



# BAY CROSSINGS

*"The Voice of the Waterfront"*

November 2016 Vol. 17, No. 11

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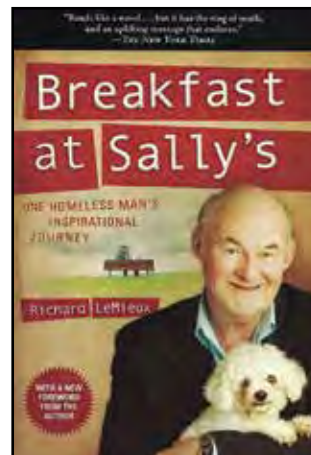
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*"The Voice of the Waterfront"*

## columns

- 08 WHO'S ON THE DOCK?**  
Collette Martinez  
**by Matt Larson**
- 15 IT CAME FROM BENEATH THE SEA**  
Crafty Crustaceans  
**by Mallory Johnson**
- 19 SAILING ADVENTURES**  
"There Are More Things  
in Heaven and Earth..."  
**by Captain Ray**

## features

- 07 COVER STORY**  
Diesel Emissions Take  
Nosedive at Oakland Port  
**by BC Staff**
- 12 ELECTION COVERAGE**  
Waterfront Project Roils  
Vallejo Elections  
**by Joel Williams**
- 14 GREEN PAGES**  
S.F. Leads the Way With  
Broad Styrofoam Ban  
**by Bill Picture**



## guides

- 18 WATERFRONT ACTIVITIES**  
Our recreational resource guide
- 20 BAY AREA FERRY SCHEDULES**  
Be on time for last call
- 22 AROUND THE BAY**  
To see, be, do, know

## BAYCROSSINGS

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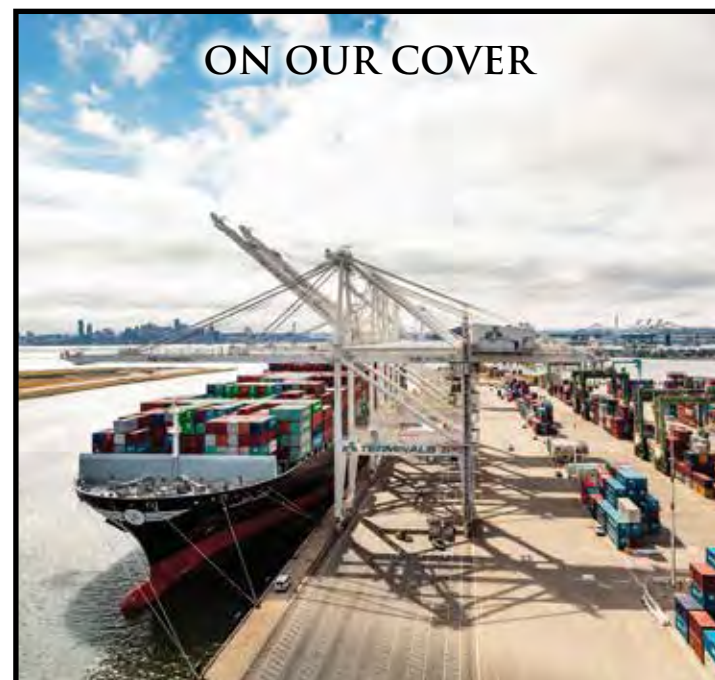
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## news

- 06 WATERFRONT NEWS**  
Forbes Named Executive  
Director of S.F. Port  
**by Patrick Burnson**
- 10 BAYKEEPER**  
Protecting the Bay From  
Oil Train Accidents  
**by Sejal Choksi-Chugh**
- 16 WETA Fetes New Vallejo  
Maintenance Facility**  
**by BC Staff**
- 17 CULTURAL CURRENTS**  
Classically Youthful  
Concerts on Tap  
**by Paul Duclos**



## ON OUR COVER

Last month, the Port of Oakland reported that diesel emissions from trucks serving the Port of Oakland declined 98 percent between 2005 and 2015. In that same timeframe, ship emissions dropped 75 percent. The results of the emission survey indicate the port is advancing its 2008 commitment to reduce seaport-related diesel health risk by 85 percent by the year 2020. The port said that the emissions inventory showed a 76 percent decrease in total diesel emissions at the Port of Oakland.

### Corrections & Letters

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

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# Forbes Named Executive Director of Port of San Francisco

BY PATRICK BURNSON

San Francisco Mayor Edwin Lee appointed Elaine Forbes as the executive director of the Port of San Francisco last month. Forbes has been interim director of the port since March 2016; prior to her appointment as interim director, she was the deputy director for finance and administration for the port.

While attracting more cargo to the port is not one of her key missions, it appears that she'll place a high priority on infrastructure. "Elaine's extensive leadership experience at the Port of San Francisco and her 15 years of invaluable experience serving our city's residents makes her an outstanding candidate to serve the port, its diverse stakeholders and the 24 million people that come to our city's waterfront annually," said Lee.

According to Lee, that includes a long-term strategy to address seawall vulnerability and a rise in sea levels. The Port of San Francisco is responsible for the 7.5 miles of San Francisco waterfront adjacent to the San Francisco Bay and is the lease holder for nearly 600 tenants. The port oversees a broad range of maritime, commercial and public activi-



*Photo by Ted Kurihara*  
New Executive Director of the Port of San Francisco, Elaine Forbes.

ties and is involved in a diverse range of business, including real estate property management, cargo and cruise shipping, ferries and excursion boats, ship repair, commercial fishing and harbor services. Its jurisdiction stretches along the waterfront from Hyde Street Pier on the north to India Basin on the south.

## Port of Oakland Bond Ratings Upgraded

According to Port of Oakland spokespeople, intermediate lien revenue bonds have been upgraded by Fitch Ratings to A from A-. Fitch has also affirmed the A+ rating on the port's senior lien revenue bonds. The rating outlook for both liens is stable.

Fitch issued its rating update last month. It said the ratings reflect diverse revenues from the port's aviation, maritime and commercial real estate operations. It also stated that the port benefits from its sizeable enplanement base and maritime cargo operations within the large, economically diverse and wealthy San Francisco Bay Area. Fitch said the upgrade of the intermediate bonds also reflects the port's progressive deleveraging and debt service coverage ratios having exceeded the rating agency's base case expectations.

## TraPac to Double Its Footprint in Oakland

In an earlier development, the port announced that TraPac has reached an agreement to nearly double its marine terminal size at the Port of Oakland. Wilmington, California-based TraPac said it plans to lease an additional 57 acres and two vessel berths on the port's Outer Harbor.

The deal will greatly strengthen TraPac's position as the second-largest terminal operator in Oakland. TraPac disclosed its plans at a meeting of Oakland's Board of Port Commissioners last month, and the proposed 14-year lease agreement with the port became final when the board approved it at a meeting on October 27.

"This is a significant step forward for TraPac and the port," said Port of Oakland Maritime Director John Driscoll. "TraPac gets room to expand its thriving business and the port gets to

revitalize valuable property with a highly respected tenant."

Marine terminals load and unload containerships in Oakland, and then release containerized imports to cargo owners. The terminals also accept exports for overseas shipment. TraPac handles 20 percent of the containerized cargo moving through the Port of Oakland. It manages two vessel berths and 66 acres of land. Under the new agreement, it would have four berths and 123 acres.

Much of the land would be used for cargo handling. That's expected to be increasingly important as volume grows at the port. With more acreage, the terminal can implement new procedures to improve efficiency and get containers in and out of Oakland faster.

"Our business is growing and placing new demands on our operations," said TraPac Oakland General Manager Mike Porte. "With this new agreement we can meet the demands and the service expectations of our customers."

TraPac is one of the nation's best-known terminal operators. It began Oakland operations in 1991, and manages other terminals in Los Angeles and Jacksonville, Florida. According to the port, TraPac will invest to upgrade and modernize the new terminal acreage under its control in Oakland. Among other things, TraPac plans to construct a new gate to give harbor truckers better access to the terminal.


