



BAY CROSSINGS

"The Voice of the Waterfront"

October 2018 Vol. 19, No. 10



Fleet Week Events Return
Blue Angels Fly Back to Bay Area

Rising Bay Raises Alarms
Bold Action Needed on Climate

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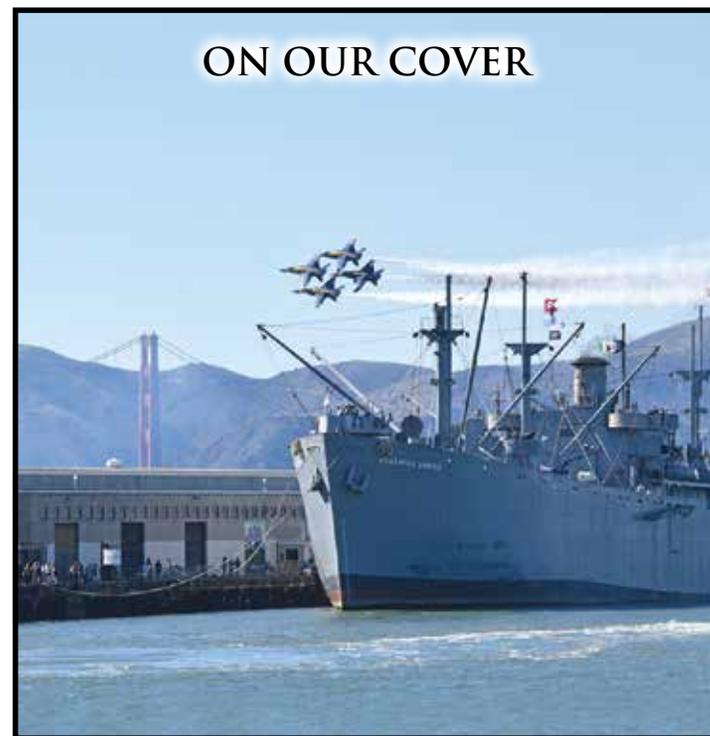
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The City of San Francisco welcomes the return of Fleet Week to the Bay Area from October 1 to October 8. As the largest and most significant event of its kind in the nation, San Francisco's Fleet Week brings numerous popular events, including the Blue Angels, back to the Bay Area. This year marks the 37th anniversary of Fleet Week.

Photo by Joel Williams

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Three Vallejo Councilmembers Must Recuse from VMT/Orcem Vote

BY JEFF CARLSON

A proposal to demolish historic structures and construct a private marine terminal serving large cargo vessels and a cement plant at the mouth of the Napa River has been a source of controversy in Vallejo for the past six years. Three councilmembers are conflicted and should recuse themselves from upcoming votes on the project.

Vallejo City Councilmembers Rozzana Verder-Aliga—and two fellow council members running for reelection—Jesus “Jess” Malgapo and Pippin Dew-Costa have demonstrated a well-documented improper level of bias prior to environmental review and approval of the project sufficient to undermine the intent and purpose of the California Environmental Quality Act (CEQA). There are no tripwires or bright lines to cross that indicate when such a level of unacceptable bias prior to environmental review occurs. Instead, it must be assessed based on the totality of the circumstances.

In this case, the circumstances strongly indicate that these councilmembers should recuse themselves. They colluded in secret with special interest representatives and the applicants, using the Vallejo Marine Terminal (VMT) and Orcem Americas project to advance a private development initiative that undercuts the city’s public planning process.

The participants in this clandestine, well-organized effort left written records of their activity, subsequently revealed through public records requests. These communications reflect an early enthusiastic commitment by members of the city council to the VMT/Orcem project in the absence of any information regarding the potential negative environmental impacts.

By 2014, dueling city planning and

development initiatives were underway, both public and private, aiming to shape the character of future development along the Mare Island Strait waterfront. The Vallejo City Council voted to form a Mare Island Economic Development Committee, which included then-councilmember and current Mayor Bob Sampayan. This official committee never convened a meeting. But councilmembers Malgapo and Dew-Costa organized a private ad hoc committee they named the Mare Island Straits Economic Development Committee (MISED), which councilmember Sampayan was not invited to join.

The committee soon added councilmember Verder-Aliga to its roster of members, along with the VMT/Orcem project executives and an assortment of local and regional special interest representatives and political donors, all with a stake in procuring federal funding to facilitate heavy industrial development along Vallejo’s waterfront. Councilmember Malgapo served as the committee chair, and reminded committee members in an August 19, 2014 email retrieved through a public records request that their activity must not be made public: “Reminder: Our meetings are privileged and attendance by invitation only.”

Councilmembers Sampayan, Katy Miessner and Robert McConnell remained unaware of the existence of the MISED secret committee, which was known only to four of the seven councilmembers (including then-Mayor Osby Davis, whom MISED records show was notified from the beginning). It would be well over a year before the excluded minority of councilmembers would begin to learn what had been going on behind the scenes.

Why did the ad hoc committee members feel a need to keep the activities of this unsanctioned organization hidden from the public and three of



Protestors against VMT/Orcem gather in front of Vallejo City Hall in September 2016. Subsequently, the project was rejected by Vallejo’s Planning Commission before four councilmembers (now dubbed the “Orcem-Four”) have kept the proposed project alive.

their fellow elected representatives? A look at the language emerging from the concurrent public planning process to update the Vallejo General Plan reveals a stark contrast between the public vision for the waterfront and the vision entertained by these special interests. Where the MISED members picture a marine superhighway and a subsequent renaissance of heavy industry on the city’s waterfront, the public planning process was demonstrating that a broad spectrum of the public had something very different in mind.

In July 2014, as the MISED councilmembers continued to meet behind closed doors, the entire city council officially approved new guiding principles to the city’s general plan developed with community participation. These principles included statements in support of an active, participatory and healthy community that features an iconic waterfront to present Vallejo as a beautiful city that pursues and promotes environmental stewardship.

There is no mention in these guiding principles of any desire to attract new heavy industry to Vallejo’s iconic waterfront. The MISED councilmembers made a conscious choice to put their own personal vision in place of the community vision developed through the general plan update, even as they voted to approve guiding principle language that embraces community participation.

A majority of the Vallejo City

Council went far beyond simply having a favorable opinion of the project prior to any impact analysis, but instead committed to the project at multiple levels in an organized effort hidden from public view. Their abandonment of objectivity is captured in the extraordinary documented measures taken to incorporate the VMT/Orcem project as an integral part of their private development plan for Vallejo’s waterfront without regard for environmental consequences.

The willingness of councilmembers to ignore city policy, commandeer public resources in support of a private initiative, repeatedly violate the noninterference clause in the City Charter, and betray the public trust in the open and participatory function of local government all serve to indicate an extreme and unacceptable level of bias. Three of these participants—Malgapo, Dew-Costa and Verder-Aliga—continue to serve on the Vallejo City Council, with Malgapo and Dew-Costa up for reelection in November.

VMT/Orcem made significant campaign contributions to the MISED councilmembers along with the county building trades-affiliated PAC, Jumpstart Vallejo. The latter group brings in members wearing safety vests to pack the chambers each time an action related to the VMT/Orcem project comes before the council. Their members would benefit from the temporary construction jobs created in developing the heavy industry infrastructure.

