of accepting Oakland's decision to protect public health, which was made with strong public support, the developer filed a lawsuit, claiming that his U.S. Constitutional rights were being violated. Baykeeper is now in court, defending the Bay and local neighborhoods from coal pollution—and we'll keep fighting as long as coal remains a threat. To learn more about Baykeeper's work to keep San Francisco Bay healthy, visit us at baykeeper.org.



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Sejal Choksi-Chugh is the executive director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



It's All About Family: A Countercultural Proposal

BY PAUL DUCLOS

For many, the month of January represents rejuvenation and an opportunity to get back to the wholesome pursuits of self-improvement. But for those of us who have grown tired of taking the pledge, there are the exotic cults of chance. Here are few alternatives to consider.

Waterfront dive bars featuring coin-operated pool tables remain attractive destinations for some ferry passengers waiting to pass the time. We recommend caution, however, before engaging in a betting game with the *habitués*. The game may look easy, but preparation is key. A few hours at an old-fashioned pool hall may be just the ticket.

In San Francisco that means Family Billiards, where adults 18 and older may hang until the wee morning hours every day of the year, including our nation's most cherished holidays. "It's all about family," as they say.

This place is the oldest, continuously running pool room in San Francisco, featuring 18 regulation Brunswick Gold Crown tables that are regularly maintained to provide optimum shooting conditions. Enter this Holiest of Holies and you may recall the profound observations Paul Newman makes about a similar



joint in *The Hustler*: "It's quiet...like a church."

Besides featuring regular league tournaments, this venue also hosts international competitions for touring professionals. We have on occasion overheard some of them declare that once they retire, they'll spend more time with "the family."

www.familybilliards-sf.com

Mechanics' Institute Keeps Chess Traditions Alive

World class competition can also be viewed at another San Francisco institution that dates to Gold Rush days, when chess hustlers victimized hapless rubes at bayside bars and diners. The Mechanics' Institute building houses the oldest chess club in the United States. According to John Donaldson, the MI Chess Director and world-renowned chess expert, the club has a rich and storied history.

The Mechanics' Tuesday Night Marathon (TNM) has a rich tradition that dates back at least 30 years. The idea of playing serious chess one night a week has appealed to a broad range of players from senior masters to beginners, who find the time commitment fits their schedule quite comfortably.

Donaldson said that today, eight rounds is the normal duration for a TNM, but that has not always been the case. In 1975, the group played 12 rounds per tournament. Recently the marathon switched to having sudden death for the second time control.

"It was probably the last tournament in the world to still feature adjourned games, the rest of the chess community having given up the practice years ago due to the rise in playing strength of computers," he said. "The Mechanics' Institute still has several hundred adjourned



move envelopes, which will no doubt become collector's items."

The TNM not only provides strong competition for players ranging in strength from master to beginner, it's also very affordable with an entry fee of \$50 for eight/nine United States Chess Federation (USCF) rated games. The marathon is a perfect fit for those who can't commit an entire weekend to chess.

Keep a keen eye out for the young men and women who wear horn-rimmed glasses and appear to be the most socially awkward. They can play as well as any dockside grifter looking for any easy mark. For more information, visit www.milibrary.org

Golden Gate Fields Offers Fine Sporting Pleasures

Finally, when you need a break from the dark parlors of esoteric gaming, there's always the great outdoors pastime of thoroughbred horse racing. While not directly accessible by ferry, it's no great stretch to reach Golden Gate Fields once you disembark in the East Bay.

For nearly a century GGF has been entertaining the San Francisco Bay Area with live music, varied luncheon options and the "sport of kings."

The venue has also been the stage for several film noir classics, and has the curious distinction of having a

punk rock song named in its honor by Rancid.

*This is not Churchill Downs, this is not Hollywood Park
When the field is wide open
I'll pick the horse that's got the biggest heart
Let em run let em ride let em roll down the track
Let em win place and show...*

Track management advises those who plan on wagering to bring cash. Both live tellers and voucher machines require this archaic form of currency. And while ATMs abound, why waste your time dealing with these contrivances?