"With this expansion, we're demonstrating our long-term commitment to Oakland," said Porte. "TraPac and the port share a common value—good customer service—so we see this partnership growing even stronger over time."

*Patrick Burnson is the Executive Editor of Logistics Management.*  
([www.logisticsmgmt.com](http://www.logisticsmgmt.com))

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# Truck Diesel Emissions at Port of Oakland Take Nosedive



BY BC STAFF

Last month, the Port of Oakland reported that diesel emissions from trucks serving the Port of Oakland declined 98 percent between 2005 and 2015. In that same timeframe, ship emissions dropped 75 percent.

Those were the key findings of an emissions inventory the port released at the end of October. The results indicate the port is advancing its 2008 commitment to reduce seaport-related diesel health risk by 85 percent by the year 2020.

The port said that an analysis of the 2015 emissions inventory shows a 76 percent decrease in total diesel emissions at the Port of Oakland. “This is a significant achievement,” said Richard Sinkoff, the port’s director of environmental programs and planning. “The reduction in seaport diesel

emissions is important because it’s closely related to reducing health risk for our neighboring communities.”

According to the port’s study, truck diesel particulate matter (DPM) emissions have decreased from 16 tons in 2005 to 0.4 tons in 2015. Overall DPM emissions decreased from 261 tons to 63 tons. DPM exposure has been linked to an increasing health risk for lung cancer.

The port listed a number of contributing factors to its emissions improvements:

- a \$38 million grant program to upgrade and replace the oldest trucks operating at the port;
- a ban on trucks that aren’t compliant with statewide emissions requirements;
- shipping lines switching to cleaner burning, low-sulfur fuel; and
- a \$60 million project to construct a power grid that ships can plug into at berth rather than relying on auxiliary diesel engines.

“The work and investments by the port and our partners have nearly eliminated port truck emissions and greatly reduced other emissions,” said Port of Oakland Executive Director Chris Lytle. “But we’re not done—we’ll keep working to minimize the potential impact that trade has on our community.”

The port and environmental consultant Ramboll Environ compiled and calculated emissions data for 2015 from ships, harbor craft, cargo handling equipment, trucks and locomotives.

Here’s the breakdown of DPM emissions improvement:

- trucks – DPM down 98 percent
- locomotives – DPM down 89 percent
- cargo handling equipment – DPM down 82 percent
- ocean going vessels – DPM down 75 percent
- harbor craft – DPM down 53 percent

The port said its 2009 Maritime Air Quality Improvement Plan has been the biggest factor in curbing diesel emissions. The plan was adopted to reduce the health risk from diesel emissions. It was developed in conjunction with nearby residents, the U.S. Environmental Protection Agency, California Air Resources Board, Bay Area Air Quality Management District, trucking companies, marine terminal operators, railroads and ocean carriers.

The Port of Oakland oversees the Oakland seaport, Oakland International Airport and 20 miles of waterfront. Together with its business partners, the port supports more than 73,000 jobs in the region and nearly 827,000 jobs across the United States. You can connect with the Port of Oakland and Oakland International Airport through Facebook, or with the port on Twitter, YouTube and at [www.portofoakland.com](http://www.portofoakland.com).

# Collette Martinez

BY MATT LARSON

There was a new voice at the Sausalito ferry terminal this summer: Casual Operations Supervisor Collette Martinez was working the crowds, making sure the ferry passengers know what to do.

"I have a very loud voice so it looks like I'm controlling the whole thing," she said with a laugh. Looks are deceiving, however, as she's only been working with Golden Gate Ferry since April of this year: "I still take direction from the people who've been there forever. We make it work as a team."

Since starting her position, Martinez has marveled at how organized the ferry system is when dealing with its many passengers. "It's fascinating how many people are taking the ferries," she said. "It's like clockwork, it just happens. It takes a lot of coordination to make that happen every half-hour." It's her job to help make sure that passengers are moving as safely and efficiently as possible, and she enjoys the teamwork between both the ferry commuters and the employees. "We all kind of work as a group," Martinez said.

Especially when working in Sausalito, which tends to attract more tourists (and their bicycles), Martinez

always empathizes with her customers to ensure that they have the best possible experience on the ferry.

"This is really a highlight of their vacations," she said. "That Golden Gate Bridge ride, the whole San Francisco experience, and then coming into the beauty of Sausalito; they love the opportunity to take the ferry back. It makes it a really nice day for them." The most challenging times are when the ferries fill up and she has to inform guests they'll need to wait for the next ferry. "If you're communicative to them, it's usually okay, but that's the tough part."

Having been a traveler herself, she's well aware that many of the tourists may struggle with knowing exactly where they're going, what boat to get on, how long it will take them, and so on. "I've been that tourist," said Martinez. "I've been in that foreign city going, 'Okay, which way do I go?' So, I like solving their problems." Though she's still new to the job, she did spend 27 years in sales, so customer service is second nature.

"In sales you have to anticipate what a customer needs and have a solution for them," Martinez said. "It's easy to get caught up in the chaos of hundreds of people asking questions, but if you have a second just to understand and put yourself in their shoes—again, I know

I'd be that same person—you can really talk to people and connect with them."

Martinez is a fourth-generation San Franciscan—although her family moved to Marin just before she was born. She currently resides in Fairfax and enjoys hiking through the hills there, playing golf, being a Giants fan and waterskiing. She was a competitor on the UC Davis waterski team and is proudly still at it. "In my golden years I'm still waterskiing," she said. "My mom skied until she was 76. I hope I have those genes." She frequented Lake Berryessa and Clear Lake as a kid, but now heads to her family home in Lake Tahoe whenever she can. A life of

skimming across the water also adds to her appreciation of working at the ferry terminals. "I love being out in the fresh air and the sun," said Martinez, happy to be back in the Bay Area after living in Oregon for 28 years. One of the biggest changes since she's been gone, however, is the traffic. "I cannot get over the traffic," she

said. "People describe it to me and I just can't imagine that it is like this."

Fortunately, living in Fairfax and working at the ferry terminals, she doesn't encounter the big city traffic too much. But she does know the ferries, and she warmly invites you to visit. "This is a lovely way to go," she said. "Take a minute to come stop and see the view."



Collette Martinez works on the dock in Sausalito helping guide passengers taking the Golden Gate Ferry to San Francisco.



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# Protecting the Bay From Oil Train Accidents

BY SEJAL CHOKSI-CHUGH

**M**ore long freight trains of tank cars full of crude oil, chugging along San Francisco Bay's shore and rumbling through our communities. That's the oil industry's vision for the Bay Area.

Baykeeper, along with partner environmental groups and concerned Bay Area residents, has a different vision. And together, we have derailed two major pieces of the oil industry's strategy

for increasing oil refining and transport around San Francisco Bay.

The oil industry strategy includes bringing millions more barrels of oil to the Bay Area by train, on tracks that run near the Bay and through local communities. Some of the oil would be dirty crude from the Canadian tar sands. Some would be highly explosive oil from the Bakken fields in North Dakota. Often, the oil would arrive in unsafe tank cars not designed for explosive substances.

An oil train derailment in the Bay Area could cause a big oil spill into the Bay. And when oil coats birds and



Photo courtesy of Columbia Riverkeeper

An oil train fire burns along the Columbia River in Oregon in June 2016.

other Bay wildlife, it can injure or kill. An oil train accident could also lead to an explosion and fire in a local neighborhood. The risk is increasing. The boom in oil from North Dakota and Canada has already led to more oil being shipped by train across the United States, and train accidents in recent years have spilled more than a million gallons of crude oil into the environment.