In the 2016 election cycle, the incumbent MISED C councilmember up for re-election won, along with Hermie Sunga, who was also running on the Jumpstart slate of candidates. The local paper described him as councilmember Malgapo's political mentor. Along with the three MISED C participants on the council, they have formed a majority voting to keep the VMT/Orcem project alive, now dubbed the "Orcem-Four."

Following extensive public and resource agency comments on a VMT/Orcem draft environmental report that revealed a number of significant impacts, city staff and consultants recommended in 2017 that the city reject the project and discontinue further environmental review and expenditure of resources. They found the industrial land use and impacts to be incompatible with the surrounding residential neighborhoods and the nearby elementary school. The planning commission subsequently voted to deny VMT/Orcem the site

development and use permits with only one member dissenting.

When the applicants appealed the planning commission decision to deny the permits to the city council, the three MISED C participants (along with Sunga) voted to uphold the appeal. They directed the city staff and consultants to finish a final EIR and draft a "Statement of Overriding Considerations" to allow a vote to approve the project in spite of the significant environmental impacts. A series of votes to certify a final EIR and approve the project could now come before the city council by the end of the year.

The MISED C participants serving on the council unmistakably joined forces with the applicants long before any environmental review, and in private communication openly declared themselves to be on the same side as VMT/Orcem. The final EIR they now insist on finishing can only be regarded as a necessary step toward a vote to approve

the project, rather than a genuine effort to generate the environmental information needed.

Claims that councilmembers Malgapo, Dew-Costa or Verder-Aliga can now weigh the relative merits of the project with an open mind are simply not credible.

They violated the public trust by colluding with the applicants in secret using public resources, looking to benefit their special interest friends and political supporters at the expense of local residents who would bear the brunt of the environmental impacts they failed to even consider.

The proper remedy to restore public confidence is recusal from all votes regarding VMT/Orcem by the three MISED C councilmembers. Just as applicants have a right to a fair hearing in front of an objective decision-making body, so too do citizens have the right to expect transparency in the function of their local government. Residents have a

right to the environmental protections afforded under CEQA without the process degenerating into an empty box-checking exercise in service of a foregone conclusion.

The actions of councilmembers Malgapo, Dew-Costa and Verder-Aliga as participants in the MISED C disqualify them as objective decisionmakers with regard to this project. Their votes to uphold the appeal from the planning commission should be nullified and that decision reversed. If the application comes before the city council in the future, they must recuse from any vote regarding the Vallejo Marine Terminal and Orcem Americas application.

This opinion piece was excerpted from a post on Voices of Vallejo. To view the entire article, visit www.voicesofvallejo.com/recuse.



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Ports Join Climate Action Movement

BY PATRICK BURNSON

When San Francisco hosted the 2018 Global Climate Action Summit last month, it brought together state and local governments, businesses and citizens from around the world to showcase climate action taking place. The summit sought to demonstrate how the tide has turned in the race against climate change.

To keep global warming well below two degrees Celsius, and ideally pursue 1.5 degrees—temperatures that still could lead to catastrophic consequences—worldwide emissions must start trending downward.

The summit hoped to give world leaders the confidence that they can go even further in reducing emissions

by 2020. The summit's five headline challenge areas were: healthy energy systems; inclusive economic growth; sustainable communities; land transformative climate investments; and finally, ocean stewardship.

The event also paid tribute to a handful of ports that are inspiring deeper national commitments in support of the Paris Agreement. The nation's largest port, Los Angeles/Long Beach, joined six other international ocean cargo gateways in an initiative called the World Ports Climate Action Program. The seven ports have agreed to focus on five concrete actions:

- Increase efficiency of supply chains using digital tools.
- Advance common and ambitious public policy approaches aimed at reducing emissions within larger

geographical areas.

- Accelerate development of in-port renewable power-to-ship solutions and other zero emission solutions.
- Accelerate the development of commercially viable sustainable low-carbon fuels for maritime transport and infrastructure for electrification of ship propulsion systems.
- Accelerate efforts to fully decarbonize cargo-handling facilities in our ports.

The World Ports Sustainability Program was initiated by the International Association of Ports and Harbors (IAPH). The program was officially launched last March, in partnership with several other international and regional port-related organizations.

“As coordinators of the World Ports Sustainability Program, our aim is to develop new tools, building on existing ones such as the Environmental Ship Index and low-carbon fuel bunkering guidelines, which can be used by all ports on a global scale,” said IAPH Managing Director Patrick Verhoeven. “These seven port authorities and their collaboration will accelerate that process—our job will be to ensure that ports worldwide benefit from their knowhow and innovations as a ‘coalition of the willing’ to reduce greenhouse gases.”

Port of Oakland Has Record August, TraPac Will Add Night Gates

Across the Bay, California's third-largest ocean cargo gateway, the Port of Oakland, had a pretty good summer. Indeed, August was the busiest month in the port's 91-year history, with a throughput of 85,166 loaded 20-foot import containers.

August through October is traditionally the highwater mark for container shipping. It's the time of year when U.S. retailers stock shelves for holiday merchandising. “We're encouraged by the solid start to peak season, but there's still uncertainty in the trade environment,” said Port of Oakland Maritime Director John Driscoll. “Let's

see what the next few months bring.”

Meanwhile, port authorities here are hardly becoming complacent. Another Port of Oakland marine terminal operator has announced that it's opening night gates to accelerate containerized cargo flow. TraPac, Oakland's second-largest terminal, plans to add a second shift for harbor truckers beginning October 15.

The move enables thousands of drivers to pick up or drop off Oakland containerized cargo from 6 p.m. to 3 a.m., Monday through Thursday. That would give freight haulers access to the terminal outside busier daytime hours. Port officials said night operations should accelerate cargo flow while reducing truck queues that sometimes build outside terminal gates.

