



BAY CROSSINGS

"The Voice of the Waterfront"

July 2018 Vol.19, No.7



Strengthening the Seawall

S.F. Embarks on \$5 Billion Overhaul

Dirty Coal's Trojan Horse

Is Vallejo the Next Target?

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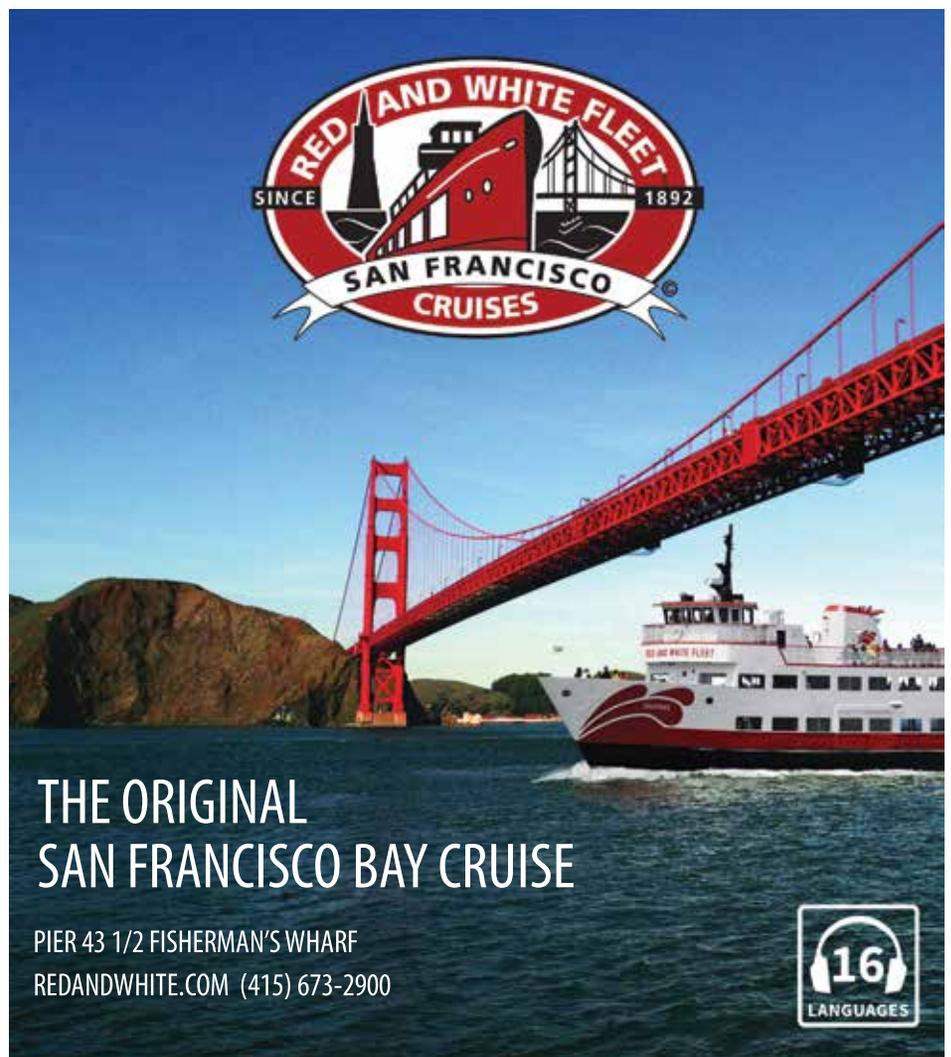
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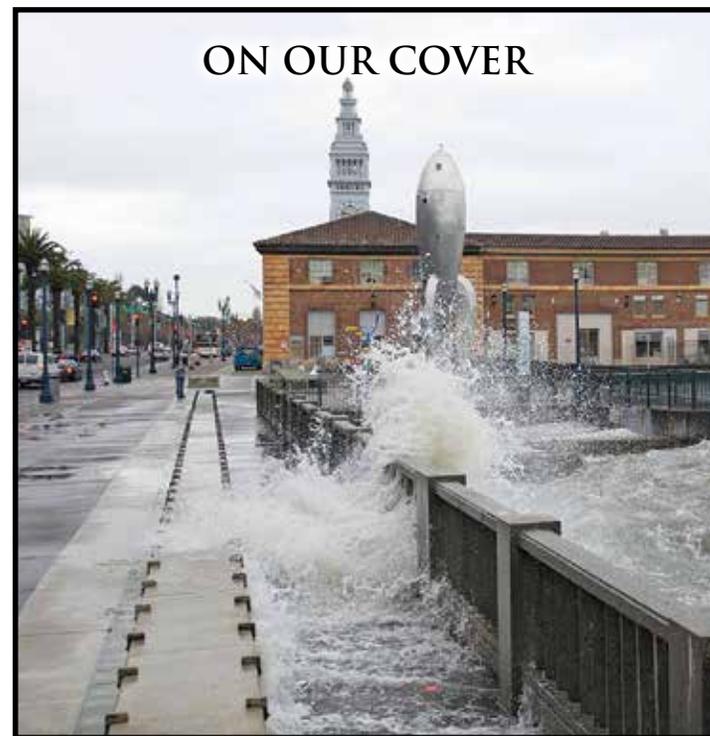
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To see, be, do, know



San Francisco's Seawall was built more than a century ago, before the Golden Gate Bridge, before Coit Tower, and way before modern engineering techniques to address earthquakes. San Francisco is now embarking on a major project to rebuild the wall. Photo courtesy of Port of San Francisco.

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 Builds for the Future

BY PATRICK BURNSON

In a move signaling long-term confidence in the Port of Oakland's strategic plan, SSA Terminals has signed an agreement to maintain its operations there well past the current lease expiring in 2027.

Indeed, according to the port, the deal includes options that could keep the global terminal operator there until 2042. "SSA is an influential player on the waterfront worldwide, and a significant presence in Oakland," said Port of Oakland Maritime Director John Driscoll.

Key elements of the deal include a 19-acre expansion at SSA's Oakland International Container Terminal (OICT); the purchase of three new ship-to-shore cranes by the terminal operator for cargo handling; and options that would extend the new lease an additional 15 years if certain conditions are met.

SSA is the largest marine terminal operator in Oakland. OICT, the nation's second-busiest marine terminal, handles about 60 percent of the port's total containerized cargo volume. SSA also operates Oakland's Matson Terminal, which is included in the new lease.

Three operating companies, including SSA, lease terminal facilities from the Port of Oakland. Terminals are the focal point of seaport operations and are where ships, trucks and trains

converge to move containerized cargo. SSA has operations at 250 locations on five continents.

"We see steady cargo growth for Oakland into the next decade," said Ed DeNike, president of SSA Containers. "This new lease helps us plan for the future."

SSA earned recognition over the last three years for leading an operational transformation in Oakland. It was the first operator to open gates at night for cargo pickup or delivery. It's also currently raising the height of four cranes to better handle a new class of megaships in Oakland.

The port has yet to attract a major ocean carrier on an "first call" basis, but it is ensuring that when that happens it will be mega-ship ready. "There's ample room to grow at the Port of Oakland," said the port's communication's director, Mike Zampa.

"The important thing is that SSA, and our other terminal operators, are continually improving operations. That means they can absorb additional volume without disrupting supply chains."

The new lease binds SSA to a list of environmental commitments in Oakland, including compliance with state and federal laws and the port's Maritime Air Quality Improvement Program. Under the agreement, the terminal operator will apply for government grants to reduce emissions from cargo handling equipment.



Photo courtesy of the Port of Oakland

SSA, the largest maritime operator in the Port of Oakland, recently signed a new agreement that could keep the company there until 2042.

Lytle Urges Global Mindset in Commencement Address

Speaking at Central Washington University's commencement last month in Kent, Wash., Port of Oakland Executive Director Chris Lytle asked his audience to embrace globalization. At the same time, he urged college graduates to reject "extreme protectionism," calling it damaging and futile.

"Don't disengage from the world—don't be part of the illogical rush to draw the drapes and turn out the lights," the longtime international maritime leader told an audience of 5,000. "We see too much of it today in Britain, Italy, France and right here in the U.S."

As a Central Washington graduate in the class of 1979 who has run two of the nation's largest ports (Oakland and Long Beach), Lytle had practical advice for graduates: "Don't shy away from hard work and show up on time." But he saved his most forceful comments for a looming U.S.-China trade war. Both nations have introduced tariffs that threaten to disrupt international commerce.

Shortly before the Trump administration announced massive new punitive tariffs against China and Canada, Lytle warned that the moves could undermine free trade. "And free trade has been the backbone of worldwide economic growth," he said.

Lytle called tariffs the latest example of misguided nationalism. He said they run contrary to the

advance of globalization and trade liberalization. "Globalization is the story of the 21st century," Lytle said. "It has produced an era of unprecedented, worldwide economic growth."

Lytle said a Chinese trade war would economically damage Washington as well as his home state of California. Both states produce farm goods targeted by Beijing's retaliatory tariff regime, he pointed out. Those products, ranging from fruit to nuts, are exported through the ports of Oakland, Seattle and Tacoma.

"What's going to happen to those commodities with higher tariffs?" Lytle asked. "Prices will go up. Demand will go down. And China's booming market for American exports will wither."

Lytle predicted that a trade war with China would result in lost jobs and lost income. He also warned of lost opportunities for graduates.

Lytle urged graduates to explore opportunities worldwide as they embark on careers. He asked them to help combat the spread of protectionist measures that could jeopardize their future. "Free trade and the world economy are what you grew up with," Lytle said. "They're what you know, and they're what's right for a world struggling to come together—not pull apart."

Patrick Burnson is the executive editor of *Logistics Management*.
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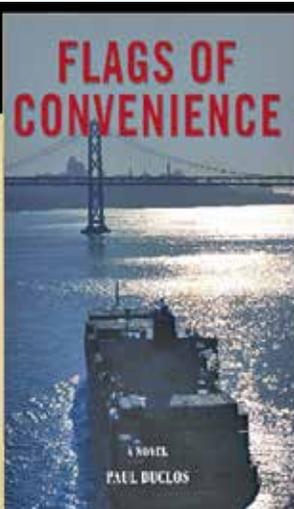
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Vallejo Cement Factory Just Became More Controversial

BC STAFF REPORT

The controversial Vallejo Marine Terminal and Orcem cement plant just became more controversial, claim community groups throughout the Bay Area who are charging the terminal could ship dirty coal through the city.