In June, a train with 96 tank cars full of crude oil derailed in Oregon along the Columbia River. An oil fire burned for 13 hours, spewing toxic fumes that led to the evacuation of a nearby school. Four cars ruptured, spilling oil that reached the river. And an oil sheen on the river was visible from the air two days later. Columbia Riverkeeper, an organization that works to protect the river the same way Baykeeper works to protect San Francisco Bay, was on the scene to watchdog the response. It immediately advocated for new laws to end the expanding threat of oil trains along the river.

Baykeeper is determined to try to keep an oil spill like this from happening in San Francisco Bay.

In order to bring more oil to the Bay Area by train, oil refineries need to increase their shipping and storage

capacity. To do that, they need permits from regulators and government bodies. That's where all of us who don't want oil trains near the Bay are taking a stand.

The Valero oil refinery in Benicia recently proposed to expand its rail yard, in order to ship in up to 70,000 more barrels of crude oil in 100 tank cars *every day*. And this is a refinery that has already had at least one train derailment in 2013.

After months of advocacy from Baykeeper and other organizations, plus steady activism by concerned Benicia residents, the Benicia City Council unanimously rejected Valero's rail yard expansion in September. This victory means fewer trains will be carrying dangerous crude oil near the Bay.

And in another major victory, late last year, Baykeeper helped stop a major crude oil storage facility proposed for the Pittsburg shoreline. The facility had been a centerpiece of the oil industry's Bay Area expansion strategy.

We're not done yet. Baykeeper and other concerned organizations will keep working to protect San Francisco Bay, the Bay's wildlife, and local communities. To learn more about Baykeeper and support our work, visit our website at [baykeeper.org](http://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, e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org), or click "Report Pollution" at [baykeeper.org](http://baykeeper.org).*



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# Vallejo Waterfront Project Dominates Local Elections



Photo by Joel Williams

A shipping terminal and cement plant proposed for this location on the Vallejo shoreline threatens to turn Vallejo's waterfront into a heavy industrial site that could contaminate San Francisco Bay.

BY JOEL WILLIAMS

The reaction to last month's story about the proposed cement plant and deep water shipping terminal (Orcem/VMT) on Vallejo's waterfront was swift

and unprecedented. In fact, *Bay Crossings* has never received as many letters and emails on a single subject as we did with this. None of the responses that we received were in favor of such a project, and we agree with that sentiment. Here are a couple of the most noteworthy responses we received:

*Thank you so much for publishing the article "Faeries Against Dust" that ran in the October Bay Crossings.*

*A growing majority of Vallejoans are committed to protecting and restoring our waterfront and our neighboring communities from polluting heavy industrial development.*

*Nature has been quietly recovering our Napa River waterfront for two decades. Ever since the U.S. Navy stopped dredging the river and left Mare Island 20 years ago, wildlife has been returning to the lower Napa River.*

*As you my already know, Osprey are now nesting along both sides of the waterfront for the first time in 150 years (and the first time in recorded history), and endangered coho and steelhead salmon are running through the mouth of the river to spawning grounds up river along restored shallows in Napa and above. Because the river is cleaner, there are more fish. Because there are more fish, we are seeing bald eagles and California sea lions take up residence. We can now see what is possible if we regard our river as the living system that it is.*

*Coming up with clean, 21st century reuse plans for Sperry Mill is a challenge we look forward to in order to move ahead with an exciting updated Vallejo general plan and revitalization of Vallejo's wonderful waterfront.*

*We aren't Nimbys. If anything, we are the new Nimfy front—not in my FRONT yard. Happily more and more California waterfront communities are turning to face their formerly industrialized, now neglected waterfronts—Petaluma, Napa, Sacramento. I am confident that in a decade or so, Vallejo will be recognized as the Bay Area jewel that it has always had the potential to be.*

*Thank you for bringing focus to our mission to lead Vallejo into the 21st Century with such a well-researched, fact-based piece. We all benefit from excellent journalism.*

Sincerely,  
Susan Schneider

*We, the undersigned student organizations at Touro University California, oppose the VMT/Orcem project proposal to repurpose the Vallejo waterfront into a shipping terminal and build an industrial cement mill at the historic Sperry Mill site. These projects carry heavy public health risks that would outweigh their economic benefit to the city of Vallejo.*

*Touro University trains hundreds of students to be clinicians and health professionals. Many students and faculty actively serve the health needs of Vallejo residents through the student-run free clinic, Solano County public health clinics, Vallejo Unified School District school-based clinics and other faculty and student-initiated efforts. Therefore, we understand how important it is to call attention to any developments that would worsen the community's health.*

*Cement dust and diesel emissions from the VMT/Orcem project would exacerbate the already serious mortality rates from heart disease, cancer and stroke among Vallejo residents. In addition, significant evidence is emerging about the connection between environmental toxins and increasing rates of autism and ADHD. This problem has recently been featured in two of the most preeminent medical journals (*The Journal of the American Medical Association* and *The Lancet*). This growing research reveals a recurring problem in chemical exposures in the United States: new chemicals are released without sufficient research on their safety and found to be toxic years later. Essentially, the safety of the product relies on very limited evidence, most of which is provided by manufacturers of "green" cement. The lack of data regarding the chemical composition of their raw materials and the presence of carcinogens, such as crystalline silica, reveals much about Orcem's disregard for its project's lasting impact on public health.*

*Operation of the shipping terminal and Orcem cement mill would involve five weekly train trips and 590 daily truck trips across Vallejo. The emission of nitric oxide, reactive organic gas and particulate matter would disrupt lung function of children and adults living near these streets, especially those in the underdeveloped neighborhoods of South Vallejo.*

*There are several schools and health care facilities within two miles of the project site. An elementary school is within one-quarter mile from the factory site property line. With all their rhetoric about job creation and economic growth, VMT/Orcem seems blind to the fact that these benefits will mean very little in the face of prevalent chronic illness, increased health care costs and the toll on quality of life for future generations of residents growing up in Vallejo. With this in mind, VMT/Orcem's recent attempt to charm Vallejo residents with a \$1 million investment in community programs is insultingly insincere.*

*The VMT/Orcem proposal would bring additional health burdens to Vallejo residents, and it is certainly not the only solution to the city's economic struggles. The Sonoma Specific Plan, for example, would attract small businesses and facilitate foot traffic on Sonoma Boulevard by reducing traffic lanes, adding bike lanes and expanding the sidewalks. The proposed waterfront expansion also promises to bring a wealth of new opportunities to Vallejo. These plans would create more jobs than the cement mill while promoting community health. It is doubtful the visitors the waterfront hopes to attract are interested in noisy rail traffic and the potential of toxic dust being blown into the area.*

*The recent, and yet unexplained, odor that engulfed Vallejo on September 20-21 and sent many to the hospital further brings to light the hazards in this proposal. The site's designation as a "marine terminal" would allow ships carrying oil and other potentially dangerous products to dock there, exposing the city to the health hazards of any spill. With this port designation, there are next to no restrictions on the use of this space, allowing many chemicals that Orcem is currently not discussing to arrive at the port.*

*We call on the Vallejo Planning Commission to reject the VMT/Orcem proposal.*

*We believe Vallejo City Council members who served on the Mare Island Straits Economic Development Committee (MISED) have demonstrated impermissible bias towards this project and call on them to recuse themselves from deliberation on the project in the possible event that the planning commission's decision is appealed and brought to city council.*

*We call on election candidates who do not currently sit on the city council to explicitly state their position on the project so that voters can make an informed decision this November.*

*We urge voters to consider the health of the Vallejo community when casting your ballots, and to be cautious of candidates associated with this project, especially members of MISED and certain members of the planning commission.*

Signed,

*Public Health Club at Touro University California*

*Pediatrics Club at Touro University California*

*American College of Osteopathic Family Physicians at Touro University California*

*California Health Professional Student Alliance at Touro University California*

With many in Vallejo seeing this as single-issue election, finding out where a candidate stands on this matter has been very frustrating. As we reported last month, candidates and existing council members were advised by the Vallejo City

Attorney Claudia Quintana not to speak about the project or face possible recusal when it comes time for a vote.