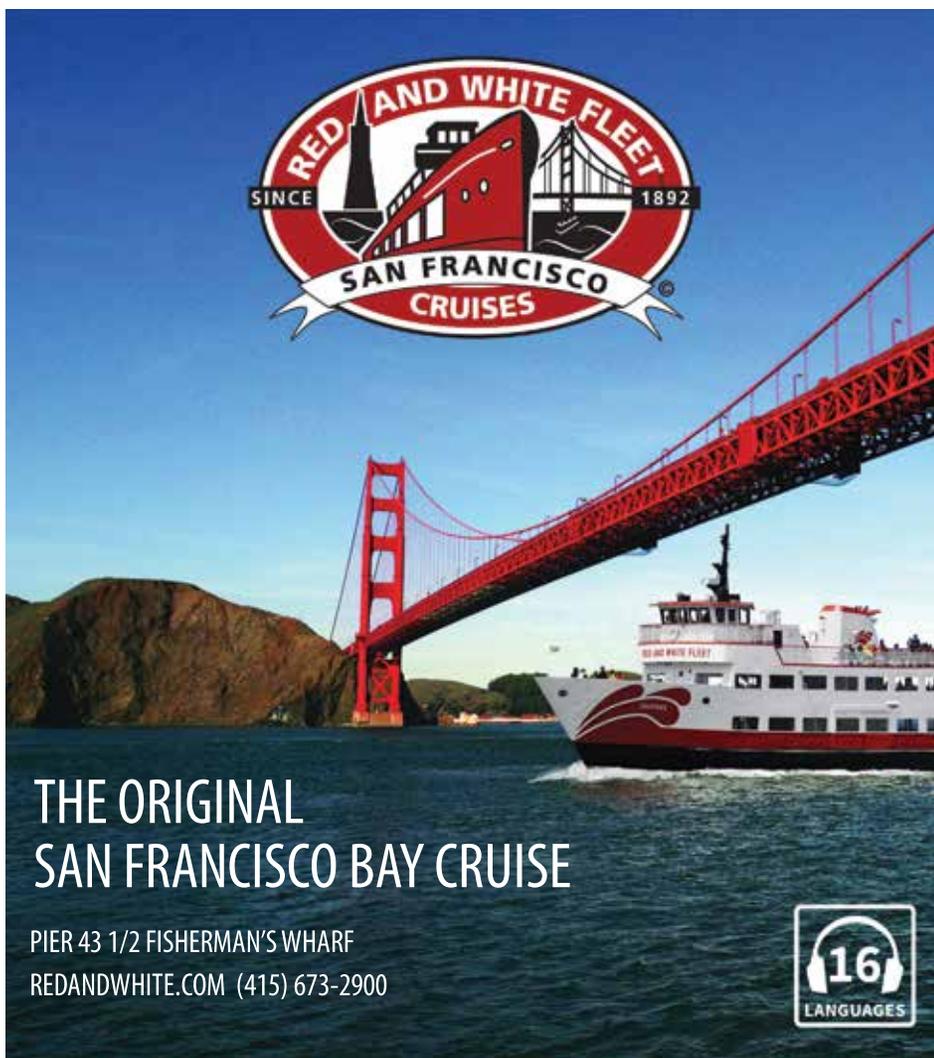
TraPac becomes the second major marine terminal in Oakland to open at night for harbor truckers. Oakland International Container Terminal, the Port's largest terminal, introduced night gates at the port two years ago. Together the terminals process about 80 percent of all containerized cargo in Oakland.

The port said night operations would provide benefits across the supply chain, including: enhanced velocity for shippers; less downtime for drivers; and mitigation of marine terminal congestion. TraPac said harbor drivers would be allowed to perform the range of cargo transactions at night. Those including picking up import containers or dropping off exports.

The terminal said it will assess a \$30 fee on all loaded containers moving in or out of TraPac beginning October 29. According to spokespeople, the fee will cover night gate costs, principally for additional labor. It is unclear how shippers will react to the additional costs.

TraPac is in the middle of a two-year project to double the size of its Oakland operations. The terminal expects to conclude construction by the end of the year.

Patrick Burnson is the executive editor of *Logistics Management*.
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Kevin Connolly

BY MATT LARSON

You might be on a ferry right now, or about to hop on board, or you may be savoring the lovely cruise you just took across the Bay. No matter what, your trip is an important part of the story of public transit on the Bay. Many entities throughout the Bay Area are constantly assessing public ridership, and some positive changes are on the horizon.

The Water Emergency Transportation Authority (WETA) has many projects in the works. On a large scale, WETA is prepared to be fully operational in the event of a major disaster, but its daily operations consist of providing passenger ferry services all throughout the Bay.

Many ferry riders have noticed that ridership has grown, but you may not know the extent of the boom: “Our ridership has grown 98 percent in the last four years,” said WETA Planning and Development Manager Kevin Connolly. “Each year we’ve had double-digit ridership growth, so we are doing a lot to try to catch up.”

Connolly grew up in the South Bay and has worked in transportation for 20 years, which included time working in transit, including working for BART and for VTA in San Jose. He currently lives in Alameda, rides his bike to Jack London



WETA Planning and Development Manager Kevin Connolly rides a bike from his Alameda home to Jack London Square and then takes the San Francisco Bay Ferry to work. His firsthand experience as a ferry rider gives him a deeper understanding of the issues important to commuters.

Square and takes the ferry to work every day—just like us. “So I experience it firsthand,” he said, which helps give him an even deeper understanding of an average commuter’s transportation needs.

At this writing, Connolly and the WETA team have three projects under construction that are all scheduled for completion within the next year or so: a new maintenance facility in Alameda; an expansion of the ferry plaza and a doubling of WETA’s gates at the downtown San Francisco Ferry Terminal; and—drumroll please—an all-new ferry stop in Richmond, set to open on January 10, 2019.

WETA is about to begin construction on new terminals at Sea Plane Lagoon in Alameda and at Mission Bay in San Francisco next to the new Warriors arena. Farther into the future, you can also look forward to even more

ferry stops at Treasure Island, Redwood City and Berkeley—all of which are to be completed in about seven years or so.

“We’re striving to provide enough service so that people don’t have to look at a schedule,” Connolly said. “They’ll know that a boat is leaving every 10-15 minutes and people will just show up.”

In Vallejo, for example, demand often outpaces supply and the boats fill up fast. “Today our biggest boat is 350 passengers in Vallejo,” he said. “By 2020, we’ll add four boats that are all 450-passenger vessels, plus we’re going to have a lot more frequency—leaving just about every 20 minutes.”

Even with so much responsibility to plan for the future of our bustling Bay, Connolly manages to reserve some time to coach youth basketball. He also enjoys taking his sea kayak out in the Bay. To his fellow kayakers, Connolly’s got the inside

scoop. The new Richmond terminal required relocating a kayak launch that was in the same area needed for terminal construction—but it’s working out for the best. “We built probably the nicest kayak launch in the whole Bay in Richmond, and it’s about to open next month,” he said. “It’s designed to be accessible for disabled kayakers, making it easier for people with wheelchairs to move their boats on and off the facility.”

So look forward to bigger boats, more frequent service, new terminals and much, much more—including a mobile fare app slated to be ready for download this fall. Our ever-popular ferry system is growing each and every day, and for good reason. “It’s just so unique, and interesting, and relaxing,” he said. “You just can’t help but get off the boat at the end of your trip and be in a calmer state. It’s like nothing else.”



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Bold Action Needed on Bay Level Rise

BY SEJAL CHOKSI-CHUGH

San Francisco Bay's water level is expected to rise over the coming decades. Even using the moderate estimates of three feet over the next 80 years, the resulting damage could resemble the recent hurricane-related havoc on the East Coast.

Scientists estimate the cost in the Bay Area of a major rainstorm plus a three-foot rise in the Bay's water at \$70 billion, with losses to homes, businesses and critical public infrastructure like roads and wastewater treatment plants. Flooding could reach more than 1,000 industrial sites around the Bay's shoreline and release toxic pollutants from these contaminated lands into the Bay. Toxins in the water would harm wildlife, including millions of migratory birds, and make recreation on and in the Bay dangerous.

Recreational opportunities around the Bay would also be scarcer, because sea level rise would shrink existing shoreline parks. San Francisco's Crissy Field may completely erode away. Trails at parks like Martin Luther King Jr. Shoreline in East Bay and Don Edwards Wildlife Refuge in South Bay could become flooded and inaccessible.