Activists from the groups No Coal in Oakland and Sierra Club Richmond joined Vallejo groups at a press briefing on the steps of Vallejo City Hall in late June. The Sierra Club and community partners warned that Vallejo could be the second Bay Area city to succumb to having coal shipped through a new terminal, as Oakland recently lost a court battle to stop coal going through its terminal.

In Vallejo, the Sierra Club is demanding that Vallejo City officials

adopt a resolution to ban the shipping of coal and coal byproducts through the city or any of its port facilities, public or private.

“After examining the current environmental impact report for the proposed Orcem Cement Factory and Vallejo Marine Terminal (VMT), our attorneys have found major holes that would allow the applicant to ship coal through Vallejo if the City were to approve the project. Our children and citizens are at great risk from the potential of coal shipments through Vallejo,” said Solano County Sierra Club Chairperson Joseph Feller.

Sierra Club attorneys have found that there is nothing in the current Vallejo Municipal Code to block the applicants from shipping coal through the city.

“Oakland proves that once this flawed project on Vallejo’s Waterfront

is approved you can’t put the cows back in the barn,” said Feller. “Vallejo’s only hope is to ban coal now and not after the fact in order to protect our children and citizens. The Sierra Club will meet with each council member and demand this important legislation.”

Experts have already shown that the Orcem cement factory will produce air pollution levels so high that homes and the school in this neighborhood will suffer from an illegal—and immoral—amount of diesel exhaust and cement dust. Adding coal to the project would add too much pollution to the controversial project, said Feller.

Because of public opposition and shortcomings in the project details, the Vallejo City Council has postponed its decision since 2015, although a vote could happen at any time.

Bay Trail/Orcem Proposal Rejected

Last month, we reported on a proposal that Orcem/VMT pay a \$380,000 donation for a portion of the Bay Trail in North Vallejo as mitigation for blocking the Bay Trail at the proposed South Vallejo cement factory location. Solano County Supervisor Monica Brown contacted the Bay Trail staff to let them know that she was opposed to that proposal.

In a statement from Brown’s office in mid-June, she announced, “Bay Trail staff sent a letter to the City of Vallejo and copied my office stating that the Bay Trail was no longer supporting the proposed mitigation of allowing Orcem to cut off the south Vallejo shoreline. This means that the Orcem cement factory cannot buy its way to cutting off waterfront access to south Vallejo. Thank you to the Bay Trail staff for listening to the Vallejo community.”



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Rob McCrimmon

BY MATT LARSON

It is a noble thing to help others for a living, and Rob McCrimmon has made a career out of it. He devoted 28 years of his life to the United States Coast Guard, and today he works as a casual deckhand with the Inlandboatmen's Union as part of his journey toward becoming a ferry captain. For McCrimmon, being on the water while providing a quality service for his neighbors is the perfect combination.

"I like working in the ferry system because I get to travel all over the Bay," he said. "I'm learning a lot of new things, I like the camaraderie of working with crews, and I get to help make sure that people enjoy the place that we're blessed to live in!"

McCrimmon retired as a captain for the Coast Guard about five years ago. Aside from the adventure, camaraderie and coastal living that the Coast Guard has to offer, he was also drawn to the humanitarian nature of the Coast Guard's work. He's lived in Miami, Long Beach, Washington D.C., New York City, Oahu and Seattle. His final location was at Coast Guard Island in Alameda, which is where he decided to retire.

Since retirement, McCrimmon has kept himself busy, mostly with volunteer work. He's worked as a deputy course marshal for the America's Cup races and has helped support the Alameda Food Bank. He has also given about 1,500 volunteer hours toward helping to build the *Matthew Turner*, a wooden tall ship. The *Matthew Turner* is part of the work of the nonprofit Call of the Sea, whose mission is to inspire youth via experiential and environmental education under sail.

"In working on that ship and being around people

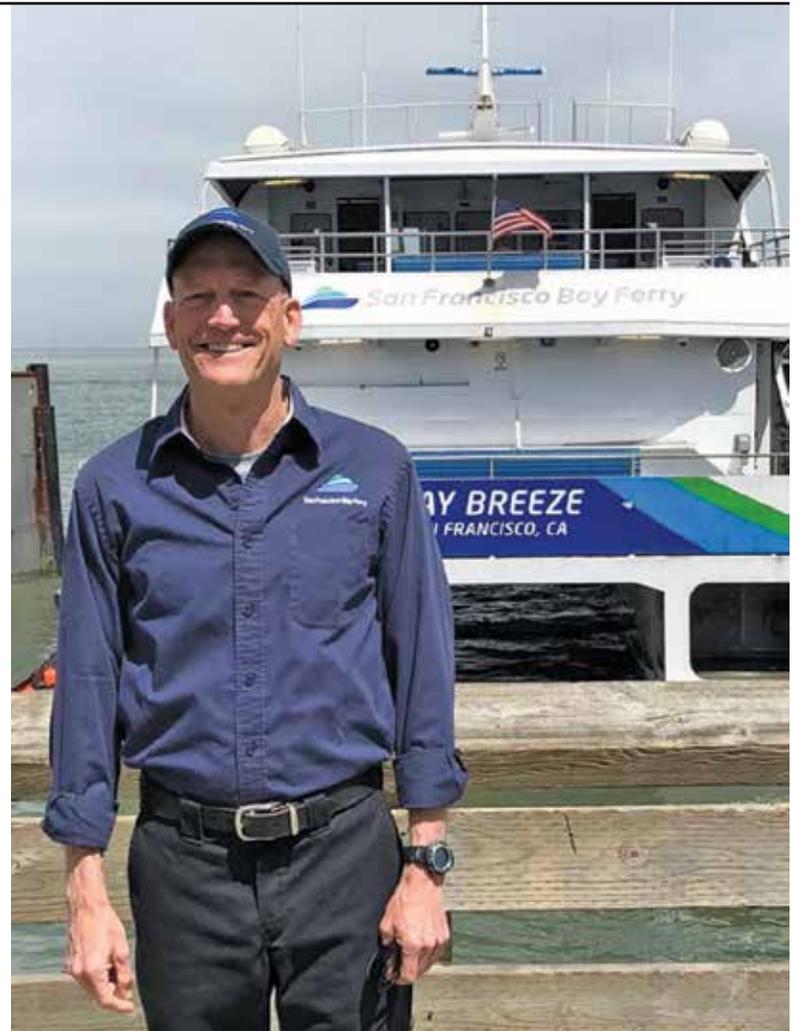
that were into sailing and boats, it reminded me how much I like being on and around the water," McCrimmon said. "So I thought maybe I should work towards a captain's license." With the Coast Guard he has plenty of lifetime days at sea, but he needs more recent time (within the last three years) to qualify for a license, so he went straight to the ferry boats and now his mission is underway. In sum, McCrimmon is certainly not experiencing your average retirement.

If he's not floating out on the water, he might be surfing on it. McCrimmon spends much of his time at Stinson Beach riding the waves of Bolinas. He's also into sailing, hiking, traveling and long runs on the beach. He visited India earlier this year and has eyes on Europe in the fall. Some of his favorite hikes are in Marin, including the Dipsea Trail, Matt Davis Trail, Lima Valley and Point Reyes. "They're all beautiful because they're along the coast," he said. "You hike up and you're rewarded with these spectacular views of west Marin."

Coming from McCrimmon, referring to these local views as "spectacular" says a lot. He's seen quite a bit in his day, which includes commanding a 157-foot buoy tender based in New York Harbor, being stationed at Pearl Harbor, and leaning over the open loading ramp at the back of a C-130 flying over the Arctic Circle to get a once-in-a-lifetime view of the north slope of Alaska. If you have any questions about life in the Coast Guard, make sure to ask next time you

see him on board.

Having resided in Alameda since being stationed there in 2008, McCrimmon can't recommend the ferries enough. "When I lived in Seattle I noticed that when I rode the bus to work, I was a lot more relaxed—I was tense from driving and didn't even realize it," he said. "With the ferry, you get to be out on the water and see all the sights around the Bay in a relaxing, safe environment. It's a pretty neat way to travel."



Rob McCrimmon served in the U.S. Coast Guard for 28 years before retiring five years ago. He is currently a deckhand while he works towards his ferry captain's license.



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New 400-Passenger Ferry Joins WETA Fleet

BC STAFF REPORT

In June, the 400-passenger *Argo* became the newest vessel to join the WETA fleet. The *Argo* is the fourth of seven new vessels that will join the SF Bay Ferry fleet over the next year. Already in service on the Alameda/Oakland routes, the *Argo* is also available for general rotation throughout San Francisco Bay Ferry services.

The third of four new Hydrus Class vessels, the 135-foot catamaran has a cruising speed of 31 miles per hour and is designed for high passenger on-boarding and off-boarding, which is critical to achieving fast turnaround times. Efficient, custom propellers provide low noise and vibration levels for enhanced passenger comfort, and the low-wake hullform lowers resistance and enables

increased speeds in low-wake zones.

WETA's San Francisco Bay Ferry ridership has increased 94 percent since 2012. SF Bay Ferry now carries more than 2.8 million riders a year from nine terminals throughout the San Francisco Bay Area. WETA is investing in assets and infrastructure to address the increased demand for ferry service in the Bay Area and is planning for more frequent service on existing routes. WETA also has plans to establish new routes and services to locations such as Berkeley, Mission Bay and Redwood City. WETA's new service between Richmond and San Francisco will launch this fall.

The *Argo* joins her sister vessels, the *Hydrus* and *Cetus*, both added to the fleet in 2017. The *Carina* will launch in December 2018/January 2019. These new ferries support WETA's strategic modernization and expansion plans by



replacing the MV *Encinal* and *Harbor Bay Express II*, supporting growing demand for ferry services and contributing to the region's overall efforts to reduce traffic congestion. At full buildout, the

ferry system will increase peak period ferry capacity by close to 80 percent, providing the equivalent of 19 BART trains or 474 transbay buses during the morning peak-period commute.