We received a statement from Elizabeth Patterson, mayor of Benicia, regarding this practice:



Photo by Joel Williams

Concerned citizens of Vallejo gathered on the steps of City Hall in September to protest the proposed Orcem/VMT cement plant and deep water shipping terminal on the Vallejo waterfront.

*“Does the constitution stop at Benicia boundaries?” was my question asked in 2014. As mayor of Benicia, I took a leadership role in informing the public about health and safety issues associated with the Valero crude by rail project. But I was “cautioned” by the city attorney’s outside counsel to limit sending information out about train accidents, air pollution and even meetings and hearings regarding the Valero project. In fact the entire council thought I should stop. How can this be? They said it was a “conflict of interest” issue.*

*Now it’s time for Vallejo to decide if it’s constitutionally correct to suppress your council and mayoral candidates from being clear in public about the public health, safety and welfare issues of the proposed Orcem/VMT project.*

*Everyone is familiar with the material conflict of issue laws that require decision makers to recuse themselves when they have either a positive or negative interest in a project. This is to avoid corruption.*

*So how do my email alerts that I have been sending on a variety of topics since 2003 create a conflict of interest? A council member complained that by sending information about the Valero crude by rail, fossil fuels, air pollution, train wrecks, other states’ actions, along with my testifying at a state senate hearing on safety and the need for first responder training and catastrophic fund resources, I was in “conflict” with “due process.”*

*Not only was I certain I had freedom-of-speech rights that did not end at the city boundary, I was also convinced that the public needed to have an understanding of the issues and how to participate in the process.*

*I hired a Sacramento law firm to research the law, look at all my email alerts (not the cherry picked ones by the city attorney) and provide a legal brief and letter on my behalf to the city attorney. My attorney’s advice and direction was “stay the course,” and that I was well within my rights as established by the only California Supreme Court case on this issue, which was decided in 1977 (Fairfield of all places). That case that shows two things: 1. candidates and electeds do not give up constitutional rights by running for office or being elected, and 2. very few places actually question these rights.*

*I have been called by a few Vallejo residents about my case and similar issues for candidates and incumbents about talking about the Orcem/VMT project.*

*So here is what the law says:*

*As a candidate you can discuss your concerns and the criteria you would use to vote on a project.*

*As an elected official you can discuss your concerns and issues. You need to be sure to indicate your mind is not made up and that you will wait for the project hearing. This is the critical part because at the end of the day, the project has a right to a “fair hearing” without undue bias and prejudice in conflict with a fair hearing due process.*

*As mayor I need the public to be informed with all the information available to make future decisions. I wouldn’t vote for somebody who didn’t believe that and not uphold their freedom of speech rights.*

*In Benicia we are well aware of the complex issues Vallejo faces in regard to a cement factory on your waterfront. We struggled with many of the same issues of air pollution, traffic and safety when the controversial project to ship explosive Bakken crude oil by rail was proposed—and ultimately denied—here in Benicia.*

*I believe as public officials, Vallejo’s candidates certainly have a right and an obligation to discuss issues of vital concern to their constituents and to state their concerns publicly on the Orcem/VMT proposal.*

*Equally important, Vallejo’s candidates have First Amendment rights to communicate freely with constituents and the public in general on any and all issues of public policy and concern, and any attempt by the city or city officials to curb those rights would be an unlawful restraint of speech under the United States and California constitutions.*

*Censoring candidates weakens democracy by limiting public discourse on the issues that citizens care most about.*

*Trust me, I have been through this and fought successfully for my freedom of speech rights. Serving the public’s interest is never easy and on issue of public health and safety it is paramount that candidates and incumbents affirm this publicly.*

Elizabeth Patterson  
Mayor, City of Benicia

The *Vallejo Times-Herald* reported last year that council member and vice-mayor Jess Malgapo has expressed apparent support for the project on numerous occasions. “This project is like a square peg we are trying to fit into a square hole,” he once wrote in an email. “It is such a perfect project for this particular site. It will be [a] sad day for our city if we can’t bring this project to fruition. It will certainly hurt MISED C’s goals.”

MISED C is the Mare Island Straits Economic Development Committee that Malgapo chairs. He claims it was formed in April 2014 to explore dredging the strait for economic development. However, many contend that, as the group includes representatives from VMT and Orcem who held meetings in private with up to three members of the city council without the knowledge of other council members (and in one case including the mayor), it was actually acting as a “shadow government.” (If four members of the city council attended, such a private meeting would violate state law.)

According to the *Times-Herald*, Malgapo wrote that one of the reasons for the creation of the MISED C was to “gain traction” for the Orcem/VMT project. Malgapo also claimed the committee has no power or authority and was not created by the city so there was no foul. However, it was later disclosed that the header on one of the committee agendas read: “fully supported by the Vallejo City Council.” Councilmembers Bob Sampayan and Katy Miessner have stated that they hadn’t heard about the committee at the time and council member Robert McConnell said that he

learned of the committee in 2015, well after it was formed.

So, how should you decide whom to vote for in this election if you are interested in candidates who do not support heavy industry along Vallejo’s waterfront? *Bay Crossings* attempted to get candidate statements specifically regarding the Orcem/VMT project, with understandably limited results. We also do not want to jeopardize the candidates’ ability to vote on this project by publishing comments that can be used against them in the future.

All of the current council members associated with MISED C: Jess Malgapo, Rozzana Verder-Aliga, Pippin Dew-Costa were backed by the JumpStart Vallejo PAC, which was launched in 2013. The JumpStart website states: “In 2016, we must retain and expand the council majority JumpStart worked so valiantly to achieve in 2013.” The candidates supported by JumpStart this year are: Rozzana Verder-Aliga, Latressa Wilson Alford and Hermie Sunga for city council and Landis Graden for mayor. In our opinion, *Bay Crossings* cannot endorse any candidate backed by the JumpStart PAC.

*Bay Crossings* has chosen to stand with the Solano Group of the Sierra Club and their endorsements for Bob Sampayan as mayor and Liat Meitzenheimer for city council. We further endorse Robert McConnell for reelection to city council based on his non-association with MISED C or JumpStart and Mina Diaz for the remaining city council seat based on her positions regarding transparency in government, equal representation of Vallejo citizens and positive change.



# S.F. Leads the Way With Styrofoam Ban

BY BILL PICTURE

San Francisco's Polystyrene Foam Ban Waste Reduction Law goes into effect January 1, prohibiting the sale and distribution of polystyrene foam—commonly known as Styrofoam—products. The law expands upon a 2006 ordinance that requires food service establishments in San Francisco to use recyclable and/or compostable containers for carryout and delivery orders, as well as leftovers.

Nearly 100 percent of restaurants now comply with the 2006 ordinance, and the SF Department of the Environment (SF Environment) estimates that hundreds of millions of Styrofoam to-go containers have already been eliminated from the waste stream. The new law targets remaining commercial and/or household uses of Styrofoam products, including packing materials, food packaging such as egg cartons and food trays, “disposable” ice chests, beach toys and dock floats, requiring these items be pulled from shelves.

“Styrofoam is nasty stuff,” said Jack Macy, senior commercial zero waste coordinator at SF Environment. “It doesn’t biodegrade completely. Instead, it breaks down into smaller and smaller pieces, threatening both wildlife and humans.”

Styrofoam is one of the most commonly found pollutants on beaches and waterways, where the small pieces to which Macy refers are often mistaken for food by birds, fish and other marine life. Unlike other plastics, the main chemical component of Styrofoam is metabolized after swallowing, contaminating the body of the animal that ingests it. The contamination then works its way up the food chain as smaller animals are consumed by larger animals, some of



*Styrofoam is one of the most commonly found pollutants on beaches and waterways. It doesn't biodegrade completely. Instead, it breaks down into smaller and smaller pieces, threatening both wildlife and humans.*

which eventually end up on the dinner plates of humans.