Impacts like these can be averted, but it will take bold action now. Baykeeper has some recommendations:

Wetlands, not seawalls. Wetlands are the Bay Area's best defense against sea level rise. They soften waves, provide a buffer against flooding, filter pollutants from water and stabilize shorelines. But wetlands need tidal action, with time above and below water each day.

Wetlands won't survive if rising seas submerge them continuously.

To preserve the Bay's wetlands, Bay Area leaders need to make sure that no more are destroyed by development. Another fix is to halt excessive sand mining from the Bay floor. If too much sand isn't removed, the Bay's sand will naturally wash up on wetlands, and help raise them.

Dredging practices in the Bay also need to be modernized. Right now, clean mud and sediment is dredged up to keep shipping channels open, then dumped far out in the ocean. That clean sediment should instead be used to build up and restore Bay wetlands. And if there's undeveloped land adjacent to wetlands, it should be protected from development. As tides rise onto the formerly dry land, wetland plants and animals can migrate uphill, if there's room.

Preserving wetlands is a much better strategy than concrete seawalls. A higher, stronger seawall on one part of the shoreline can increase flooding elsewhere on the shoreline.

More green infrastructure. Green infrastructure along shorelines and in urban areas can also help protect against sea level rise by providing flood protection and filtering pollutants. Examples include planted areas along sidewalks and permeable pavements. Green infrastructure provides additional benefits by greening neighborhoods and recharging groundwater for use in future droughts.

Coordinated region-wide planning. Most importantly, communities around the Bay Area cannot tackle sea level rise in a piecemeal way. The Bay Area needs coordinated regional planning that protects the ecosystem, econ-



Photo by Robb Most

During the year's highest tides, the Bay Bridge approach is inches from flooding. As sea level rises, water will reach and submerge low-lying Bay shoreline areas more frequently.

omy and communities. And a top priority is to identify the more than 1,000 industrial sites along the shoreline that could release toxic pollution into the Bay when flooded. Coordinated, expedited cleanup of these sites, starting with the most dangerous sites first, will help prevent harmful pollution from getting into the Bay and hurting wildlife and people.

For more about how the Bay Area can

meet the huge challenge of sea level rise in San Francisco Bay, visit Baykeeper's new ShoreView website at baykeeper.org/shoreview/home. ShoreView is a Google Impact Challenge Grant project. It includes Google Street View-style images of the Bay shoreline, plus maps of toxic industrial sites around the Bay and of shoreline areas at risk of being underwater.



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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and holding polluters accountable. 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.



Blue Angels Return for Fleet Week



BC STAFF REPORT

The City of San Francisco welcomes the return of Fleet Week to the Bay Area from October 1 to October 8. As the largest and most significant event of its kind in the nation, San Francisco's Fleet Week is now recognized by the United States Department of Defense as the model for fleet weeks across the country. This



year marks the 37th anniversary of this popular event.

Fleet Week became an annual event in 1981 when then Mayor Dianne Feinstein led the nation in celebrating America's sea services. Since then, Fleet Week's air show, parade of ships and many community events have become a significant and integral part of the city's local culture and economy with millions of residents and visitors celebrating San Francisco's long history of naval service and maritime tradition.

This year's events will include the return of the Blue Angels airshow and the parade of ships, and will also feature the Humanitarian Assistance Village, veterans events, concerts and ship tours.

Friday through Sunday, October 5 to 7, from 10 a.m. to 5 p.m. Marina Green will host the Humanitarian Assistance Village, an interactive demonstration of U.S. military and civil capabilities in responding to a disaster. The 2018 village will include an educational program for participants to learn about these capabilities. Guided by a "passport," participants will be encouraged to explore four different theme camps and

receive a stamp from each. Participants who turn in a completed passport with four stamps will be eligible for a prize drawing.

On Friday, October 5 at 11:30 a.m., the Fleet Week Parade of Ships will sail into the San Francisco Bay beneath the Golden Gate Bridge. Many of the participating ships will be available for public tours from Wednesday, October 3 through Monday, October 8. Thousands of visitors can climb aboard amphibious carriers, destroyers and cruisers docked at the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy, U.S. Coast Guard and Canadian Navy.

The Navy's Blue Angels will be back to dazzle with their thrilling high performance maneuvers over San Francisco Bay. There will be full air shows on Friday, Saturday and Sunday, October 5 to 7, from 12 to 4 p.m. each day. This air show event, which also includes the Patriots Jet Team, Navy Leap Frogs skydivers, a United 777 flyover and stunt planes, attracts over a million people around the Bay.

A variety of family-oriented special events will be staged along the waterfront from Fisherman's Wharf to Marina Green. PIER 39 joins the celebration with live entertainment from local and military bands, interactive exhibits, military vehicles and displays, and more. Marina Green, the SS *Jeremiah O'Brien* and PIER 39 are some of the best viewing places for the airshows (see page 22 for cruises).

For more information on San Francisco Fleet Week events and activities, visit www.fleetweeksf.org. All events are free, and premium paid tickets are available with an unobstructed view of the airshow from Marina Green.



Large crowds gather along the waterfront at Pier 39 for prime viewing of the annual Fleet Week Air Show.



All Photos by Joel Williams

Fleet Week Schedule of Events

(Subject to change)

Tuesday -Sunday, October 2-8

Veterans Art Exhibit: The Cannery Galleries: 9 a.m. – 6 p.m.

Tuesday, October 2

32nd Street Brass Band at PIER 39: 1 p.m. – 2 p.m.

Veterans Resource Fair: 1 p.m. – 5 p.m.

Wednesday, October 3

Ship Tours: 10 a.m. – 2 p.m.

Thursday, October 4

Ship Tours: 10 a.m. – 2 p.m.

Friday, October 5

Humanitarian Assistance Village: Marina Green: 10 a.m. – 5 p.m.

Parade of Ships: 11:30 a.m. – 12:30 p.m.

1st Marine Division Band Combo at PIER 39: 12 p.m. – 1 p.m.

Air Show: 12:00 – 4 p.m.

Destroyers from Navy Band Southwest at PIER 39: 4 p.m. - 6 p.m.

Saturday, October 6

Ship Tours: 9 a.m. – 4 p.m.

Humanitarian Assistance Village: Marina Green: 10 a.m. – 5 p.m.

Bark at the Park / K9 Heroes at Duboce Park: 11 a.m. – 2 p.m.

Air Show: 12:00 – 4 p.m.

Sunday October 11

Ship Tours: 9 a.m. – 4 p.m.

Humanitarian Assistance Village: Marina Green: 10 a.m. – 5 p.m.

WMJ The Band at PIER 39: 12 p.m. – 2 p.m.

Air Show: 12:00 – 4 p.m.

Destroyers from Navy Band Southwest at PIER 39: 4 p.m. - 6 p.m.

Blue Angels Meet & Greet at PIER 39: 6:15

Monday October 12

Ship Tours: 9 a.m. – 4 p.m.

High School Band Challenge: 10 a.m. – 12:30 p.m.

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Bay Area Tech Company Wins California Climate Cup

BY BILL PICTURE

The winner of the California Climate Cup was announced at the close of last month's Global Climate Action Summit in San Francisco. Competition for the grand prize among the 100 submissions was fierce, but Bay Area-based Solstice Energy Solutions wowed the six-member jury and took home the \$25,000 prize.