Meanwhile, make plans to explore the entire locale, which offers stunning views of both the Bay and the Oakland hills. Unlike stadium sports, horse racing is all about leisure. Walk around the paddock to watch the horses saddle up. Enjoy a cocktail at the Turf Club. Stroll down to the rail and wait for the bugler's call summoning brave jockeys and steeds to the gates.

And if you are a good uncle, you can bring your sister's children. You will soon become a family legend. For more information, visit www.goldengatefields.com

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

Port of Oakland Extends Rent-Free Lease for Sailors' Getaway

Nearly 5,000 sailors arrive here each year on container ships. The Port of Oakland has ensured that they'll continue to find temporary respite from the sea.

Port commissioners last week extended for five years a rent-free lease with Oakland's International

Maritime Center. The center provides everything from shopping sprees to billiards for visiting mariners whose stays last 24 hours or less. It even offers spiritual care through the Seafarers Ministry of the Golden Gate, Apostleship of the Sea, Korean



The Oakland IMC is one of approximately 300 Seafarer's Clubs worldwide supporting merchant mariners during their stay in the San Francisco - Oakland Bay Area.

Presbyterian and others.

The new agreement keeps the doors open at the center's 20-year-old office module in Outer Harbor. It also extends a 50-year tradition of providing sailors a landside Oakland getaway. "Our role is to recognize and appreciate the contributions of seafarers and shipping to the Bay Area," International Maritime Center Director John Claassen said. "We provide a safe space for the seafarers and the port community to just take a break."

Claassen said the center's 2017 Oakland report card includes:

- 387 visits by clergy or volunteers

to ships berthed at port;

- 1,500 visiting sailors at the center; and
- shopping excursions to East Bay retailers for 766 seafarers.

"We even took a sea captain to Sequoyah Country Club for a round of golf," said Claassen. He also said many sailors, lonely after months at sea, use the center's facilities to call loved ones back home.

The port's lease covers 0.2 acres of land near Ben E. Nutter marine terminal. The building is owned by the operators of the International Maritime Center. For more information, contact the center at

imcbayarea.org.

SUPPORT THE BAY.



Support San Francisco Baykeeper.

San Francisco Baykeeper is the pollution watchdog for San Francisco Bay. Since 1989, we have been patrolling the Bay for pollution, strengthening clean water laws, and holding polluters accountable. Baykeeper is dedicated to restoring the Bay to a healthy, thriving estuary.

We rely on the support of people like you who care about the health of the Bay and its wildlife. Visit us online at www.baykeeper.org and become a member today.



WATERFRONT ACTIVITIES

- January 6 4PM – 6PM - Galapagos Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The Galapagos Archipelago, first visited by Charles Darwin 151 years ago aboard the HMS Beagle is a wildlife paradise still largely intact due to its protection as an Ecuadorian National Park. Join us at OCSC to learn more about this amazing expedition taking place November 2018! Please RSVP at (510) 843-4200. Cost is free.
- January 13 6:30PM – 9PM - Croatia Planning Party – OCSC Sailing, Berkeley, 510-843-4200, 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. The climate and conditions are ideal for gentle coastal cruising. Have your camera at the ready as you glide past countless panoramic views and enjoy delicious Croatian cuisine. Flotilla charters are ideal for first-time skippers since OCSC helps in cruise planning, introduces individuals to others interested in sharing a yacht, and sends an experienced 'group leader' along. Learn more about this September 2018 trip during the Planning party. Please RSVP at (510) 843-4200. Cost is free.
- January 8-19 Captain OUPV (6-Pack/100GT) Course – Maritime Institute, Alameda, 888-262-8020 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.
- January 20 6:30PM – 9PM - Antarctica Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Antarctica is said to be the coldest, driest and windiest place on earth, but this immense wilderness is also a fabulous and virtually pristine paradise chock-full of wildlife with an incomparable scenery of mountains, snow and ice. It is a privilege to visit this awe-inspiring continent and to experience the special magic that has lured explorers, adventurers and scientists for more than two centuries and – most recently – world travelers. Join us for our Antarctica planning party to explain the details and answer questions from anyone interested in going with us in January 2019. Please RSVP at (510) 843-4200. Cost is free.
- January 31 Radar Recertification 1 Day - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.