Earlier this year, the Ellen MacArthur Foundation, the World Economic Forum and McKinsey & Company warned that by 2050, there will be more plastic in the oceans by weight than fish. “And a large portion of that plastic will be Styrofoam,” Macy said.

## Flexing consumer muscle

So given how bad Styrofoam is for the environment, why is it still so widely used? The answer is, bad habits are hard to break.

“Awareness is growing, but polysterene products are cheap and they serve their purpose,” Macy said. “For businesses and individuals that still use these products, it boils down to a behavioral change. And we all know that’s the toughest kind of change to make.”

The key, according to Macy, is making it easy for these Styrofoam diehards to swap out polystyrene with a material that works and won’t hurt their bottom line.

“That’s what we did with the

restaurants in 2006,” Macy said. “We showed them they didn’t need to use Styrofoam anymore, so they stopped buying it.”

As with the to-go containers, there are plenty of eco-friendly alternatives out there. Pulp trays can effectively replace the Styrofoam ones used for years to package eggs, meat and fish. There’s even a biodegradable packing peanut available on the market. “It’s made out of starch and performance-wise, it’s actually superior to the polystyrene foam loose-fill peanut,” Macy said. “It provides a better cushion, it’s about the same price and it dissolves in water.”

Where Macy admits that the city has no control is with products packaged elsewhere for sale in San Francisco. If you’ve bought an appliance lately from a big-box retailer, you likely ended up with enough Styrofoam packing materials to fill your black bin.

“That’s where we as consumers have an opportunity to flex our muscle—through our purchasing habits,” Macy said. “We have the ability to influence companies, even big ones, to change their

habits so that their business practices align with our values.”

Macy said that consumer support will be essential for tackling one of the next items on SF Environment’s to-do list—plastic films. San Francisco has already banned plastic shopping bags, but polyethylene film is still used to package everything from cereal and chips at the supermarket to screws at the hardware store. “It’s everywhere,” he said. “And unlike other materials, there seems to be more and more of it being used every year.”

While a small percentage of polyethylene film can in theory be recycled and/or reused, Macy says it’s not enough to counter the volume of this material entering the waste stream. “We need to think beyond recycling, and instead pressure companies to reduce packaging. Straws are another thing. We throw them away, but nothing is every truly disposable. Any single-use item or item intended to be thrown away after it’s used needs to be rethought. Again, it’s changing behavior, but we have to do it.”

IT CAME FROM  
BENEATH THE SEA



# Crafty Crustaceans

BY MALLORY JOHNSON

If you've ever been diving or visited an aquarium and seen something resembling a walking plant, look closer—there just might be a crab under there. Decorator crabs are also known as masking crabs or moss crabs, the latter name best describing them while they are *au naturel*.



Photo courtesy of Aquarium of the Bay

Decorator crabs use small hairs on their shells, called setae, to cover themselves with some very unique accessories.

The backs of decorator crabs' shells are covered in short hairs, called setae, giving these crabs the appearance of being covered in moss. They don't stay like this for long though, instead opting for a more festive look. The setae along their shells are actually hooked, giving the shell a Velcro-like quality. Decorator crabs use their setae to cover themselves with some very unique accessories.

These crafty crustaceans use their setae to adorn their shells with various items from their surroundings, including seaweed, anemones, sponges and bryozoans. This gives them a unique form of camouflage, allowing them to blend into various parts of their environment to avoid pesky

predators. Another advantage to these decorations is that they can double as a meal. Decorator crabs tend to feast on algae, sponges and bryozoans, the same items they embellish themselves with—meaning they don't necessarily have to go far to find their next meal.

There's another smart lesson we can learn from these clever crabs, who are not only keen decorators but resourceful as well. During the molting process, decorator crabs will shed their old exoskeleton to make way for a new, larger one. Once they replace their shells, they need to redecorate to continue to hide from predators. Instead of starting from scratch, however, they recycle their thrifty decorations by taking the anemones and other items off of their old shells and reusing them on the new ones.

Decorator crabs generally only accessorize their shells during their juvenile stages, while they are still small and more vulnerable to predators. As they mature, they are less threatened by other species and therefore no longer feel the need to get dressed up to go out. This doesn't always stop others from taking on the job for them, though. With their hooked setae being so effective, other plants and animals simply latch themselves onto their shells and go along for the ride.

You can learn more about decorator crabs when you visit Aquarium of the Bay, and see if you can spot these cleverly disguised crustaceans walking around in our tanks while you're there. Visit [www.aquariumofthebay.org](http://www.aquariumofthebay.org) for more information.

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# WETA CELEBRATES OPENING OF NEW MAINTENANCE FACILITY IN VALLEJO

## BC STAFF REPORT

In late October, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) held a ribbon-cutting ceremony for its new North Bay Operations and Maintenance Facility. Located within the area of the former Mare Island Naval Shipyard, the facility will serve as the northern anchor of WETA's San Francisco Bay Ferry region-wide operations.

Highlights of the new facility include:

- An operations control center and an emergency operations center
- Routine maintenance and repair service facilities and capabilities
- Three full-service waterside berths to accommodate maintenance and passenger activities for up to six vessels
- Maintenance, repair and equipment shops
- Administration and operations offices
- 48,000-gallon fuel farm
- Passenger boarding facility for future service between Mare Island, Vallejo and San Francisco
- Construction cost: \$31 million



Photo by Joel Williams

On October 26, a ribbon-cutting ceremony was held on Mare Island in Vallejo for the new WETA North Bay Operations and Maintenance Facility. From left to right: Timothy Donovan, WETA Board of Directors; Tom Sheaff, Vice president, Lennar Mare Island; Mike Thompson, Congressman, 5th District; Osby Davis, Mayor, City of Vallejo; Anthony Intintoli, WETA Board of Directors; Nina Rannells, executive director, WETA; and Jody A. Breckenridge, Chair, WETA Board of Directors.

In the event of an emergency that disrupts regional transportation systems, WETA would function as both an operator of emergency ferry services

and as coordinator of the region's water transit response.

"The new facility is one facet of WETA's overall investment in infrastructure and maintenance," said Nina Rannells, executive director of WETA. "The North Bay Operations and Maintenance Facility, and the Ron Cowan Central Bay Operations and Maintenance Facility in Alameda, which will open in 2018, will increase WETA's efficiency by consolidating operations and providing dedicated maintenance sites for the Central and North Bay routes, ensuring that ferry service remains a reliable, safe and convenient choice for all who choose SF Bay Ferry to cross the Bay."

The ribbon-cutting ceremony was attended by more than 150 local officials, including Vallejo Mayor Osby Davis and Congressman Mike Thompson.



Photo by Alain McLaughlin

The new WETA facility on Mare Island in Vallejo will help consolidate operations with a dedicated maintenance site.



Photo by Joel Williams

Engine repairs and replacements are one of the many things that the maintenance facility can provide.

WETA was established by the state legislature to operate an integrated regional ferry service, expand ferry service on the Bay, and coordinate the water transit response to a regional emergency. Under the San Francisco Bay Ferry brand, WETA operates daily passenger ferry service to the cities of Alameda, Oakland, San Francisco, Vallejo and South San Francisco.



# Classically Youthful Concerts on Tap

BY PAUL DUCLOS

The San Francisco Symphony Youth Orchestra (SFSYO) and Wattis Foundation Music Director Christian Reif open their first season together on Sunday, November 13 at 2 p.m. in Davies Symphony Hall, with the SFSYO's 2016 Concerto Competition winner Jason Moon performing Sibelius' "Concerto in D minor for Violin and Orchestra" with the orchestra.

The concert opens with Henze's "Maenad's Dance" from *The Bassarids*, and the orchestra performs Shostakovich's "Symphony No. 6 in B minor" to conclude the performance.