The company's technology is a remote energy management platform that allows consumers in developing countries who must derive power from multiple sources to switch between power sources with the tap of an app and to accurately track their energy consumption.

Solstice Energy Solutions cofounder Ugwem Eneyo, whose family is of Nigerian descent, said poor air quality in the west African nation is what spawned the idea for the technology she developed with fellow Stanford graduate Cole Stites-Clayton.

"My dad is from a region that's been devastated by the impact of the oil and gas industry," she said. "We visited frequently and even as a kid, it didn't make sense to me that my life here in the United States was so drastically different than the lives of my cousins in Nigeria because of energy and climate issues."

Eneyo said that even middle-class Nigerians living in urban areas can count on only four to six hours of grid-supplied power each day.

"And that power is extremely unreliable," she said. "People in Nigeria

refer to the grid as 'epileptic' because it goes on and off throughout the day. You never know when it's coming on or when it's going away, which doesn't allow for any kind of planning. And for that reason, generators end up becoming a primary source of power for anyone who wants or needs a steady source of electricity."

Until now, a blackout meant sprinting to the generator to manually fire it up, and then remembering to turn the generator off when the grid comes back online. The technology developed by Solstice Energy Solutions allows any homeowner or business owner with a smart phone to switch efficiently between grid and generator power using the Solstice Connect app.

Not the Nigeria you think you know

"When people hear 'Nigeria,' they think of low-income people in rural areas and tend to ignore the 70 million people living in urban centers," Eneyo said. "This demographic that we're targeting looks more like middle-class America; cell phone penetration within that demographic is almost 100 percent. Think of it this way, a generator costs about \$5,000. If they can afford a generator, they can afford a smart phone."

Eliminating diesel-burning generators altogether and replacing them with clean-energy alternatives like solar is the obvious solution to a shaky power grid and emissions-spewing backup power sources, but Eneyo said there's a big hurdle standing in the way of this transition.



Photo by Laura Rudich

Solstice Energy Solutions cofounder Ugwem Eneyo at the judging for the California Climate Cup on September 10. Her company won the \$25,000 grand prize.

"The biggest barrier is that you have an energy landscape that's not monitored," she said. "There's a saying, 'It's hard to manage what you cannot measure.'"

Eneyo said that without a way to measure energy consumption—less than half of properties have meters—there's no way to determine what size solar system is right for a home or business. Still, she said that the idea of going solar is an attractive one for Nigerians; but not for the reason you might think.

"Air quality is awful and there's a measurable public health impact. But convenience, meaning never being without power, is a bigger driver for adoption of clean energy than sustainability is," Eneyo said. "Oil and gas are all they've ever known, so there's a re-education of consumers that needs to happen."

She also hopes her technology will help pave the way for a clean energy market in Africa and beyond. "There haven't been any businesses making clean energy available in a scalable or attractive way because there wasn't any data available to measure the energy demand," she said. "We're trying to help

open this market up and support that ecosystem."

Giving startups a needed hand

"Startups need more opportunities like the California Climate Cup," Eneyo said. "Beyond the money, the exposure you get is invaluable because potential investors and advisers see you and said, 'This is a startup that I should be paying attention to.' It also makes our existing investors feel good to see that an outside third party believes in us."

"The money isn't nothing, but it's certainly not enough to make or break a startup, I don't think," said Los Angeles Cleantech Incubator (LACI) President and CEO Matt Peterson. LACI co-launched the competition over the summer with California Clean Energy Fund. "But the opportunity to get in front of potential investors of this caliber is pretty significant and hard to put a value on."

"From the beginning, the goal was to showcase California as a continuing leader in the climate change arena," Peterson said. "I think we did that."

A Stroll in Benicia

BY CAPTAIN RAY

It's a wonderful thing when two activities that you enjoy separately surprise you with a way to enjoy them together. For me, it occurred with the intersection of sailing and hiking.

The Bay Area Ridge Trail is a hiking, biking and equestrian pathway that (when completed) will encircle San Francisco and San Pablo Bays along the ridges and other high points that define the Bay Area. Of the proposed 550 miles, about 375 have been completed and are open to the public. In my non-sailing hours, I have been hiking this trail section by section. So far, I've covered a little more than 150 miles.

The trail crosses the Carquinez Strait in two places: on both the Carquinez Strait Bridge (from Crockett-Vallejo beside I-80) and the Benicia-Martinez Bridge (beside I-680). Between the two crossings, the trail is linked by a section along the northern shore of the strait. During those beautiful days we had last February—when it should have been raining, but wasn't—I decided to explore that section.

The western portion of the trail is routed along the cliff top above the Carquinez Strait past the backyards of many subdivision homes, then down off the cliff top and through the Glen Cove Marina. Once past the marina, the trail follows streets and bike paths through more subdivisions and waterfront parks, and out into the open space of Dillon Point. After rounding the point, the trail enters Benicia State Recreation Area and guides hikers and bikers along the edge of a marsh rich in bird life.

I came out of the natural

environment of the State Recreation Area on a mile-long bicycling/walking path that took me into the residential section of Benicia. The trail led me right down the sidewalks of the town.

If you enjoy a variety of distinctive styles of architecture, then the stroll through town will be quite agreeable. From grand, restored Victorians to cute little Queen Anne cottages, board and batten "shacks" from a century and a half ago to newly constructed townhouses—they were all there along my 2.5-mile walk from one end of Benicia to the other. The discontinuous, uneven, and (sometimes) disappearing sidewalks gave testimony to the many different eras in which construction of these homes occurred.

After a pleasant stroll through the neighborhoods, I came to the waterfront. Here I passed the homes of those fortunate few that have a truly waterfront location and a series of small parks. One of these parks is on the former location of the Mathew Turner Shipyard. Mathew Turner, who lived from 1825-1909, was America's most prolific wooden sailing ship builder. In 33 years he designed and built 228 ships, 154 of them right at this spot on the Benicia shoreline.

A little farther east along the shoreline is another of these parks, called Commodore Jones Point. Being of a nautical nature, I walked out onto the point to read the plaque. It turns out Cmdre. Thomas ap Catesby Jones founded the U.S. Naval Academy at Annapolis. He was also the first person to raise the Stars and Stripes over California. That happened in Monterey in 1842—a bit prematurely as it turned out, because the United States was not yet at war with Mexico. The Bear Flag



Photo by Joel Williams

Revolt didn't happen until 1846 and California didn't enter the Union until the Treaty of Juan Hidalgo was signed in 1848. Later, as commander of the U.S. Pacific Fleet, Cmdre. Jones advocated for the development of Benicia as a deep-water port.

A bit later, I came to the restored Central Pacific Railroad terminal at the foot of First Street. Here, the ferry *Solano*—at 424 feet, the largest ferry in the world at the time—carried entire Central Pacific railroad trains (24 passenger cars or 48 freight cars plus the

engine) across Carquinez Strait to Port Costa. Up from the waterfront, First Street is now lined with any number of restaurants with choices including sports bars, Thai, Szechwan, Sushi and Italian. Sprinkled among the restaurants are antique shops, art galleries and other visitor-worthy establishments.