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FIREWORKS



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Fourth of July Waterfront Fireworks

Watching a waterfront fireworks display from a boat, the shoreline or hillside overlooking the water is always a unique and special treat for Bay Area residents. The following is a list of waterfront fireworks displays (or those that can be viewed from the water) in the Bay Area to help you plan your holiday.

San Francisco

PIER 39 celebrates Independence Day with fun for the whole family. Rock out to the Bay Area's favorite eighties cover band, Tainted Love, from 3 to 6 p.m. At 9:30 p.m., look to the sky for the City & County of San Francisco's spectacular fireworks display.

Berkeley

Berkeley Marina features live entertainment all day, face painting, arts and crafts, an adventure playground, and food from noon to 8 p.m. The day culminates with the grand fireworks over the water near the end of the Berkeley Pier at 9:35 p.m. Viewing is best along Frontage Drive south of the pier or from Hs Lordship's parking lot.

Sausalito

There will be a 10 a.m. parade followed by a picnic at Dunphy Park from noon to 6:30 p.m. with live music plus food and games. The celebration continues at Gabrielson Park (next to the Ferry Pier) from 6:30 to 9:30 p.m. featuring more live entertainment and ending with a spectacular show of fireworks on San Francisco Bay starting at 9:30 p.m.

San Rafael

The Marin County Fair holds fireworks every evening June 30 through July 4 at 9:30 p.m. Also enjoy concerts, educational/interactive exhibits, carnival rides, arts and crafts, contests and plenty of food. 10 Avenue of the Flags in San Rafael.

Benicia

From noon to 7 p.m., Benicia City Park (First Street at Military West) will be bustling with arts and crafts, delicious hot foods, live entertainment, children's activities and more. Around 9 p.m., fireworks will blaze the sky at the foot of First Street.

Napa

The City of Napa is having a festival downtown on July 4. The festivities begin with a parade at 10 a.m. followed by more fun at Oxbow Commons with food and beverage vendors and a children's play area. Fireworks begin at 9:30 p.m.

Suisun City

The Fourth of July celebration will take place from 11 a.m. to 10:30 p.m. Enjoy free live music, craft vendors, family entertainment and a huge fireworks display over the waterfront at 9:15 p.m.

Vallejo

Six Flags Discovery Kingdom has fireworks every evening June 30 through July 4 at 9:30 p.m. There will also be the 165th Annual Fourth of July Parade in downtown Vallejo starting at 11 a.m. and a fireworks display at Waterfront Park starting around 9:15 p.m.

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MTC Wants Public's Ideas for Transportation Solutions

BC STAFF REPORT

In late June, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) kicked off an 11-week campaign to solicit big, bold and billion-dollar (or even more) ideas from individuals, companies, public agencies and nongovernmental organizations alike for improving mobility across the nine-county Bay Area.

Officially known as the Request for Transformative Projects, the campaign is part of the Horizon initiative launched earlier this year by MTC and ABAG to explore a wide range of the challenges and opportunities the Bay Area may face by 2050. A panel of engineers and

transportation planners will evaluate all project submissions for feasibility, potential regional benefits, alignment with Horizon's guiding principles, creativity, and consistency with the minimum cost threshold.

The panel will then select five to 10 of these projects as finalists for more thorough analysis of benefit-cost ratios and other Horizon performance assessments designed to identify potential new transportation investments for integration into Plan Bay Area 2050, the region's next long-range transportation and land-use strategy. The plan is slated for completion in 2021.

"Bay Area residents are known around the world for their big ideas and game-changing innovations," said MTC Chair and Rohnert Park City

Councilmember Jake Mackenzie. "We're excited to open a door through which this creative spirit can help us develop a next-generation transportation network that not only meets today's mobility and connectivity challenges but also anticipates some of the big challenges we're likely to face over the next 30 years."

The Request for Transformative Projects is open not just to single-project proposals but also to packages of smaller investments with projected total costs over \$1 billion. Proposals from private companies and individuals will be evaluated on the same criteria as those submitted by county congestion management agencies, transit operators, city agencies, professional planning firms or other organizations. All individual and private-sector contestants are eligible for prizes, including a \$100 Visa cash card. The top nonpublic-sector entrant will be awarded a \$500 Visa cash card.

"Our team will carefully review every entry received," said MTC Principal Planner Dave Vautin, who serves as project manager for the Horizon initiative. "The goal is to receive innovative, high-quality projects that would effectively address regional challenges. So we'll be looking for well-considered proposals that would have a truly transformative impact on the future of Bay Area communities and the way we move around the region. These could include not only projects that increase the carrying capacity of existing highways or transit systems, but also projects that improve resilience to rising sea levels, or that transform the way we operate our transportation networks."

Responses to the Request for Transformative Projects must be received by September 6. Submissions may be completed through an online form available on the MTC website's Horizon page at mtc.ca.gov/horizon. This page details all the rules for entry in the Request for Transformative Projects. Finalists will be selected this October, with decisions about advancing proposed

RM3 Passes

Bay Area voters approved Regional Measure 3 (RM3) with 54 percent of the vote on June 5. The measure required a simple majority vote in the nine Bay Area counties to pass and will raise \$4.5 billion to fund significant transit improvements and traffic congestion relief to the Bay Area.

The measure will provide WETA with \$300 million for capital projects and up to \$35 million in annual operating expenses. WETA plans to use RM3 funds to build new vessels and terminals, enhance service on existing routes and launch service to new locations including Berkeley, San Francisco's Mission Bay and Redwood City.



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projects from the Horizon process for inclusion in Plan Bay Area 2050 to be made in 2019.

MTC and ABAG launched the Horizon initiative to engage the public, planners and policymakers through mid-2019 on questions that traditionally have been outside the regional planning process. These include how to respond to the emergence of autonomous vehicles, changing economic conditions, rising sea levels, earthquakes and other natural disasters, and more. To learn more about Horizon and updates to the Transformative Projects effort, visit the project webpage or follow the conversation on Twitter through @MTCBATA, or on Facebook at www.facebook.com/MTCBATA.

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. ABAG is the official regional planning agency for the nine counties and 101 cities and towns of the Bay Area.

No Coal in the Bay

BY SEJAL CHOKSI-CHUGH

We were on the Baykeeper boat for a pollution patrol recently when I noticed something surprising. The stockpiles of toxic black coal that usually tower along the Richmond shoreline were the smallest I'd seen in my 15 years on patrol.

I'd expected coal stockpiles to be even higher than in the past. That's because when coal industry corporation Bowie Resource Partners hit a roadblock in Oakland, on its bid to turn the Bay Area into a hub for dirty coal exports, the company drastically *increased* the amount of coal shipped out through Richmond. Industry data shows that coal exports from Richmond have more than doubled over the last two years, rising to 1.1 million tons in 2017.

The coal is stored at the Levin-Richmond export terminal, the only facility of its kind on the Bay waterfront. There, dirty coal sits in large open piles on the Bay shoreline, ready for loading onto ships bound for Asia and other parts of the world.

But Richmond and Oakland are both fighting back against more coal pollution in the Bay Area. And Baykeeper is on the front lines with them.

In response to the steep rise in coal in Richmond, city leaders are developing an ordinance that would protect the health of local residents. It would ban coal from being stored in the open. Open train cars full of coal now rumble through Richmond and sit on railroad tracks in residential and commercial areas. Residents find black, gritty dust accumulating on windowsills and cars. The large amount of coal being stored in rail cars may be why I saw smaller coal

piles on the Bay shoreline.

Baykeeper previously played a lead role in reducing pollution from the Levin-Richmond terminal. In 2011, we identified serious water quality violations at the facility and sued the company. We secured a legally-binding agreement requiring them to implement pollution controls to reduce their contamination of the Bay. However, this success is now being undermined by the rise in coal exported from Richmond. Although the Bay is better protected from pollution from the terminal's coal piles onsite, much of the coal dust accumulating in Richmond along the rail tracks and in neighborhoods can get washed by rain and blown by wind into the Bay.

Coal exports from Richmond spiked after Oakland city leaders discovered that a bulk shipping terminal slated for construction on the Oakland shoreline was planning to export coal. The terminal developer, Phil Tagami, had concealed his plan to use the facility to export up to nine million tons of toxic coal per year. Bowie Resources Partners was financing the Oakland terminal and would ultimately provide the coal.

In 2016—after strong advocacy by Baykeeper, other organizations and many Oakland residents—Oakland's city council passed a ban on coal handling and storage in order to protect public health and worker safety. The ban prevents coal export from the proposed shipping terminal. Tagami then sued Oakland for breach of contract. Recently, a federal judge overturned the coal ban. But Oakland's leaders are not giving up, and the city will appeal the judge's flawed decision.

Corporate profits should not come at the expense of the health of Bay Area residents and San Francisco Bay.

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



Photo by San Francisco Baykeeper

Stockpiles next to San Francisco Bay at the Levin-Richmond Terminal. Coinciding with Oakland's coal export ban, the amount of coal exported from Richmond has surged over the last two years, increasing the potential for toxic coal dust pollution in both Richmond and the Bay.

Baykeeper defended Oakland's coal ban in court alongside the city's legal team, and we'll also appeal the bad court ruling alongside Oakland. As long as coal remains a threat to the Bay, we'll keep

defending our wildlife and communities from coal pollution. To learn more about Baykeeper's work to protect San Francisco Bay, visit us at baykeeper.org.

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Love San Francisco's Waterfront?



The Embarcadero Seawall, built more than a century ago, stretches over three miles from Fisherman's Wharf to just beyond AT&T Park. Image courtesy of the Port of San Francisco.

BY KIRSTEN N. SOUTHEY

Did you know that everything along San Francisco's beautiful Embarcadero waterfront is

protected by a Seawall? If you have never heard of the Embarcadero Seawall before, you are not alone. The Seawall is essentially a rock retaining wall that stretches over three miles from Fisherman's Wharf in the north to

Mission Creek, just beyond AT&T Park in the south. Next time you visit Pier 14 at low tide, look back on the city and you'll see the Seawall.

The Embarcadero Seawall transformed what was once a tidal mudflat into the thriving waterfront we know today—all of today's activity along our northern waterfront can be attributed to this vital piece of infrastructure. It is no exaggeration to say that San Francisco became a maritime city because of our Seawall.