Here, in an exclusive interview with *Bay Crossings*, Reif shares some of his observations and insights.

**Bay Crossings:** *Given your interest in cultivating young audiences, what will it take to build sustainable programming for future generations?*

**Christian Reif:** I believe, when you offer a performance of great quality and frame it appropriately (for example, explaining what the music is about or what makes it special to you) you can excite anyone at any age level for classical music. It is important to engage the young listener on their experience level, without patronizing them. If someone is introduced to classical music early in their life and experiences live performances, then it isn't a foreign idea to go hear an orchestra or a chamber music concert later. I think it's also key to keep the performance concise and under an hour. The San Francisco Symphony takes curating performances for young audiences very seriously, through its family concerts, concerts for kids, and Adventures in Music series. I'm thrilled to host and conduct so many of these concerts this year.

I also think it is important to show that classical music is not just a thing of the past, but that it lives, by commissioning living composers.

**BC:** *What types of programming are especially attractive to younger people now?*

**Reif:** Often it is easier to present a gateway to the symphony through movie soundtracks or video game music. It's more relevant to the kids these days and immediately recognizable. The challenge (and joy) is to show them that the leap to a "classical" symphony is not as far as one might think, and that indeed all of that music is rooted in classical composing.

**BC:** *Describe what it's like to be mentored by Michael Tilson Thomas ("MTT"). What makes this experience special?*

**Reif:** I met MTT for the first time two and a half years ago in Miami, when I auditioned for the conducting fellowship at the New World Symphony. That week proved to be life changing, in many ways. I honestly can say that I've become a better musician and conductor since then and I'm very grateful to have found such an inspiring and supportive mentor. He always has an open ear for me, and we can talk about anything.

**BC:** *What can we expect of this season's youth orchestra concerts?*

**Reif:** I created programs with a mix of educational and artistic goals in mind. We play some staples of the classical repertoire, such as Dvorak's Eighth Symphony and Brahms' Fourth Symphony, but also some lesser known works by great composers (Shostakovich's Sixth Symphony and Hindemith's "Mathis der Mahler"). I have an affinity for Mozart, not just because of my studies at the Mozarteum in Salzburg, but I believe it is crucial to understand his music in order to play any other classical composer (we're performing the "Jupiter" symphony in the spring). In our first concert, on November 13, we open with a piece by Hans Werner Henze, one of the most important and controversial German composers of the 20th century, followed by youth orchestra violinist Jason Moon performing the Sibelius violin concerto. The concert concludes

with Shostakovich's rarely played, brilliant, mourning, but also youthful, Sixth Symphony.

**BC:** *Finally, does the San Francisco Bay inspire or motivate you when it comes to working with SFS staging and conducting? Do ideas ever occur to you when you see the shoreline or some of the amazing vistas?*

**Reif:** Absolutely. Almost every day, I find a café and study my scores outside. It truly inspires me to walk around San Francisco or in one of the surrounding

parks and hills. I always have music running through my head and I often use this time to let my mind wander through a particular piece, sing phrases and memorize them. Just biking to and from my place in Noe Valley every day, I marvel at the view. It is a joy to be here and I'm very excited for my first season!




Photo by Stefan Cohen  
Christian Reif directs the San Francisco Symphony Youth Orchestra.

Follow Paul Duclos' Cultural Currents online with his blog at:  
[paulduclosonsanfranciscoculture.blogspot.com](http://paulduclosonsanfranciscoculture.blogspot.com)

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# WATERFRONT ACTIVITIES

- Oct 31- Nov 11 Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Alameda, (888) 262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- November 9 6PM – 8PM - Wednesday Night Sail on the Bay – OCSC Sailing, Berkeley, (510) 843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Leave your mid-week blues at the dock and come out for a rejuvenating, twilight sail on San Francisco Bay. Every Wednesday night, members and non-members head out for two hours of sailing, either in chartered boats or with an instructor. Hit the water with old friends or new ones to break up the work week and watch the sun set behind the Golden Gate. Once you dock, shed your foulies and join us in the club room for chili, chowder, and drinks. Each Skippered boat takes up to 6 passengers. No experience required to join in! Retail: \$75, Member: \$56.25
- November 12 7PM – 9PM - Bay Area Weather Seminar – OCSC Sailing, Berkeley, (510) 843-4200, [www.ocscsailing.com](http://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 winter storm, how to predict Santa Ana conditions on the Bay, and other useful weather information. Seminar is Free: Call to RSVP
- November 13 3:45PM – 6:30PM - Full Moon Sail - Schooner Freda B, Sausalito, CA (415) 331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
Watch the sunset and the full moon rise from the deck of a traditional gaff rigged schooner. Cash bar for Napa/Sonoma Wines, California beers and premium non alcoholic beverages on deck. \$59 per person
- November 17 License Renewal Course - Maritime Institute, San Rafael, (888) 262-8020 [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Renew your U.S.C.G. Deck license (up to 200 ton only) by completing the one day classroom presentation and course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).


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**Port:** Bay Model Visitor Center in Sausalito

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**November 22- 27 Thanksgiving at Sea- Schooner Freda B, Sausalito, (415) 331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
Spend a week at sea travelling from San Francisco Bay to the Channel Islands and disembarking in Los Angeles. Professional Crew, Naturalist, meals and check on your bucket list included. Guests must purchase their own airfare back to SF. Bunks \$1600 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](mailto:joel@baycrossings.com).

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# “THERE ARE MORE THINGS...”

BY CAPTAIN RAY

I have seen many strange and wonderful things while sailing, and have often been reminded of these words Shakespeare wrote for Hamlet:

“There are more things in heaven and earth, Horatio,  
Than are dreamt of in your philosophy.”  
- *Hamlet* (act 1, scene 5, lines 167-8)

I have seen whales of several species and have swum with some of them (before such activities were banned in this country, of course) and sailed alongside a whale shark almost as long as the boat I was sailing (34 feet). I have snorkeled under a manta ray that must have been 15 feet across. (It was actually its shadow passing over me that first alerted me to its presence.) I’ve happened upon ocean sunfish (those strange fish that look like only the head is there and most of the body has been bitten off) and pods of Hawai’ian spinner dolphins that numbered in the hundreds.

However, it was on a night passage between the Hawai’ian Islands that I learned firsthand the impact of those words that Shakespeare wrote some 400 years ago.

When I was a charter skipper in Hawai’i, it was often the case that I would end my charters on O’ahu. This made it easy for my guests to make flight reservations home. It also allowed me an opportunity to do any necessary boat maintenance, because back then the only real boat yard in Hawai’i was at the Ala Wai, between Waikiki and downtown Honolulu. It was also a chance for my crew and me to do city things, like have dinner out at a new restaurant or go to a movie. Such luxuries were not available in Kaunakakai, on Moloka’i, where the boat was home ported.

It was normal for us to return to Moloka’i at night. We would usually

leave O’ahu sometime between 10 p.m. and midnight, because the trade winds diminished at night and this made the all-upwind trip back to Moloka’i much more comfortable. Sometimes the wind would die off completely, leaving us to motor the 50-plus nautical miles back home.

On this occasion, it was well after midnight and we were in the middle of the Kaiwi Channel (also known as the Moloka’i Channel). We were about halfway between O’ahu and Moloka’i and I was below, updating the weather forecast. Suddenly my crew began calling for me to get up on deck. As I got to the top of the companionway ladder and entered the cockpit, my crew pointed over the starboard side of the boat, exclaiming, “Look at *that!*”

Sometimes when sea water is disturbed, tiny living organisms will emit light, and I’d seen bioluminescence before. I had seen it in the boat’s wake, as dolphins race through the sea, and even in the seawater used to flush the marine toilet. But, never had I seen anything like this: Glowing spheres of creamy white light, each appearing to be about the size of a basketball, spaced several feet apart. They extended as far forward, as far aft, and as far down as I could see, but only on the starboard side of the boat. It seemed impossible that our course could by happenstance coincide with exact edge of this drifting mass of bioluminescent creatures.