Nearing the end of my walk, at the east end of the town I came to the Benicia Marina. Here I realized I was looking at a great weekend sailing destination, a richly historic town to explore, and a piece of the Bay Area Ridge Trail to hike.

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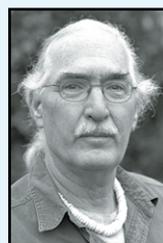
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Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has 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.



Teatro Zinzanni to Return to San Francisco Waterfront

BY JOEL WILLIAMS

San Francisco is poised to recover one of its great theater and performance venues, Teatro Zinzanni, in a new mixed-use hotel project sponsored by TZK Broadway, which is a joint venture involving Teatro Zinzanni, Kenwood Investments and local hotel operator Presidio Hotels.

Readers of *Bay Crossings* may remember that Teatro Zinzanni previously operated on the San Francisco waterfront from 2000 through 2011 at Pier 27-29. The venue thrilled audiences from San Francisco, the Bay Area and internationally with its one-of-a-kind dinner-theater performance, which

was known as *Love, Chaos and Dinner*. Since that time, Teatro Zinzanni has been looking for a new home along the waterfront and is now finally preparing its return.

Norm Langill, the managing member of Teatro Zinzanni, told *Bay Crossings*, “We can’t wait to reopen in San Francisco in what will be an innovative private partnership that will allow Teatro Zinzanni to succeed as a world class entertainment venue for many, many years to come.”

The project will be the culmination of years of planning for the site, located at the intersection of the Embarcadero and Broadway. TZK Broadway’s project features Teatro Zinzanni’s historic spiegel tent and dinner-theater program in an iconic glass enclosed structure, a



Artist rendering of the new location for Teatro Zinzanni, in a new mixed-use hotel project on the Embarcadero.

192-room hotel and a 14,000-square-foot privately maintained public park for public use and enjoyment.

Darius Anderson, the managing member of TZK Broadway and Kenwood Investments, said, “We are very excited to bring Teatro Zinzanni back to San Francisco in a truly unique partnership between that important performing arts organization and our new boutique hotel. We look forward to working with the community and the city so that Teatro Zinzanni can again engage the city as soon as possible with its world-class arts and entertainment programming.”

TZK Broadway’s new hotel and theater project is now entering the city’s final entitlement phases with the publication of the project’s environmental documentation, and subsequent entitlement votes before the San Francisco Port Commission, Planning Commission, Historic Preservation Commission and the Board of Supervisors culminating with final approvals in early 2019. The project is hoping to break ground in July 2019.

In 2016, the San Francisco Port Commission and the Board of Supervisors both unanimously endorsed TZK Broadway’s overall concept and plan for the project. The project will be constructed to a minimum of LEED Gold, and will meet all of the city’s stringent environmental codes. The project will be constructed with union labor and the hotel will be operated by the Hotel Employees and Restaurant Employees, Local 2. The project has received strong support from various

members of the community, from neighborhood individuals and groups to the local business improvement district.

TZK Broadway’s project has already been reviewed by the Port of San Francisco’s Northeast Waterfront Advisory Group and Waterfront Design Advisory Committee, as well as the city’s Architectural Review Committee—and recommendations from each of these advisory boards have been incorporated into TZK Broadway’s project. Among the many suggestions incorporated



The project also includes a 14,000-squarefoot privately maintained public park.

into the project include the ground-floor fenestration (window and door treatment) and the building’s use of red brick veneer for the façade consistent with other buildings in the historic district. The park, an important public amenity for the project, will feature both landscaping and hardscape, with benches, lighting, pedestrian pathways to the Embarcadero, public art and other public amenities. It will be privately maintained and publicly accessible.

To get involved in helping the project, or for more information, contact Jay Wallace at jwallace@kenwoodinvestments.com or Annie Jamison at annie@zinzanni.com.

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Literary Hijinks and “Lady Gaga of Opera”

BY PAUL DUCLOS

ZYZZYVA, San Francisco’s acclaimed literary journal that has been publishing since 1985, is now out with its 2018 fall edition, featuring a number of new and veteran contributors.

Managing Editor Oscar Villalon served as the emcee at a publishing party staged at the fabled Mechanics Institute late last month, introducing a few of the issue’s contributors. These included Rebecca Foust, whose most recent book of poetry is *Paradise Drive* (Press 53). She is Poet Laureate of Marin County.

David Paul lives in San Francisco, and his story “Barbed Wire,” which appears in the Fall Issue, is his first fiction in print. Emily Pinkerton, who lives in Berkeley, is the author of the chapbooks *Natural Disasters* (Hermeneutic Chaos), *Bloom* (Alley Cat Press), and *Adaptations*, published last month by Nomadic Press.

Also on hand was Paul Wilner, a Bay Area journalist, writer and critic whose poetry was recently published in *ZYZZYVA* issue 109. And finally, Louis B. Jones, the author of several novels, most recently *Radiance* (Counterpoint) and *Innocence* (Counterpoint), was also there.

For more information, see www.zyzyva.org.

Dreamy Italian Opera Book

Ferry readers should also make note of a forthcoming book coming out of the storied University of California Press next month.

Dreaming with Open Eyes examines visual symbolism in late 17th-century Italian opera, contextualizing the genre amid the broad “ocularcentric” debates emerging at the crossroads of the early modern period and the Enlightenment.

Ayana O. Smith re-evaluates significant aspects of the Arcadian reform aesthetic, and establishes a historically informed method of opera criticism for modern scholars and interpreters. Unfolding in a narrative fashion, the text explores facets of the philosophical and literary background, and concludes with

close readings of text and music, using visual symbolism to create readings of gender and character in two operas: Alessandro Scarlatti’s *La Statora* (Rome, 1690), and Carlo Francesco Pollarolo’s *La forza della virtù* (Venice, 1693).

Smith’s interdisciplinary approach enhances our modern perception of this rich and underexplored repertory, and will appeal to students and scholars not only of opera, but also of literature, philosophy and visual and intellectual cultures.

For more information, see www.ucpress.edu.

New Tosca at San Francisco Opera

Meanwhile, San Francisco Opera unveils a new production of Giacomo Puccini’s *Tosca* on Wednesday, October 3, with a cast led by Italian soprano Carmen Giannattasio in her company and role debuts as Tosca, tenor Brian Jagde as Cavaradossi and baritone Scott Hendricks as Baron Scarpia. Conductor Leo Hussain leads the San Francisco Opera Orchestra and Chorus in his first performances with the Company.

Puccini’s monumental work, which has a distinguished history at San Francisco Opera, will be staged by American director Shawna Lucey with new sets and costumes designed by Robert Innes Hopkins and built entirely in San Francisco Opera’s scenic and costume shops.

One of opera’s most popular and frequently performed works, Puccini’s tragedy follows the patriotic artist Mario Cavaradossi and his beloved Floria Tosca, an opera singer, as they attempt to evade the corrupt authorities in Napoleonic-era Rome. The opera’s themes of love, lust and murder inspired Puccini to compose some of his most memorable and dramatic music, including Tosca’s aria “Vissi d’arte” and the thrilling Te Deum that concludes the first act.