San Francisco's Seawall was built more than a century ago, before the Golden Gate Bridge, before Coit Tower, and way before modern engineering techniques to address earthquakes. Construction was a major feat and after serving us well for over 100 years, the Seawall is now in need of significant improvements to withstand the next major earthquake and prepare San Francisco for increasing flood risk from

sea level rise.

In 2015, the Port of San Francisco initiated the San Francisco Seawall Earthquake Safety and Disaster Prevention Program (Seawall Program), to strengthen our Seawall for public safety, adapt to sea level rise, and envision a waterfront that is resilient and sustainable for generations to come.

Positive Signs for Initial Funding

The port is committed to an equitable funding strategy for strengthening the Embarcadero Seawall, which will include local, state, federal and private support.

The Embarcadero Seawall just passed a crucial step in receiving the first funds it needs for critical repairs. At the federal level, the United States Army Corps of Engineers (USACE) dedicated \$500,000 to study flood risk management of the Seawall in their FY18 Workplan. At the local level, the San Francisco Board of Supervisors



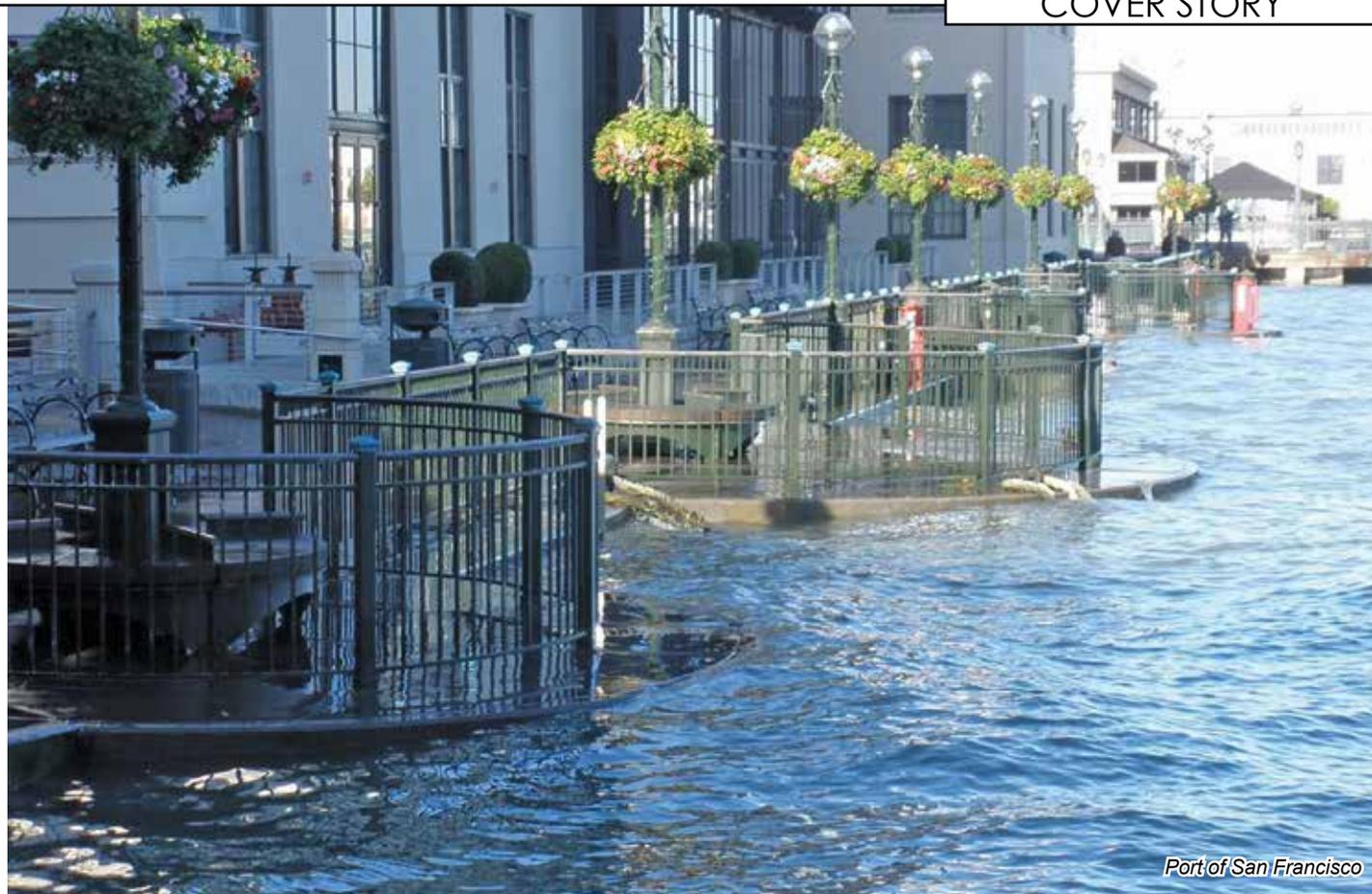
Photo by Dave Rauenbuehler

Improvements to the Embarcadero Seawall are needed to prepare San Francisco for increasing flood risk from sea level rise.

unanimously approved a \$425 million General Obligation Bond measure on June 18. The measure would require two-thirds voter approval and will not raise tax rates. The port is also working closely with California State Assemblymember David Chiu, State Senator Scott Wiener, and Assemblymember Phil Ting on AB 2578, state legislation that is estimated to provide up to \$60 million for this phase and up to \$340 million over the life of the program. The \$500,000 federal funds from USACE are critical to the long-term federal funding strategy.

“The port is so grateful for the support from local, state and federal leaders to find funds to improve the Seawall,” said Elaine Forbes, Executive Director of the Port of San Francisco. “The Embarcadero Seawall will cost billions of dollars to rebuild and we are encouraged that government at every level, and private funding sources will share the cost to rebuild this critical piece of infrastructure, that so many Bay Area residents rely on.”

This funding is part of the first phase of the Seawall Program that will address immediate life safety improvements and protect the historic piers and wharves, local businesses, iconic destinations such as the Ferry Building, PIER 39 and Fisherman’s Wharf, recreation facilities, and acres of downtown San Francisco neighborhoods that are protected by the Seawall. Possible improvements in Phase One include strengthening the ground below and landside of the Seawall, constructing new Seawall segments, strengthening or replacing bulkhead walls and wharves along the Embarcadero Promenade and relocating



Port of San Francisco

King Tides give a glimpse into the future of what sea level rise could mean to the San Francisco waterfront along the Embarcadero.

or replacing critical utilities.

The entire rebuild of the Embarcadero Seawall is estimated to cost up to \$5 billion and take several decades to complete.

Key to Transportation, Economy, and Seismic Safety

The Seawall is the backbone of our regional transportation system and supports key utility networks and infrastructure, including Bay Area Rapid Transit (BART), Muni Metro, and ferry transportation systems. Every day, over a million people use transit routes that terminate downtown or along our waterfront—and the role of the Seawall is only increasing. Ferry ridership in the Bay Area is skyrocketing, with a 94 percent increase since 2012. San Francisco Ferry is working on the downtown ferry terminal expansion to address all the new ferry riders. At the same time, Bay Area Rapid Transit (BART) is beginning a major earthquake retrofit of the Transbay Tube. The

Seawall has never been more important to making sure residents can travel safely and efficiently.

“The Seawall supports critical utility and transportation infrastructure that Bay Area residents and visitors rely on,” said Rachel Hyden, Executive Director of the San Francisco Transit Riders. “The Seawall is essential for regional commuters.”

Our waterfront serves as a critical emergency response, evacuation and recovery area for the city and the region. In the event of a disaster, evacuation zones will be set up along our waterfront to help move residents out the city and vital supplies into the city.

In addition, the Seawall protects over \$100 billion of assets and economic activity. These assets at risk are 10 to 40 times greater than the investment needed to strengthen the Seawall. We simply can’t afford not to act.

Early Planning Stages

The Seawall Program is currently in the early stages of planning, following an extensive vulnerability study. Immediate seismic upgrades are targeted for completion by 2026. Planning, environmental review and design

activities will identify disruptions and seek ways to minimize construction impacts.

The Seawall Earthquake Safety Program will create thousands of jobs during the life of the program. The Port of San Francisco will work with the San Francisco Office of Economic and Workforce Development as it negotiates contracts for Embarcadero Seawall construction work (expected in the early 2020s) to make sure that these contracts encourage employment for San Francisco residents, including First Source Hiring and Local Hiring.

The Seawall Earthquake Safety Program is a city-wide coordinated effort initially spearheaded by Mayor Ed Lee and with full support from Mayor London Breed. The Port of San Francisco will continue to work with the Mayor’s Office and the Board of Supervisors and other city agencies to ensure the project is managed efficiently and cost effectively.

We can’t afford to not act now. We must do everything in our power to make sure we have a safe Embarcadero Seawall today and for future generations. To stay engaged with the Seawall Program, visit www.sfseawall.com.



Port of San Francisco

The Seawall is essentially a rock retaining wall built before modern engineering techniques to address earthquakes.



SFEnvironment

In an effort to reduce plastic pollution in the Bay, Pier 39 and its partners, Blue & Gold Fleet and Adventure Cat Sailing Charters, will be switching to compostable or reusable metal straws and providing straws only upon request.

BY BILL PICTURE

San Francisco's Pier 39 and Aquarium of the Bay announced a plan last month to minimize the distribution of plastic straws along the San Francisco waterfront in an effort to reduce the harmful pollution of waterways.

The announcement fell on the heels of an ordinance introduced in May by San Francisco Supervisor Katy Tang, who represents San Francisco's Sunset and Parkside neighborhoods, to ban plastic straws and other single-use plastic foodware in San Francisco beginning July 1, 2019.

In June, Tang joined Pier 39 CEO

Taylor Safford and Aquarium of the Bay President and CEO George Jacob at a news conference at Pier 39 to explain how plastic pollution negatively impacts the world's oceans and marine wildlife.

"Having grown up in the Sunset, I have a deep appreciation for the environment and an understanding of what we as humans are doing to really destroy our planet," Tang said.

The facts about single-use plastics are damning. Nearly one million plastic straws are used daily in San Francisco, and nearly 500 million are used every day in the United States. In fact, single-use food and beverage packaging accounts for 67 percent of the street litter that ends up in the Bay each year.