We slowed down until we just barely had steerage and marveled at what we were seeing. My crew shined a flashlight into the water on the port side and the creatures began to light up there too. We then shut off the boat’s running lights and they faded from sight. It seemed like they were responding to our white flashlight and our green starboard light, but not to our red port light. We got out our waterproof spotlight, leaned over the side and placed it in the water in order to reduce the glare and reflection from the surface. This allowed us to see perhaps

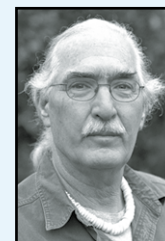
60 or 70 feet down, and the drifting globes of light continued down as far as the light penetrated.

After a while, we increased our speed a bit and continued to motor through this beautiful field of lights for about another mile. Then, just as

suddenly as we had happened upon them, they were gone.

To this day, I don’t know what I witnessed. If any of my readers can shed light on the matter (pun intended), please send an email to *Bay Crossings* (joel@baycrossings.com).

**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.**



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

SCOMMA’S  
S A U S A L I T O

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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 Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	-----	-----
7:45	8:15	-----
8:00	-----	-----
10:00	11:10	11:30
<b>2:00 p.m.</b>	<b>3:30 p.m.</b>	<b>3:10 p.m.</b>
4:00	4:30	-----
4:45	5:15	-----
5:45	5:30	6:55
6:45	6:00	-----
-----	7:15	-----
-----	8:15	-----
Weekends & Holidays		
10:00 a.m.	11:10 a.m.	11:30 a.m.
11:30	12:45 p.m.	-----
<b>2:30 p.m.</b>	<b>3:40</b>	<b>4:00 p.m.</b>
3:30	4:40	-----
5:15	7:00	6:30
FARES: One-way		
Adult	\$13.80	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$10.40	
Youth (5-18)	\$ 6.90	
Senior (65+)/Disabled/Medicare	\$ 6.90	
School Groups	\$ 4.60	
Child (under 5)	FREE	

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

ALAMEDA/OAKLAND			
Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
11:25	11:10	11:50	12:10 p.m.
<b>12:05 p.m.</b>	<b>11:50 p.m.</b>	<b>12:30 p.m.</b>	<b>12:50</b>
1:50	1:35	2:20	2:40
2:50	2:35	3:20	3:40
4:40	4:25	---	5:10
6:10	5:55	6:30	6:50
7:45	7:30	---	8:20
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
9:00 a.m.	9:15 a.m.	9:55 a.m.	9:40 a.m.
10:35	10:50	11:05	11:20
11:15	11:30	11:45	12:00 p.m.
<b>1:00 p.m.</b>	<b>1:15 p.m.</b>	<b>1:30 p.m.</b>	<b>1:45</b>
2:00	2:15	2:30	2:45
3:50	4:05	4:20	4:35
5:20	5:35	5:50	6:05
6:55	7:10	7:25	7:40
FARES: One-way			
Adult	\$6.60	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult (Clipper Only)	\$5.00		
Youth (5-18)	\$3.30		
Senior (65+) Disabled	\$3.30		
Child under 5	FREE		
School Groups	\$2.20		
Short Hop - Adult	\$1.60		
Short Hop - Youth	\$0.80		
Short Hop - S / D	\$0.80		

### GIANTS BASEBALL AT AT&T PARK

## Service will resume for 2017 Season



Illustration from www.tuscolatoday.com

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
---	---	7:35	8:00
FARES: One-way			
Adult	\$6.90		
Adult (Clipper Only)	\$5.20		
Youth (5-18)	\$3.40		
Disabled / Seniors (65+)	\$3.40		
School Groups	\$2.30		
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	5:50
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 \$7.90	Seniors (65+ yrs), Disabled \$3.90
	Adult (Clipper Only) \$7.40	School Groups \$2.60
	Youth (5-18 years) \$3.90	Children (under 5) (with an adult) FREE

Angel Island Ferry			
TIBURON – ANGEL ISLAND			
Weekdays and Weekends		FARES:	Round Trip
Tiburon to Angel Island Monday - Friday	Angel Island to Tiburon Monday - Tuesday		
* There is no scheduled weekday service during this time period.		* There is no scheduled weekday service during this time period.	
Saturday - Sunday		* Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups	
10 am	1 pm	10:20 am	1:20 pm
11 am	3 pm	11:20 am	3:30 pm
(*Limit one free child, ages 2 and under, per paying adult.)			
For the most current schedule and other information, visit www.angelislandferry.com. Schedule Subject to change w/o notice			

Red & White			
BAY CRUISE Pier 43½			
10:00 am	1:10 pm	3:45	FARES:
10:30 *	1:40	4:15 # *	Bay Cruise
11:15	2:15 #	5:00 p.m	Adult (18+) \$30.00
11:45	2:30	6:00 ^ 5:30 **	Youth (5-17) \$20.00
12:30 # 12:00 pm #	3:00		Child (under 5) Free
# Bridge to Bridge Adult (18+) \$38.00 Youth (5-17) \$26.00			
* Effective thru Nov. 5    ** Effective beginning Nov. 6			
* Thursday - Monday			

# 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			
8:40	9:15	-----	-----				
9:15	9:50	10:10	10:45	Larkspur		Sausalito	
10:10	10:45	10:55	11:30	Daily		Daily	
11:10	11:45	11:55	12:30 p.m.	Adult Cash Fare (19 – 64) \$11.00 \$11.75			
12:40 p.m.	1:15 p.m.	1:25	2:00	Clipper \$ 7.25 \$ 6.25			
2:15	2:50	3:00	3:30	Youth (5-18)/Senior/Disabled \$ 5.50 \$ 5.75			
2:50	3:25	3:30	4:00	Children 4 and under (limit 2 per fare-paying adult) FREE FREE			
-----	-----	4:00	4:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
3:40	4:15	4:30	5:00	Direct ferry service is provided to all Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm			
4:10	4:45	5:00	5:30	Sausalito departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.			
-----	-----	5:30	6:00	Contact Information Toll free 511 or 711 (TDD)			
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 a.m.	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	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.

## Blue & Gold Ferry

### TIBURON COMMUTE

TIBURON – S.F. Ferry Building				SAUSALITO FISHERMAN'S WHARF, PIER 41			
Weekdays				Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
5:35 a.m.	6:05 a.m.	6:05 a.m.	6:35 a.m.	11:20 a.m.	12:25 p.m.	12:40 p.m.	1:10 p.m.
6:40	7:10	7:15	7:45	1:20 p.m.	2:10	2:25	2:55
7:50	8:20	8:25	8:55	3:00	4:00	4:10	4:40
9:00	9:30	9:35	---				
---	---	4:30 p.m.	5:00 p.m.				
5:05 p.m.	5:35 p.m.	5:40	6:10				
6:15	6:45	6:35	7:10				
7:10	7:45	7:35	8:05				

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

\* FRIDAYS ONLY

### TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 am	10:30 am	10:40 am	11:10 am
12:55 pm	1:50 pm	2:00 pm	2:30 pm
2:35	3:30	3:35	4:20
4:50	5:20	5:30	6:20
6:30	7:00	7:10	7:55
8:15	8:45	8:50	9:20
10:20	10:50	10:55	11:25

**FARES:** One-way Round-trip

Adult	\$10.00	\$20.00
Child (5-11) SENIOR (65+)	\$5.75	\$11.50

Tiburon 20-ticket Commute Book \$140.00 (Mon - Fri)

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

**FARES:** One-way Round-trip

Adult	\$10.00	\$20.00
Child (5-11) SENIOR (65+)	\$5.75	\$11.50

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 a.m.
11:20	11:50	11:55	1:10 p.m.
3:00 p.m.	---	3:50 p.m.	4:40

Weekends & Holidays (Depart Pier 41)

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m.
11:20	11:50	11:55	12:45
2:35 p.m.	---	3:50 p.m.	4:20 p.m.