Since earning first prize at Plácido Domingo’s World Opera Competition in 2002, Carmen Giannattasio has won critical and popular acclaim on the world’s leading opera stages, including

Milan’s Teatro alla Scala, London’s Royal Opera, Covent Garden and New York’s Metropolitan Opera. Praised for her “melting tone” (*Financial Times*) and “ravishing” (*Independent*) performances in the works of Bellini, Donizetti, Leoncavallo, Puccini and Verdi, the Italian soprano adds Tosca to her gallery of portrayals in this highly-anticipated San Francisco Opera debut engagement. As a special friend of the fine jewelry house Bulgari and Milanese couture designer Antonio Riva, Giannattasio melds artistry and glamour. She has been affectionately called the “Lady Gaga of opera” by Plácido Domingo for her bold and evolving artistry and style.

At the same time, San Francisco Opera celebrates the extraordinary artists who have brought *Tosca* to life for generations of music lovers with

a new exhibition in the foyer of the Opera House featuring artifacts and rare photographs from the company’s archives of artists Claudia Muzio, Maria Jeritza, Dorothy Kirsten, Renata Tebaldi, Carol Vaness; Beniamino Gigli, Jussi Björling, Plácido Domingo, Luciano Pavarotti; Lawrence Tibbett and James Morris. The exhibition is open to San Francisco Opera ticket holders at all performances and through San Francisco Opera Guild tours of the War Memorial Opera House through October 30.

For more information, see sfopera.com.

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

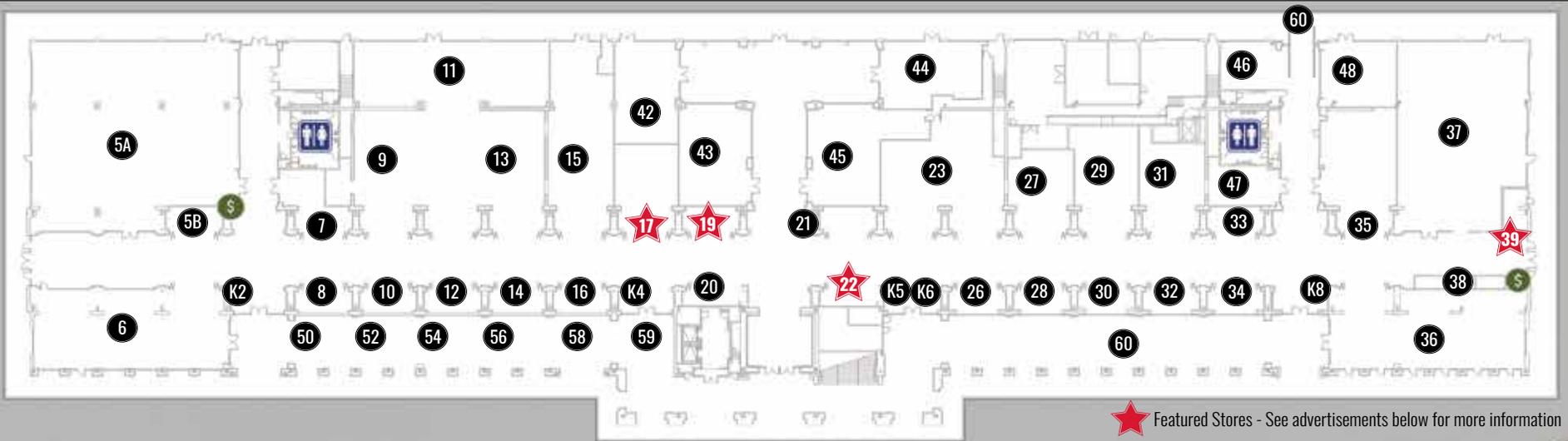


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- October 6-7 10AM – 5PM - Fleet Week Cruise – SS Jeremiah O'Brien, Pier 45 in San Francisco, 415-544-0100, www.ssjeremiahobrien.org**
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- October 12 6PM - 8:30PM - Sunset Sail, Call of the Sea 415-331-3214, www.callofthesea.org**
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- October 13-14 9AM – 5PM - Crew Course – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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- October 15-19 Able Seaman Course - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
Able Seaman Course provides training required for candidates desiring to obtain a U.S. Coast Guard endorsement as Able Seaman.
- October 20 4PM – 6PM - OCSC BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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! Retail: free Member: free
- October 24 5:30PM – 8PM - October Full Moon Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
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- October 24 Radar Recertification - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
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- October 27 5PM – 7:15PM - Saturday Sunset Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
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- Oct 29 - Nov 9 Captain's Course (OUPV/Master 100 GT) - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
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| 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 | ----- |

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|-----------|-----------|------------|-----------|
| 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 | |

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

| | |
|------------------------------------|--------|
| Adult | \$7.00 |
| 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 |

PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291

GIANTS BASEBALL AT AT&T PARK

Service will resume for 2018 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. |
| 7:00 | 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 |

| | | | |
|-----------------------------|--------|------------------------------------|--------|
| 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 |

Red & White

BAY CRUISE Pier 43½

| | | | |
|-----------|--------------|-------|--------|
| 10:00a.m. | 12:30 p.m. # | 2:30 | 5:00 |
| 10:30 | 1:10 | 3:00 | 6:00 ^ |
| 11:15 | 1:40 | 3:45 | |
| 11:45 | 2:15 # p.m. | 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 | Child (under 5) Free |
| Youth (5-17) \$30.00 | |

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 | | | |
| 11:10 | 11:45 | 11:55 | 12:30 p.m. | Clipper \$ 7.50 | | | |
| 12:40 p.m. | 1:15 | 1:25 | 2:00 | Youth (5-18)/Senior/Disabled \$ 5.75 | | | |
| 2:15 | 2:50 | 3:00 | 3:30 | Children 4 and under FREE | | | |
| 2:50 | 3:25 | 3:30 | 4:00 | Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult). | | | |
| ----- | ----- | 4:00 | 4:30 | Visit goldengateferry.org for updates. | | | |
| 3:40 | 4:15 | 4:30 | 5:00 | Contact Information Toll free 511 or 711 (TDD) | | | |
| 4:10 | 4:45 | 5:00 | 5:30 | | | | |
| ----- | ----- | 5:30 | 6:00 | | | | |
| 5:10 | 5:45 | 6:00 | 6:30 | | | | |
| 5:40 | 6:15 | 6:30 | 7:00 | | | | |
| 6:40 | 7:10 | 7:20 | 7:50 | | | | |
| 7:25 | 8:00 | 8:10 | 8:40 | | | | |
| 8:50 | 9:25 | 9:35 | 10:05 | | | | |

SAUSALITO

| Weekdays (excluding Holidays) | | | | Weekends and Holidays | | | |
|-------------------------------|-------------------------|-------------------------|------------------|---|-------------------------|-------------------------|------------------|
| Depart Sausalito | Arrive S.F. Ferry Bldg. | Depart S.F. Ferry Bldg. | Arrive Sausalito | Depart Sausalito | Arrive S.F. Ferry Bldg. | Depart S.F. Ferry Bldg. | Arrive Sausalito |
| 7:10 a.m. | 7:35 a.m. | 7:40 a.m. | 8:10 a.m. | ----- | ----- | 10:40 a.m. | 11:10 a.m. |
| 8:15 | 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 | |
|----------------|-----------|
| 11:30 a.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

All B&G schedules are good through October 28, 2018

TIBURON - Pier 41

| Weekdays | | | |
|----------------|----------------|----------------|----------------|
| Depart Pier 41 | Arrive Tiburon | Depart Tiburon | Arrive Pier 41 |
| 9:45 a.m. | 10:30 a.m. ^ | 10:40 a.m. | 11:10 a.m. |
| 11:25 | 12:10 p.m. ^ | 12:20 p.m. | 12:45 p.m. |
| 1:45 p.m. | 2:30 ^ | 2:40 | 3:05 |
| 3:30 | 4:20 ^ | 4:30 | 5:00 |
| 5:15 | 5:45 | 5:55 | 6:25 |
| 6:15 | 7:05 * | 7:15 | 7:45 |
| 8:20 | 9:20 * | 9:25 | 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 Angel Island, * Via Sausalito

| 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 www.blueandgoldfleet.com
Bay Cruise does not operate during inclement weather.