Researchers say that if we continue to pollute the oceans at the current rate, by 2050 there will be more plastic in the ocean than fish. While straws represent a small portion of the eight million tons of plastic trash that pollute oceans annually, supporters of a ban on straws say a straw's size makes it a particularly harmful offender because when straws end up in the ocean, which they often do, they ensnare marine wildlife and are often mistaken for food.

"Since plastics came into being in 1880s they've become very sophisticated in their design and their quality, making them more and more difficult to recycle," said Jacob. "Straws are a habit that we have to cut, and a luxury that we can't afford."

Jacob added that the Aquarium of the Bay has plans for several sustainability-focused exhibits over the next 18 months that he hopes will stoke the fire of a fast-growing movement.

That movement gained speed in 2015, when a video showing marine scientists removing a straw that had become embedded in a sea turtle's nostril surfaced and went viral. That video has since been viewed over 27 million times.

But the movement was actually sparked years earlier. "Before that video, I was the crazy straw lady," jokes the Last Plastic Straw founder Jackie Nunez, who joined Tang, Jacob and Stafford at the June 8 press conference at Pier 39. The Last Plastic Straw is a community



volunteer organization that educates the public and private sectors about simple ways—like giving up straws—to help solve the problem of plastic pollution.

Nunez was inspired to start the Last Plastic Straw in 2011, after returning from a trip to Central America where she saw coastlines and coastal waters ravaged by plastic pollution and was offered a plastic straw for a glass of water at a beach café in Santa Cruz. “I didn’t ask for a straw; it was just given to me,” she writes on the organization’s website. “Back in 2011, I believed this would become a movement, and it’s exceeded my expectations,” Nunez said.

“We keep using these single-use plastics and thinking, ‘Oh, I put it in the blue bin so it’ll get recycled,’” Tang said. “But straws because of their unique shape and size literally fall through the cracks of our recycling machines and do

not get recycled—not even the ones that are supposed to be compostable.”

What difference does it make?

Pier 39 is home to 14 sit-down and 13 fast food restaurants, seven food carts, and two attractions that sell beverages. These establishments serve 10 million visitors annually, so Stafford said that switching to verified compostable straws and providing straws only upon request, which these businesses plan to do, will make a huge difference.

“This step will have a huge impact on the Bay and wildlife,” he said. “And each year moving forward, the ‘Skip the Straw’ message will reach visitors from every nation on earth. We’re humbled and thankful to be in such an influential position where we can not only entertain our guests but also educate them about the importance of reducing plastic waste

in our environment.”

Pier 39 partners Blue & Gold Fleet and Adventure Cat Sailing Charters will follow the pier’s lead, as will Aquarium of the Bay’s concessions.

But straws are just the beginning. Tang’s proposed Plastic and Litter Reduction Ordinance will further reduce plastic pollution by also prohibiting the distribution and sale of plastic stir sticks, plastic toothpicks, and the plastic “splash sticks” used to keep liquid from spilling through the sipping hole of to-go drinks.

The ordinance will also eliminate the treatment of to-go food packaging with fluorinated chemicals used as a water and grease barrier. These chemicals are toxic and seep into food. They also seep into water and soil when they enter the waste stream. Finally, the initiative also requires that the organizer of any event held on City of San Francisco property

with over 100 attendees must supply reusable cups for at least 10 percent of those attendees.

San Francisco Department of the Environment Director Debbie Raphael said in a written statement announcing Tang’s proposed ordinance, “It’s time to bring the era of disposability to a close. This new ordinance is the next step in our city’s larger strategy to encourage more sustainable choices and reduce the volume of discarded plastics and other pollutants.”

“This is a culture we have to change,” Tang said at Pier 39. “And it’s simple. Refuse a straw if you don’t need one; and if you do use one, use one that more’s environmentally friendly.”

“On a personal level, it’s not that difficult of a change to make,” she added. “I’ve started carrying a reusable straw with me.”

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Reducing Whale Deaths in California Waters



Photo by John Calambokidis, Cascadia Research

A tagged blue whale directly in the path of a ship off southern California (conducted under NMFS Permit 16111 by Cascadia Research).

BY ZACHARY WARNOW

It's been a tough couple of months for whales in and around the San Francisco Bay. In just May and June alone, five dead whales washed up on Bay Area shores. While each of these deaths alone is tragic, as part of a larger picture of cetacean deaths they signify a serious threat to the long-term survival of whales.

The good news is that with the right science and the right management decisions, many of these deaths can be prevented. Point Blue Conservation Science, a Petaluma-based nonprofit, has been a leader in recent years in providing recommendations to address these problems.

In California's waters, the two primary causes of whale deaths are collisions with ships and entanglements with fishing gear. Both problems can be tackled by producing solid science to understand and predict where whales gather in order to recommend practices that decrease the risk from human activities.

The waters off the coasts of San Francisco and Southern California are prime feeding grounds for whales and are also some of the busiest in the world for ship traffic. This is a deadly

combination. Ship collisions are the leading cause of death for whales, pushing endangered blue whales toward extinction and threatening the recovery of other species, including humpback and fin whales.

Point Blue research found that more than 80 whales are killed by ships along the West Coast annually, including at least 18 blue, 22 humpback and 43 fin whales. These numbers represent a true emergency for long-lived, slow-breeding whales and the coastal ecosystems and economies that depend upon them.

"Understanding the true number of the ship strike deaths was a key first step to solving this tragic problem," said Cotton Rockwood, senior marine ecologist with Point Blue. "Now we are working to provide strong science regarding potential regulatory solutions so that managers can take action to decrease the number of collisions and save whales."

Strategies to reduce whale deaths from ship strikes focus on two approaches. First, Point Blue is working with its partners at the National Oceanic and Atmospheric Administration (NOAA) to evaluate current management measures and recommend new conservation targets. Current management measures include voluntary vessel speed limits, and there is a need to evaluate the extent

to which ships have followed these existing recommendations. Second, there is an opportunity to guide science-based policy changes to move vessel traffic away from whale feeding hotspots whenever possible and recommend that ships slow down when passing through feeding areas.

Underpinning both approaches is the need for solid data collection and analysis. Point Blue uses a mix of data from NOAA, the Coast Guard and original data collected on research cruises. But there are key data gaps, particularly in regards to whale behavior and whether they react to avoid possible collision with vessels.

Point Blue partner Cascadia Research studies how whales react to close approaches of ships going at different speeds using tags attached to whales feeding in and around busy shipping lanes. Cascadia also advocates for using cargo ships as platforms of opportunity for conducting research. "Having a biologist on board some of the cargo ships would provide key data from an ideal observation platform that covers the exact routes of greatest interest and also serves to inform ship crews about the risk to whales," said John Calambokidis, a research biologist and one of the founders of Cascadia.

Looking at the second leading

cause of whale deaths—entanglement with stationary fishing gear—Point Blue is collaborating with Blue Ocean Gear to experiment with "smart buoy" technology. These buoys attach to crab pots (one of the main sources of entanglements) and are equipped with GPS sensors that send alerts when a whale has become entangled with the pots. Realtime alerts mean rescuers can quickly take action to save entangled whales. And, at the end of the season, smart buoys can help fishermen recover their fishing pots, saving them time and money. Point Blue is currently helping develop and test this new equipment.

Recently, in June 2018, Point Blue was awarded a grant from the San Francisco-based Battery Club to continue its work to reduce whale deaths in California and beyond. "We're excited to scale up this work in California and will also be looking further afield for opportunities to bring our research techniques to new geographies," said Jaime Jahncke of Point Blue.

Zachary Warnow is the director of communications at Point Blue Conservation Science. For more information, visit Point Blue at www.pointblue.org.

What Could Go Awry? (Part 1)

BY CAPTAIN RAY

What are the strongest winds you're ever been out in? It's one of the most frequently asked questions new students have for a sailing instructor. For me, my strongest wind experience happened about 15 years ago, and it happened right here on San Francisco Bay.

I was conducting a U.S. Sailing Association Cruising Instructor evaluation. This is a three-day, live-aboard course during which the Instructor Candidates are required to perform a variety of tasks to demonstrate the qualifications to teach U.S. Sailing courses. We had been out on the Bay, just north of Treasure Island, doing night overboard rescues. It was about 2200 (10 p.m.) and time to end this drill. The plan was to anchor for the night in Clipper Cove—the body of water between Treasure and Yerba Buena Islands.

The forecast was for unsettled weather, with a front passing through the area overnight. This would cause the normal westerly wind—coming in the Golden Gate—to switch to the southwest. The wind was also predicted to increase in strength, gusting as high as 35 knots. All of this was to be accompanied by rain, heavy at times.

As we completed the overboard rescue operations and headed for Clipper Cove, my gut kept telling me, “This is not a night to be anchored out!” However, I was only one of three U.S. Sailing Instructor Trainers running this course. The other two (each on a separate boat) were people whose opinions I valued and respected. Not wanting to be viewed as a wimp, I didn't raise my concerns. After all, it was only blowing five to eight knots at that point and Yerba Buena Island protects Clipper Cove reasonably well from southwest winds. What could go awry?