**ANGEL ISLAND PRICES**

	One Way	S.F. Pier 41 (round-trip)
Adult	\$ 8.00	\$16.00
Child (5-11)	\$ 4.50	\$ 9.00
Senior (65+)	\$ 4.50	\$ 9.00
Child (5 & under)	---	FREE

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

### 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

# BAY CROSSINGS

*"The Voice of the Waterfront"*

All Ferry schedules subject to change.  
For the most up to date information.  
Visit: [www.baycrossings.com](http://www.baycrossings.com)

### BAY CRUISE

Depart Pier 39

Daily, Monday - Sunday

Depart	Arrive
10:45 a.m.	3:15
12:15 p.m.	4:30
1:15	5:30
2:15	6:30

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

**FARES:** All prices include audio tour.

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

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

### RocketBoat

Depart from Pier 39

Depart	Arrive	FARES:
12:15 p.m.	4:00 p.m.	Adult \$27.00
1:00	5:00	Senior (65+) \$23.00
1:45	6:00	Junior (12-18) \$23.00
3:15		Child (5-11) \$19.00

# AROUND THE BAY IN NOVEMBER

## ***Understanding Homelessness***

Richard LeMieux, author of *Breakfast at Sally's: One Homeless Man's Inspirational Journey*, will be speaking at Touro University California on Thursday, November 10, 6:30 – 8 p.m. LeMieux will discuss his experiences being homeless and his efforts to assist others who are homeless. Richard LeMieux once had it all — a happy marriage, a beautiful home, cars, boats, and vacation extravaganzas. But within a moment's notice, he lost it all. He was penniless, estranged from his family and friends, and living out of a van with his canine companion, Willow. For a while, the Salvation Army (a.k.a. Sally's) provided his only meals. It was just a matter of time before LeMieux was diagnosed with depression at a mental hospital after attempting suicide. In *Breakfast at Sally's*, LeMieux brings to life his experiences of being homeless, and presents his odyssey with quirky, diverse, and endearing characters that encompass the homeless people of Bremerton, Washington. LeMieux provides a rare and intimate look at how the other America lives. This event is sponsored by NorthBay Healthcare, Recology, and Shelley Berkley and is part of the ongoing social justice series presented by Touro's Master's of Public Health program. A reception and book signing will follow the event and there will also be many local organizations present who work with the homeless in the Bay Area. The presentation is free and open to the community and will take place at Touro University's Lander Auditorium at 1557 Azuar Drive on Mare Island in Vallejo.

## ***Unleash Your Inner Scientist***

The Bay Area Science Festival's Sixth annual Discovery Day at AT&T Park is a free event to entertain and inspire families and kids on Saturday, November 5 from 10 a.m. to 4 p.m. The AT&T field is transformed into a science wonderland with robots, astronaut training, a self-driving "Back to the Future" DeLorean and scientists engineering the next medical cure. Every exhibit sparks a child's curiosity about health, medicine, engineering, technology, biotechnology, climate science, and more. Bay Area museums, cultural institutions, universities, and corporations created the Bay Area Science Festival, including festival organizer UC San Francisco. With 150 hands-on science exhibits, games, experiments and shows. Learn more at [www.BayAreaScience.org](http://www.BayAreaScience.org).

## ***Mmmm, Chocolate!***

Discover, taste and savor the finest in artisan, gourmet and premium chocolates & confections for the holiday season. The Fall Holiday Chocolate Salon is the seasonal chocolate show for the San Francisco Bay

Area and takes place at the Hotel Kabuki Ballroom in San Francisco from 10 a.m. to 5 p.m. on Sunday, November 20. Chocolate aficionados, fanatics, lovers and addicts can taste & experience the finest in artisan, gourmet & premium chocolate in one of the world's great culinary regions. The event participants include over 30 chocolatiers, confectioners, wineries and other culinary artisans. An intimate setting, the Fall Chocolate Salon is the perfect place to find the perfect gift, while tasting and savoring the chocolate lovers experience. Salon highlights include chocolate tasting, chef & author talks, wine tasting and ongoing interviews by TasteTV's Chocolate Television program. Tickets are \$20 in advance and \$25 at the door for adults and \$10 for children 6 to 12. For tickets and more information, visit [www.fallchocolatesalon.com](http://www.fallchocolatesalon.com).

## ***Uncommon Art Festival & Sale***

In this once a year event on Saturday and Sunday, November 12-13, San Francisco Art Institute (SFAI) is transformed into an all-campus art sale by current undergraduate and graduate student artists. Come for diverse offerings in art, enlivening conversation, local food and drink, and celebrating emerging artists. Saturday night opens with a first-look at the expansive, salon-style student art sale, plus the juried alumni exhibition in the Diego Rivera Gallery. Sunday, the sale continues with activities for SFAI alumni to reconnect as well. The event takes place from 6 to 10 p.m. on Saturday and 12 to 6 p.m. on Sunday. Food and drinks will be available.

## ***Patchwork Returns to JLS***

The popular California modern maker's festival, Patchwork Show is returning to Jack London Square on Saturday, November 5 from 11 a.m. to 5 p.m. Attendees can peruse and shop at booths brimming with handmade goods from over 100 local independent artists and crafters. These makers showcase clothing, accessories, home goods, ceramics, art, jewelry, bath and body items, craft kits/patterns, paper goods/stationary and more. New to the shows this year is Patchwork Jr., a special section of the festivals showcasing booths with makers and artists under 18 years old. There will also be a varied selection of local modern eats from distinctive food trucks, popular neighborhood cafes/restaurants and food artisans. Patchwork Show doesn't just encourage attendees to shop but also to make something themselves at their DIY craft booths where adults and kids can learn new skills and create on the spot. The free event also highlights emerging music, providing a venue for local bands and DJ's.

## ***Light Up!***

### ***Embarcadero Center***

The Building Lighting Ceremony at Embarcadero Center is a San Francisco tradition and the official start of the holiday season in the City. On Friday, November 18 the four iconic buildings will be lit with 15,000 holiday lights along with fireworks bursting in the sky and a magical show presented by Disney on Ice. The festivities begin at 4 p.m. with a family fun carnival followed by the lighting ceremony at 6 p.m.

### ***Pier39***

Welcome the holiday season on Saturday, November 19 with a day of holly-jolly magic and merriment at Pier 39's Tree Lighting Celebration! This holiday tradition, will feature live entertainment performing seasonal favorites. Bring the whole family to sing, shop and swoon at the 60' tree. PIER 39's majestic tree, adorned with glistening ornaments, bows and twinkling lights will be lit at approximately 6 p.m. in the Entrance Plaza.

### ***Macy's***

Macy's will celebrate the start of the holiday season with the 27th Annual Great Tree Lighting Ceremony in San Francisco's Union Square on Friday, November 25, at 6 p.m. Following an evening of special musical performances, the ceremony will culminate with the presentation of a beautiful, reusable, 83-foot tree decorated with more than 33,000 twinkling energy-efficient LED lights and 1,100 shining ornaments. Featuring a special performance by singer-songwriter Aloe Blacc, the evening will also include performances by the San Francisco Boys Chorus, Oakland Interfaith Gospel Choir and the cast of *She Loves Me* from San Francisco Playhouse's upcoming production. The Christmas tree will be lit at the end of the ceremony, around 6:40 p.m. The holidays would not be the same without a trip to see Santa and Old St. Nick will listen to holiday wishes and be available for portraits on the seventh floor, starting Friday, November 25 through Saturday, December 24.

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

Youth for the Environment and Sustainability (YES)

# YES Conference 2017



Youth for the Environment and Sustainability

Saturday, February 25, 2017  
San Francisco

**The call for presenters and general registration are now open for the YES Conference.**

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