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.



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Golden Gate Ferry

LARKSPUR

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

SAUSALITO

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

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

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

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

Blue & Gold Ferry

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.
11:20	12:05 p.m. ^	12:15 p.m.	1:05 p.m. *
1:15 p.m.	2:00	2:10	2:55 *
3:05	3:50 ^	4:00	4:45 *
4:55	5:45 *	5:55	6:25
8:05 #	8:35 #	8:45 #	9:15 #
10:00 #	10:30 #	10:40 #	11:10 #

TIBURON - Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:10	12:00 p.m. *	12:10 p.m.	12:55 p.m. *
1:05 p.m.	1:55 *	2:05	2:35
2:15	3:05 *	3:15	3:45
3:35	4:25 ^	4:35	5:25 *
4:50	5:20	5:30	6:20 *
6:30	7:00	7:10	7:55 *
8:05	8:35	8:45	9:15
10:00	10:30	10:40	11:10

^ Via Angel Island, * Via Sausalito

FARES:	One-way	Round-trip
Adult	\$12.50	\$25.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

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. Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.			
Adult	\$32.00	Child (5-11)	\$22.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Monday - Thursday (depart PIER 39)	Friday - Sunday & Holidays (depart PIER 39)
11:30 a.m.	11:30 a.m.
	3:45 p.m.

TICKET PRICES: ADULT: \$38.00 | CHILD (5 - 11): \$26.00
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
11:20 a.m.	12:25 p.m. *	12:40 p.m.	1:05 p.m.
1:15 p.m.	2:20 *	2:30	2:55
3:05	4:10 *	4:20	4:45
4:55	5:25	5:35	6:25 *

Weekends and Holidays

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

* Via Tiburon, ^ Via Angel Island

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	\$12.50	\$25.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 *
11:20	11:45	11:55	1:05 pm^
1:15 p.m.	1:40 p.m.	1:50 p.m.	2:55 ^
---	---	3:40	4:45 ^

Weekends & Holidays (Depart Pier 41)

9:40 a.m.	10:05 a.m.	10:15 a.m.	11:05 a.m. *
11:15	12:20 p.m. *	12:30 p.m.	12:55 pm
---	---	4:00	4:25 *
---	---	---	---

* Via Tiburon ^ Via Sausalito

ANGEL ISLAND PRICES

	One Way	S.F. Pier 41 (round-trip)
Adult	\$ 9.75	\$19.50
Child (5-11) SENIOR (65+)	\$ 5.50	\$11.00
Child (5 & under)	FREE	FREE

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



BAYCROSSINGS

"The Voice of the Waterfront"

All Ferry schedules subject to change.

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

AROUND THE BAY IN JANUARY



28 Years of Sea Lions at PIER 39

This January, celebrate the 28th anniversary of the sea lions' arrival to PIER 39. The boisterous barking pinnipeds began arriving in droves shortly after the Loma Prieta earthquake hit San Francisco in October 1989. With a protected environment and plentiful supply of food from the Bay, the sea lions quickly decided to make PIER 39's K-Dock their new home. Every day in January you can stop by the Sea Lion Center and enjoy programming every half hour from 10:30 a.m. to 3:30 p.m., including "Sea Lion Shenanigans," "What's for Lunch?" and "Floatin' with the Sea Lions of San Francisco." Also available every Saturday, join PIER 39 to celebrate these playful mammals with free "Sea Lion Encounter" educational walking tours led by naturalists hourly from 12 to 3 p.m. and receive a voucher for a free refreshment and a discounted admission to Aquarium of the Bay at the end of each tour (availability is limited and on a first-come, first-served basis). Visit www.pier39.com for more information.

Oakland Restaurant Week

From January 11 to 21, participating Oakland restaurants will celebrate the

most diverse restaurant week in the region. Oakland Restaurant Week runs over two weekends for foodies to take full advantage of dining deals. Participating restaurants will offer prix fixe lunch and/or dinner menus at \$10, \$20, \$30, \$40 and \$50 price points. Oakland Restaurant Week is your opportunity to experience the trendy culinary scene everyone is talking about. That's two weekends of awesome deals to feed your inner foodie. For more information and a listing of participating restaurants visit www.oaklandrestaurantweek.org.