And so, all three boats anchored in Clipper Cove. As a precaution, an anchor watch was set on each boat. This means that all crew members take turns staying

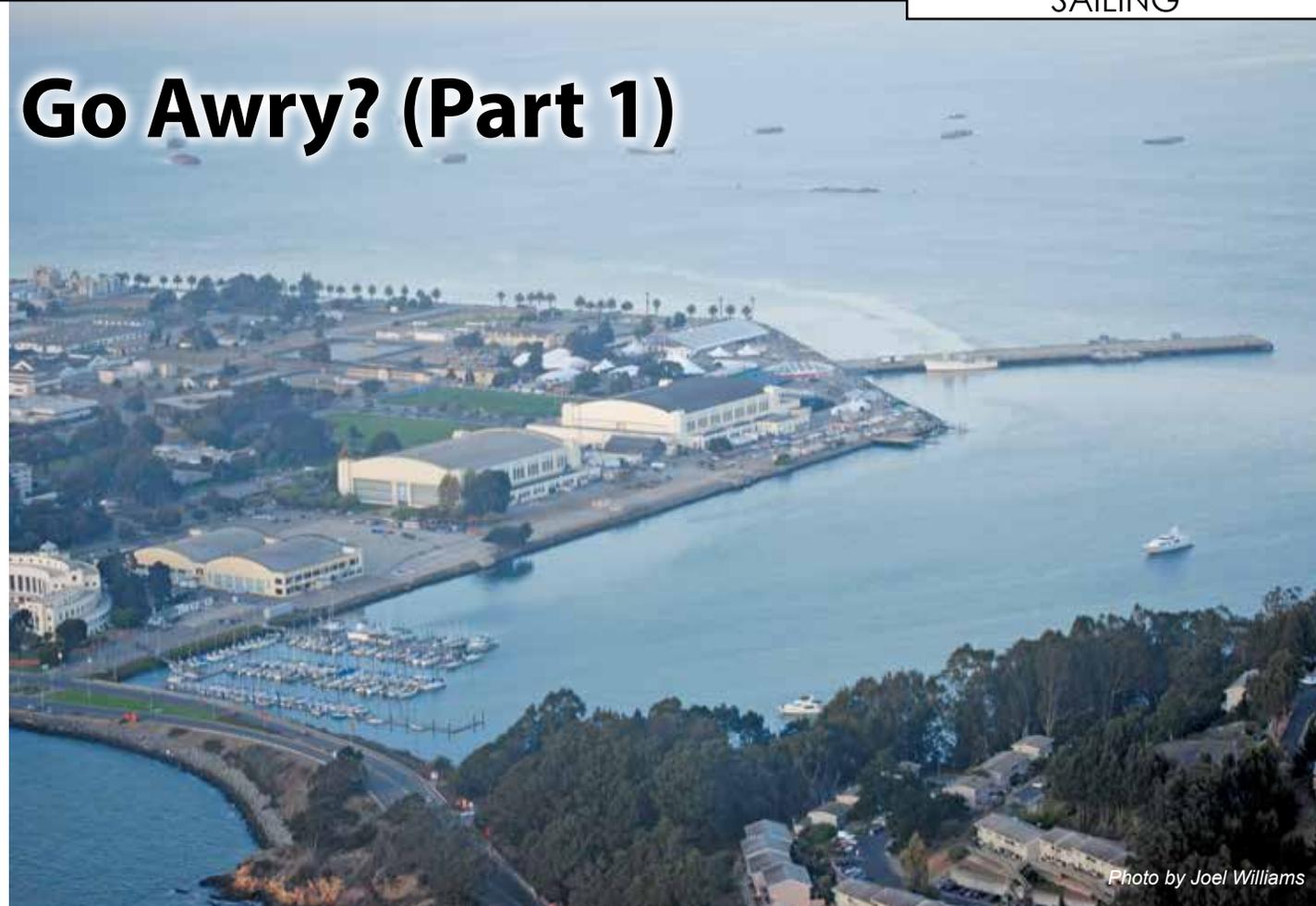


Photo by Joel Williams

Clipper Cove, the body of water between Treasure and Yerba Buena Islands, is protected from weather coming from the south by Yerba Buena Island.

awake in 90-minute shifts through the night—just in case. I took the first watch and by the time it was over, it was raining moderately and blowing 20-25 knots from the southwest. For the rest of the night as the conditions worsened, I lay awake in my berth with my foul-weather gear and boots on, awaiting word that something was amiss.

All night I waited, and nothing happened. Yes, the wind blew harder and harder, certainly more than the predicted 35 knots, and the rain was heavy at times. However, the anchor held all through the night. It wasn't until just after the sun had risen (when everything always feels better!) that the strongest gusts of the storm swept around and over Yerba Buena Island and ripped our anchor free of the bottom. Suddenly, we were underway and headed rapidly toward the old Navy pier at the southeast corner of Treasure Island.

I took the helm and steered the boat through the narrow space between the pier to port (our left side) and the shallows to starboard (our right side). At the same time, we had to avoid being struck by flying dinghies that were being

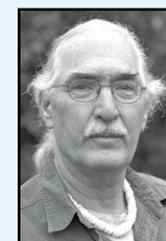
blown off their storage racks on Treasure Island. Driven by this astonishing wind, five or six of these 100-pound boats were bouncing and tumbling across the surface of the Bay, heading toward Emeryville. Meanwhile, my crew worked hard to recover the anchor and over 150 feet of chain and line that were dragging in the water off the bow. Until the anchor and lines were back on board we dared not start the motor for fear of wrapping it all in the propeller. With the anchor recovered, the engine started, all the flying dinghies dodged, and a bit of open water to maneuver in, the immediate pressures eased.

Going anywhere upwind in that blow would have been very uncom-

fortable and incredibly difficult, if not impossible. Besides, I had no desire to go back into Clipper Cove and re-anchor in those conditions. That meant we were heading to leeward (downwind). In that direction there were five options available to us: the two marinas in Richmond (Brickyard Cove and Marina Bay), the two marinas in Emeryville (Emery Cove and the Emeryville Marina), and the Berkeley Marina. I'd been in all of them, but was most familiar with Berkeley, so the decision was easy. Berkeley, here we come!

This saga will continue next month...

Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.





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Jack London Would Have Loved These Books

BY PAUL DUCLOS

While most *Bay Crossings* readers have at least a passing knowledge of literary legend Jack London, few probably know much about his wife and soul mate, Charmian Kittredge London, who helped shape his destiny while becoming an impressive creative force herself.

Seeking to bring greater awareness of this oversight is Iris Jamahl Dunkle, author and poet laureate of Sonoma County, who is currently at work on a definitive biography of Charmian.

The Book Club of California recently hosted an evening lecture given by Dunkle, who described several surprises revealed in her research. Among them was the romance Charmian had with the great magician and escape artist Houdini after she became a widow.

It is also worth noting, said Dunkle, that Charmian was herself an accomplished writer and adventurer. She sailed the world with Jack before his tragic death at 40, and the two of them were avid aficionados of all things related to the waterfront.

For more information, see www.irisjamahldunkle.com and www.bccbooks.org.

Jack and Charmian were both avid swimmers, but not quite as passionate as contemporary writer Philip Hoare, who has penned a haunting memoir about his love affair with the sea.

RISINGTIDEFALLINGSTAR: In Search of the Soul of the Sea is a sprawling and elegiac masterpiece of nonfiction that captures the mystery of the ocean and its myriad denizens. “Every swim is a little death,” Hoare writes, “but it is also a reminder that you are alive.”

The author lives in Southampton and on Cape Cod, and captures the essence of those bleak seas as a place of escape and refuge. There is scant mention of West Coast waters in this book, but members of San Francisco’s Dolphin Club would no doubt find some truth in this observation:

“Every day is an anxiety in my ways of getting to the water. I’ve become so attuned to it, so scared of it, so in love with it that sometimes I can only think by the sea. It is the only place I feel at home.”

For more information, see www.press.uchicago.edu.

For his part, the famous aerial photographer Robert Cameron was not much for the sea; he liked to get high. While most readers may know him for his epic *Above San Francisco*, the author repeated the effort by flying above 15 other cities to document their unique configurations from a bird’s eye view.

Cameron also became quite celebrated for his self-published 1962 best-seller, *The Drinking Man’s Diet*, a low-carb regimen that is sometimes confused with the “Russian Air Force diet” used by pilots to keep slender enough for narrow fighter plane cockpits. Alas, there’s no vodka allowed on that one.

This tome is slender, too, and elegantly illustrated with classic cartoons from the bygone era of the three-martini lunch. The author does invoke a word of caution, however: “If you drink too much, you will get drunk. Moderation in the pursuit of happiness is no vice.”

For more information, see www.cameronbooks.com.

Finally, here’s another book that both Cameron and Jack London would probably find engaging: *A Short History of Drunkenness* by Mark Forsyth. The author notes early on that “nearly every culture on earth has drink, and where there’s drink there’s drunkenness.”

But in every age and in every place, drunkenness is a little bit different. It can be religious, it can be sexual, it can be the duty of kings or the relief of peasants. It can be an offering to the ancestors, or a way of marking the end of a day’s work. It can send you to sleep, or send you into battle.

A Short History of Drunkenness traces humankind’s love affair with booze from our primate ancestors through to Prohibition, answering every possible

question along the way: What did people drink? How much? Who did the drinking? Of the many possible reasons, why?

On the way, learn about the Neolithic Shamans, who drank to communicate with the spirit world, marvel at how Greeks got giddy and Romans got ripped and find out how bars in the Wild West were never quite like those depicted in classic films.

This is a history of the world at its inebriated best. For more information, see www.penguin.co.uk.



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

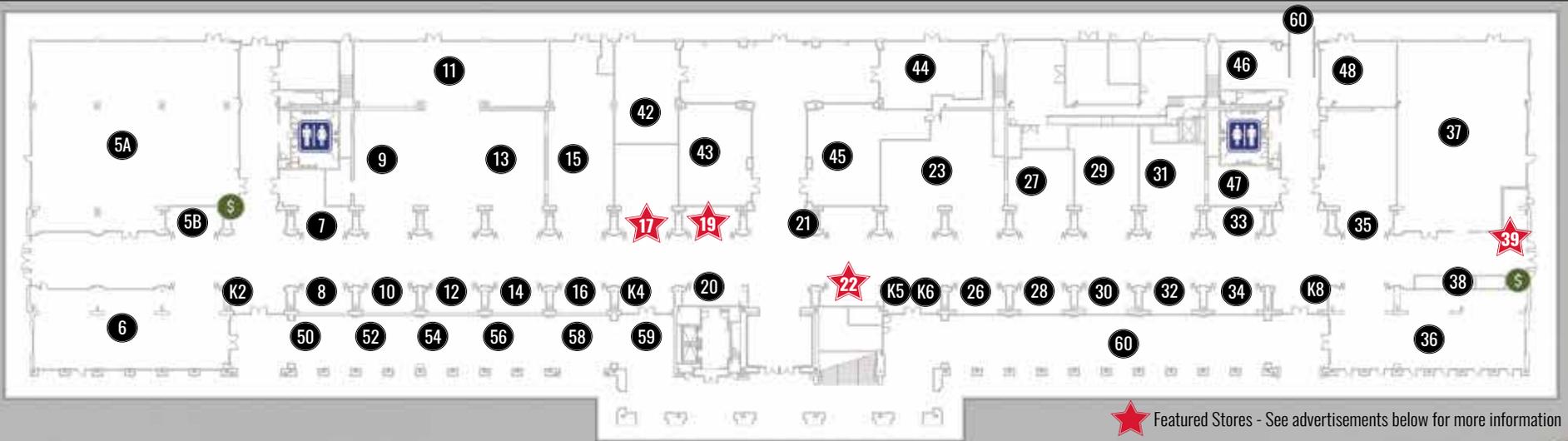


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Come visit our full-service, European-style cheese shop featuring our Cowgirl cheeses alongside the finest artisan and farmstead selections from America and Europe. We also invite you to explore the cheese-centric menu at Sidekick, the carry-away café next door. We offer lunchtime cheesy classics with a seasonal Cowgirl twist; including weekday Raclette from 4-6pm.

BAYCROSSINGS
"The Voice of the Waterfront"

Bay Crossings, Shop #22
www.baycrossings.com
Phone: (415) 362-0717



Bay Crossings is the ferry ticket shop and Clipper Customer Service Center. It also sells post cards and greeting cards featuring the Ferry Building, helpful maps and guides, and special edition books. Bay Crossings also publishes a monthly newspaper by the same name that covers maritime, cultural, environmental and commuter issues.

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WATERFRONT ACTIVITIES

- July 9-20** **Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Alameda, CA, 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
- July 15** **1PM – 5PM - Battle of the Bay Sail to McCovey Cove - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Board in Sausalito, sail across the San Francisco Bay, and anchor outside AT&T Park to experience a SF Giants vs. Oakland A's game from the deck of the Schooner *Freda B*. Grab your tickets early, because these are some of the best games of the season! \$69 per person.
- July 18** **6PM – 8PM - Wednesday Night Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Leave your mid-week blues at the dock and join us for a twilight sail on San Francisco Bay and watch the sunset behind the Golden Gate. This event is every 1st & 3rd Wednesday of the month, join an OCSC instructor aboard one of our boats for a 2-hour sail, no experience necessary! We provide the gear! After the sail join us in our clubroom for chili, clam chowder, and drinks and mingle with sailors alike. Each Skippered boat takes up to 6 passengers. Please call to reserve a spot today! Retail: \$99 Member: \$75
- July 21** **4PM – 6PM - OCSC BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Summer is here and OCSC BBQ's are the place to be! Stop by OCSC to join us for our monthly BBQ. Grab a hotdog, hamburger, or veggie burger and learn about being an OCSC member or look into taking sailing classes with us. New to sailing? A club manager would be happy to take you on a tour and give you the rundown, or sit back and meet our amazing instructing staff! Call OCSC with any questions & to RSVP, we look forward to seeing you! Free event to all.
- July 21** **7PM – 9PM – Bay Area Weather Seminar with Capt. Ray – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Many of you are familiar with the westerly summer wind machine we have in the Bay. But do you know about central California's microclimates? Do you know why Sacramento's Tule fog is more dangerous than San Francisco summer fog? In this course, learn about the anatomy of a storm, how to predict Santa Ana conditions on the Bay, and other useful weather information. Retail: \$35 Member: free
- July 25** **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
- July 27** **7PM – 9:30PM - July Full Moon Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Step aboard the Schooner *Freda B* for a distinctive once-a-month sail in honor of the full moon. Take in views of the San Francisco skyline, Golden Gate Bridge, Bay Bridge, Alcatraz and Angel Islands, all while experiencing the magic of the sunset and moonrise. \$69 per person
- July 29** **7:15PM – 9:30PM - Sunday Sunset Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Step aboard in Sausalito and see the Bay's most iconic sights from the deck of a meticulously maintained tall-ship. This weekly sail is a great way to liven up your weekend, a perfect mix of luxury and adventure! \$69 per person.

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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All Bay Area Ferry Schedules in One Place!

San Francisco Bay Ferry

VALLEJO			
VALLEJO – SAN FRANCISCO			
Travel time between Vallejo and San Francisco is approximately 60 minutes.			
Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	9:30	10:40	-----
-----	10:30	11:40	11:00
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:50	3:10	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
-----	6:45	7:15	-----
-----	-----	8:15	-----
Weekends & Holidays			
8:10 a.m.	8:30 a.m.	10:00 a.m.	9:40 a.m.
---	10:00	11:10	11:30
---	11:30	12:45 p.m.	-----
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:40	4:00	5:35	5:15
---	5:15	6:30	---
---	7:30	9:00	8:40
FARES: One-way			
Adult	\$14.60	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$11.00		
Youth (5-18)	\$ 7.30		
Senior (65+)/Disabled/Medicare	\$ 7.30		
School Groups	\$ 4.80		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.70		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	
	*see below	60 min. later	
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.			
FARES: One-way Roundtrip			
Adult	\$14.20	\$28.40	
Youth (5-18)/Senior (65+)/Disabled	\$10.60	\$21.20	
Child (under 5) (when accompanied by an adult)	FREE	FREE	

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

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

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

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

FARES: One-way			
Adult	\$7.00	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult (Clipper Only)	\$5.30		
Youth (5-18)	\$3.50		
Senior (65+) Disabled	\$3.50		
Child under 5	FREE		
School Groups	\$2.30		
Short Hop - Adult	\$1.70		
Short Hop - Youth	\$0.80		
Short Hop - Senior (65+), Disabled	\$0.80		

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
FARES: One-way			
Adult	\$7.30		
Adult (Clipper Only)	\$5.50		
Youth (5-18)	\$3.60		
Disabled / Seniors (65+)	\$3.60		
School Groups	\$2.40		
Children (under 5)	FREE		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00	5:55
7:00	7:50	7:35
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way FARES:	Adult \$8.80	Seniors (65+ yrs), Disabled \$4.40
Adult (Clipper Only)	\$7.90	School Groups \$2.90
Youth (5-18 years)	\$4.40	Children (under 5) (with an adult) FREE

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

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

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

GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:50	9:20	-----	-----		Larkspur	Sausalito	
9:20	9:55	10:10	10:45		Daily	Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64)	\$11.50	\$12.00	
11:10	11:45	11:55	12:30 p.m.	Clipper	\$ 7.50	\$ 6.50	
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled	\$ 5.75	\$ 6.00	
12:40 p.m.	1:15	1:25	2:00	Children 4 and under	FREE	FREE	
2:15	2:50	3:00	3:30	(limit 2 per fare-paying adult)			
2:50	3:25	3:30	4:00	Children ages 5 and under travel free			
-----	-----	4:00	4:30	when accompanied by a full fare paying			
3:40	4:15	4:30	5:00	adult (limit two youth per adult).			
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30	Visit goldengateferry.org for updates.			
5:40	6:15	6:30	7:00	Contact Information Toll free 511 or 711 (TDD)			
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05	Contact Information Toll free 511 or 711 (TDD)			

SAUSALITO

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

Weekday Service ONLY

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

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

ESCAPE FROM THE ROCK

Depart PIER 39		
11:15 a.m.	1:45 p.m.	3:45 p.m.

Ticket Prices: Adult \$39.00 Child (5 - 11) \$26.00
Junior (12 - 18) \$31.00 Senior (65+) \$31.00

Blue & Gold Ferry

TIBURON – Pier 41

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
9:45 a.m.	10:30 a.m. ^	10:40 a.m.	11:10 a.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:25	12:10 p.m. ^	12:20 p.m.	12:45 p.m.	10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
1:45 p.m.	2:30 ^	2:40	3:05	12:25 p.m.	12:55 p.m.	1:10 p.m.	1:45
3:30	4:20 ^	4:30	5:00	2:00	2:25	2:40	3:10
5:15	5:45	5:55	6:25	3:20	3:45	4:00	4:25
6:15	7:05 *	7:15	7:45	4:45	5:10	5:25	5:55
8:20	9:20 *	9:25	10:05	6:15	6:40	6:55	7:45 *
				8:20	9:00	9:10	10:05 *

^ Via Angel Island, * Via Sausalito # Only available on Fridays

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

* Via Tiburon, ^ Via Angel Island

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 19) **No service** on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

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>

BAY CRUISE

Depart Pier 39		
Daily Monday - Sunday		
10:45	2:30	5:30
12:00	3:00	6:00
12:30	4:15	6:30
1:00	4:45	7:00

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

FARES: All prices include audio tour.

Adult	\$33.00	Child (5-11)	\$22.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at www.blueandgoldfleet.com

ROCKETBOAT

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 *
11:25	11:50	12:00 p.m.	12:45 pm *
1:45 p.m.	2:10 p.m.	2:20	3:05 *
---	---	4:10	5:00 *

Weekends & Holidays (Depart Pier 41)

9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 pm *
1:45 p.m.	2:10	2:20	3:10 *
---	---	4:20	5:25 *

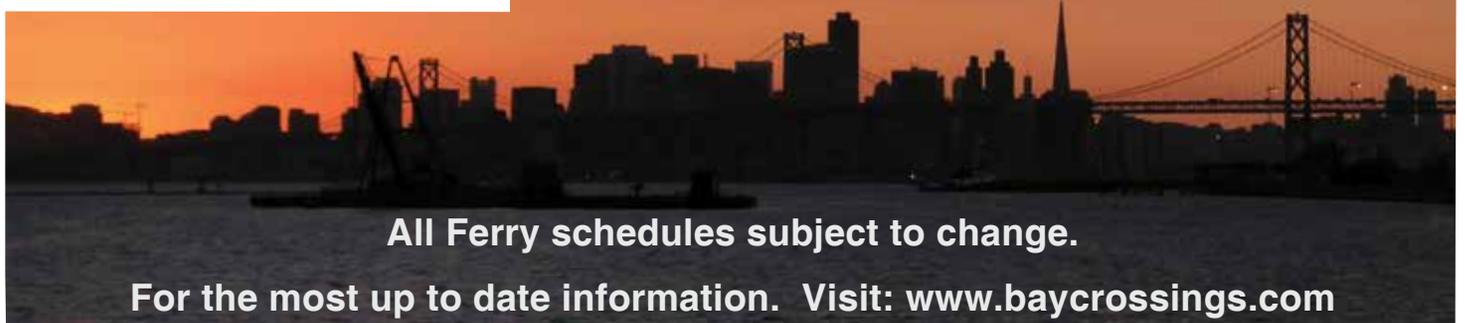
* Via Tiburon ^ Via Sausalito

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

* All prices include State Park Fees / Weekend Schedule on President's Day (February 19) / Memorial Day (May 28) / Independence Day (July 4) and Labor Day (Sept 3)

BAY CROSSINGS

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All Ferry schedules subject to change.