Globetrotters Visit Oracle

The Original Harlem Globetrotters are on the road for an action-packed world tour! A star-studded roster will have fans on the edge of their seats to witness the ball handling wizardry, basketball artistry and one-of-a-kind family entertainment that thrills fans of all ages. Join Globetrotter stars after the game where they will stay for an autograph, photograph and high-five sessions for fans (subject to availability). There will be performances at 2 and 7 p.m. on January 13 and January 20 at the Oracle Arena. Ticket prices start at \$22. For more information, visit www.oraclearena.com.

Truffles Galore!

The American Truffle Company returns to Napa with the eighth annual Napa Truffle Festival on January 12-15. This event brings together two complementary aspects of European truffles—the best chefs in the world known for their truffle cuisine, and the best truffle experts/scientists in the world recognized for their expertise and data on truffle cultivation. Gourmands and aspiring truffle growers alike will find a bounty of activities throughout the festival weekend to satisfy their appetite and curiosity for the flavor and knowledge of one of the world's most prized and delectable foods. Napa Valley will again serve as the host for the festival weekend, partnering with The Westin Verasa Napa as "truffle central" for check in and programs. The hotel also extends exclusive, special room rates for festival guests. Unique to this festival is the Michelin-starred team of chefs led by Ken Frank of La Toque, who will present culinary demonstrations and showcase extraordinary skills and talents in a tour de force truffles and wine dinner on Saturday evening. There will also be truffle experts and scientists, a master truffle dog trainer, wild mushroom foragers and, everyone's favorites, Rico and Lolo the truffle dogs. The festival concludes on Monday from 11 a.m. to 2 p.m. with the lively Napa Truffle Festival marketplace at Oxbow Public Market in downtown Napa, showcasing local artisan vendors and their specialty food products, plus cooking demos, fresh truffles for sale and a chance to win a real black truffle. For more information on the festival, visit www.napatrufflefestival.com. The marketplace is free to the public to browse and purchase truffle menu items à la carte.



MarinMOCA Looks Inward

Get a glimpse into artists' subconscious at *InnerScapes*, opening January 13 at MarinMOCA. A revealing look at the emotional, spiritual and intellectual process undertaken by artists in the pursuit of their craft. Visitors are invited

to experience the powerful and authentic creativity that comes from the artist dipping his/her brush into their inner state. This exhibit is free to the public and will be on view through February 25 with a free, public reception on Saturday, January 13 from 5-7 p.m. MarinMOCA is located at 500 Palm Drive in Novato.

Rosenblum Serves Up January Fun

Rosenblum Cellars has a calendar full of January events to keep you occupied after work. "Trivia Tuesdays at with Nicole Bridges" is as easy as "drink, play and win" with five rounds of 10 questions on pop culture music and more at 6 p.m. On Wednesdays at 6 p.m., enjoy "Sips & Samples with Chef D'andre Forks." There will also be live music at 2 p.m. on Fridays, January 12 and 26 with Jackson and the Immortals and at 6 p.m. on Saturdays, January 13 and 27 with D'Groove. Rosenblum Cellars is located just steps from the Oakland Ferry Terminal in Jack London Square.

Ancient Chinese Performance Art

In 2006, a group of elite Chinese artists came together to revive traditional culture and share it with the world. They created Shen Yun and brought this majestic culture back from the brink of extinction. Shen Yun combines ancient legends with technological innovations, and historically authentic costumes with breathtaking animated backdrops. Letting classical Chinese dance do the storytelling, it shares beautifully diverse ethnic and folk traditions. Filled with an enchanting orchestral sound, this is a mesmerizing experience you won't find anywhere else. Performances will be held in San Francisco's War Memorial Opera House January 1-7 and at Zellerbach Hall at UC Berkeley January 12-14. For more information and tickets, visit www.shenyunperformingarts.org.

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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visit: sparetheairyouth.org

This is a free event. Students are required to have their parents' permission to attend. The YES Conference is sponsored by the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC). The Spare the Air Youth Program is a joint-program of the Air District and MTC.





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