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AROUND THE BAY IN JULY



4th of July

Waterfront Activities & Fireworks Viewing

Fireworks from the O'Brien

The SS *Jeremiah O'Brien*, the famous WWII Liberty Ship berthed at Pier 45 in Fisherman's Wharf, invites you to come aboard to view San Francisco's Independence Day fireworks extravaganza. Many people consider the *O'Brien* to have the best fireworks seats on the wharf. Events aboard the ship are from 6:30 to 10 p.m., including hot dogs, chips, beverages, live music and a whole lot of fun. For tickets and more details, visit www.ssjeremiahobrien.org.

Fourth of July Block Party in JLS Come celebrate Independence Day

with a festive afternoon at Jack London Square on July 4 from 11 a.m. to 5 p.m. Free to attend, everyone is invited to enjoy this day of red, white and blue fun that will fill the Oakland waterfront with live music and entertainment, a beer/cider garden, tasty backyard BBQ, local shopping and a kids zone. More than 10,000 people celebrate the 4th of July on the Oakland waterfront annually. This year, the block party will feature live music from Afro-Latin Funk group Sang Matiz, Oakland-based hip-hop artists The Corna Sto, a collaboration between Delly and [T-BLOCK], Reggae artist Heartafiya and more. The event will also have activities for kids including games,

entertainment, and a craft area, local vendors and eats with BBQ specials, and a beautiful beer garden right in the heart of Jack London Square with beers from Federation Brewing.

Celebrate Independence Day on the USS Hornet

The USS *Hornet* Museum in Alameda hosts its annual Independence Day party on July 4 from 2 to 10 p.m. Guests can enjoy sweeping views of the San Francisco Bay while listening to live music on the ship's flight deck. The musical line-up includes Mitch Polzak & the Royal Deuces (Americana), Shark Alley Hobos (New Orleans/Jazz) and

Steve Lucky & the Rhumba Bums featuring Miss Carmen Getit (Blues/Boogie). Following the concert, guests are welcome to remain on the flight deck to watch panoramic views of Bay Area fireworks. A great selection of food, beer and wine will be available for purchase during the event. All-day admission is \$25 for adults and \$15 for children ages 7-17; museum members receive free admission. The ship is permanently berthed at 707 W. Hornet Avenue, Pier 3 in Alameda and there is ample free parking. For more information visit www.uss-hornet.org.

Blues Cruise on the Bay

Enjoy a blues cruise on board the USS *Potomac* on July 8 from 3 to 5 p.m. with music from the Hucklebucks. Cruise the Bay on Franklin Delano Roosevelt's Presidential Yacht while listening to fabulous blues. Beer, wine and nibbles will be available for purchase. Tickets are \$55 per person. The ship leaves from 540 Water Street in Oakland's Jack London Square. For reservations or information, visit www.usspotomac.org or call the Potomac office at (510) 627-1215.

The 18th Annual Breastfest Beer Festival

Northern California's best beer tasting event is returning to Fairground Island at the Marin Center in San Rafael on Saturday, July 14 from 1 to 5 p.m. The Breastfest Beer Festival helps raise funds for the Charlotte Maxwell Complementary Clinic, a nonprofit health center that supports economically challenged women in their fight against cancer. Sample over 30 breweries and eat barbecue for free throughout the festival, listen to live music under the huge tent,

win many, many great prizes and enjoy a relaxing afternoon in the sunshine—all while raising money for a great cause. A limited amount of advance tickets are available at \$50 and can be purchased on the website thebreastfest.org or at Marin Brewing Company in Larkspur or Moylan's Brewing Company in Novato or regular admission is \$65 at the door. The ticket price includes live music, food, unlimited tasting and a Breastfest commemorative cup. For additional information, call (415) 461-4677.

Benicia Waterfront Festival

This popular summer event is back with a splash on Saturday and Sunday, July 28 and 29 from 11 a.m. to 6 p.m., as Benicia celebrates its picturesque waterfront locale with two days of live music, craft beer and wine tastings, tasty foods, a vendor village and a kids' activity area. Daily admission is \$10 for adults and \$5 for seniors, with children under 12 for free with a paid adult. Adult weekend passes are also available for \$15. For more information and a full listing of musical acts, visit www.beniciamainstreet.org.

Belly Up to Bay Street

Bay Street is bringing back Belly Dance Fitness, a fun summer series of free outdoor belly dancing classes. From pros to newbies, everyone is invited to work up a sweat learning the basics under the direction of acclaimed instructor Abigail Keyes of the Salimpour School of Belly Dance. Lessons will take place every Saturday in July from 4 to 5 p.m. Participants should bring towels and water bottles. Bay Street is a diverse mixed-use center featuring retail, restaurant and entertainment offerings comprising three city blocks and is located off the I-80 Powell street exit at Bay Street and Shellmound Street in Emeryville. For more information call (510) 655-4002 or visit www.baystreetemeryville.com.

Bay Street Salsa Sundays

Bay Street also spices things up with Salsa Sundays, a music series featuring a live salsa band and plenty of room to dance every Sunday in July and August. Everyone is invited to turn up the heat and enjoy free festive salsa lessons and

music on a special dance floor in the heart of Emeryville. Dance instructors from Timba Heat will host lessons at 2:30 and 4 p.m. for all to enjoy. Make an evening of it and grab dinner at one of Bay Street's restaurants after working up an appetite on the dance floor.

Pedalfest at JLS

Pedalfest takes over Jack London Square to celebrate all things cycling at the Bay Area's biggest bicycle festival from 11 a.m. to 6 p.m. on Saturday, July 28. From hipsters to families, Pedalfest-goers will enjoy the Amphibious Bike Race; a pedal-powered stage featuring live music; pedal-powered food; two penny bicycles; unicycles; dazzling handmade bicycles; vintage bikes; pedal-powered art; bicycle stunt shows and more. Visitors can bike, ferry, BART or drive to Jack London Square where all bicyclists will receive bicycle valet services. For additional information about Pedalfest and/or to volunteer, visit www.pedalfestjacklondon.com.

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



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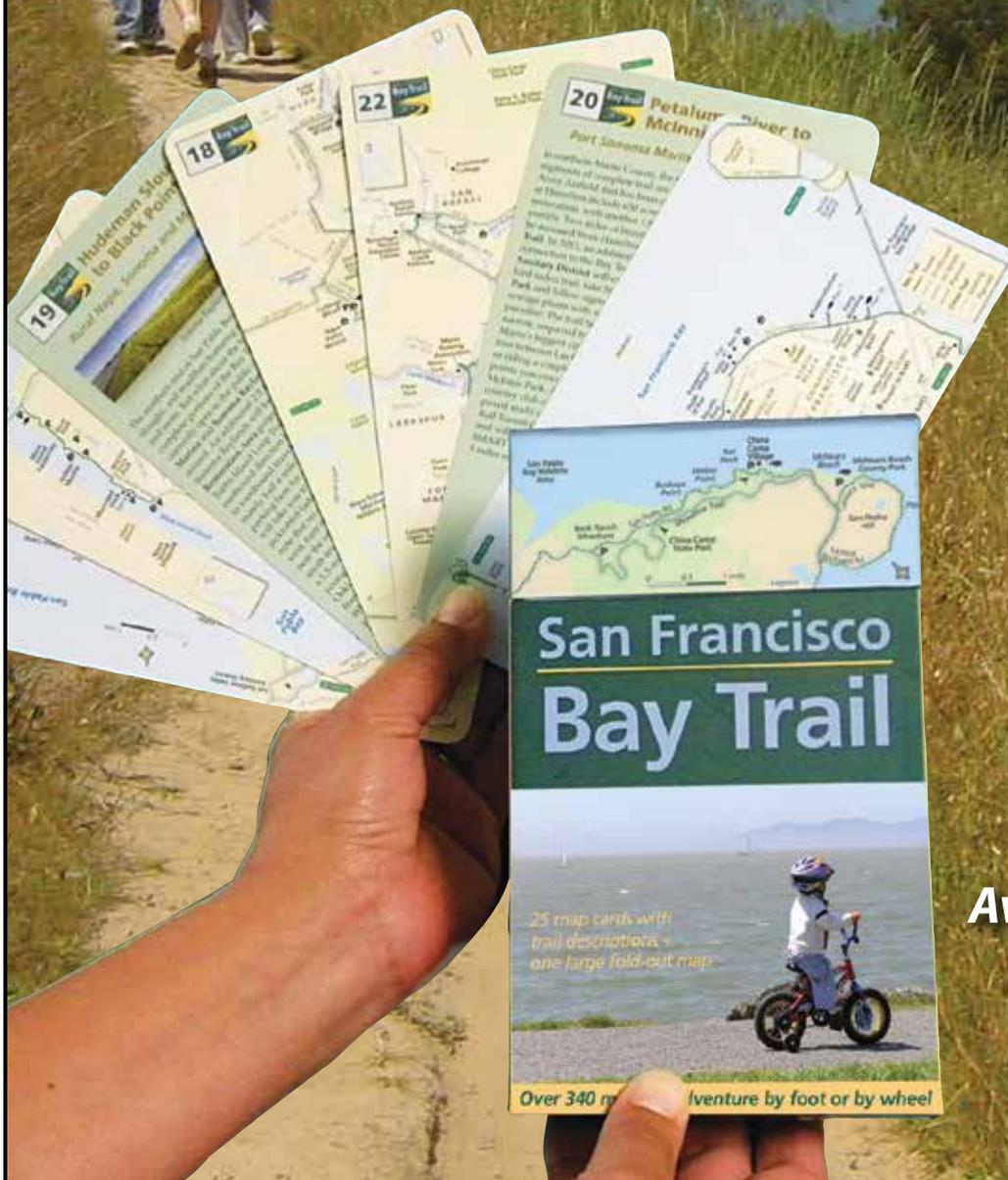
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