BAY CRUISE

| Depart Pier 39 | |
|-----------------------|-----------|
| Daily Monday - Sunday | |
| 10:45 a.m. | 3:15 p.m. |
| 12:15 p.m. | 4:30 |
| 1:15 | 5:30 |
| 2:15 | 6:30 |

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) | | | |
|------------------------------------|-----------|----------------|---------|
| 12:15 p.m. | 4:00 p.m. | FARES: | |
| 1:00 | 5:00 | Adult | \$30.00 |
| 1:45 | 6:00 | Senior (65+) | \$25.00 |
| 3:15 | | Junior (12-18) | \$25.00 |
| | | Child (5-11) | \$21.00 |

SAUSALITO

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

Weekends and Holidays

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

* Via Tiburon, ^ Via Angel Island
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>

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 | 3:10 * |
| --- | --- | 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

"The Voice of the Waterfront"



All Ferry schedules subject to change.

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

AROUND THE BAY IN OCTOBER



Fleet Week Cruises

Jeremiah O'Brien

The SS *Jeremiah O'Brien's* annual San Francisco Fleet Week Cruise is coming up on Saturday and Sunday, October 6 and 7, sailing from 10 a.m. to 5 p.m. both days.

The *O'Brien* SF Fleet Week Cruise travels around San Francisco Bay out under the Golden Gate Bridge, around Alcatraz, the Bay Bridge,

along the San Francisco waterfront to view both the visiting Navy ships and the air show featuring the U.S. Navy Blue Angels. Food and drink are provided with your ticket: hamburgers and hot dogs will be provided by Bistro Boudin and beer and wine will also be served. Live music is provided on Saturday by the Natural Gas Jazz Band and on Sunday by the U.S. Naval Sea

Cadet Corps' Band of the West. Tickets are \$150 for adults and \$90 for children 5-16, or \$360 for a family of two adults and two children. Boarding is at 9 a.m. For more information or to order tickets, visit www.ssjeremiahobrien.org.

Seaward

On Saturday, October 6, OCSC Sailing Club invites you to join them aboard the 82-foot schooner *Seaward* from 11 a.m. to 6 p.m. to view the exciting events of Fleet Week. Enjoy the awe-inspiring aerial acrobatics of the Navy Blue Angels from the best seat in the bay area. Enjoy a no-stress adventure on the beautiful schooner along with complementary light snacks and refreshments. Retail price is \$295

with a discount to members. Call to reserve a spot at (510) 843-4200.

Cabernet Sauvignon

On Sunday, October 7, Rosenblum Cellars in Jack London Square has secured the Commodore Cruise Lines *Cabernet Sauvignon* boat and will have a four-hour Fleet Week cruise from 1 – 5 p.m. It consists of all the great wines, food and merriment you can have in four hours. Plus, seeing the Blue Angels at the water level is pretty spectacular. A great way to spend a Sunday on the Bay with family and friends! Retail price is \$190 with a discount to members. Call (510) 601-2200 for reservations.

Moby-Dick Marathon

The San Francisco Maritime Museum invites you to embark on a voyage of rich language, history and drama with a marathon reading of Herman Melville's best-known novel: *Moby-Dick, or the Whale*. Over a span of 24 hours, the book will be read aloud by volunteer readers and performers, chapter-by-chapter, as others listen. If you have a favorite chapter or character, can do a New Bedford accent, or just love to read aloud, sign up at the website sfmobydickmarathon.com. You can also take a share in the voyage by participating in one of several levels of sponsorship. The reading begins at noon on Saturday, October 13 at the Aquatic Bathhouse, 900 Beach Street. Whether you sail as a reader, a listener,

or as a supporter, all are welcome. Call (415) 561-6662 for more information.

Birthday Celebration and Fireworks at PIER 39

It's a celebration four decades in the making. Join PIER 39 on Saturday, October 13 for a night filled with music, fun and fireworks celebrating the 40th anniversary of PIER 39. Start your evening at the smartwater Stage at the Bay End of PIER 39 with live music. Don't miss a special appearance by PIER 39's beloved mascot, Salty the Sea Lion. At approximately 8:30 p.m., ooh and ahh at the sky above as it is illuminated by a dazzling fireworks display. Check www.pier39.com for more information.

Tall Ships Return to Oakland

History will come alive in Oakland October 13-14 as the tall ships *Lady Washington* and *Hawaiian Chieftain* make their return to Jack London Square. The tall ships, part of the Aberdeen-based nonprofit Grays Harbor Historical Seaport, sail the waters of the Pacific each year offering educational programs, deck tours and sailing excursions. The tall ships sail for one weekend for their one-of-a-kind Battle Sails. For the seasickness-prone but curious, stationary dockside Vessel Tours are available for a \$5 suggested donation. For more about the tall ships and their programs, please visit www.historicalseaport.org.

Birthday Celebration and Fireworks at PIER 39

It's a celebration four decades in the making. Join PIER 39 on Saturday, October 13 for a night filled with music, fun and fireworks celebrating the 40th anniversary of PIER 39. Start your evening at the smartwater Stage at the Bay End of PIER 39 with live music. Don't miss a special appearance by PIER 39's beloved mascot, Salty the Sea Lion. At approximately 8:30 p.m., ooh and ahh at the sky above as it is illuminated by a dazzling fireworks display. Check www.pier39.com for more information.

Kids Draw Architecture

The American Institute of Architects, San Francisco (AIASF) is hosting Kids Draw Architecture from 1 to 3 p.m. on Saturday, October 20 at the San Francisco Botanical Gardens in a free event. AIASF invites children of all ages to attend and learn about architecture while honing their creative skills. Attendees will learn about the history of the structures in the San Francisco Botanical Gardens and meet architects who will help participants sketch the scene. Drawing supplies will be provided. San Francisco Botanical Gardens is located at 1199 9th Avenue in Golden Gate Park. For more program information, visit www.aiasf.me/kids_draw_architecture.

Dancing in Alameda Streets

Animate Dance Festival, taking place in Alameda Point on October 27 from 11 a.m. to 5 p.m., is Alameda's first free outdoor dance festival. An easy 10-minute walk from the Alameda Main Street ferry terminal, the festival will be a celebration of dance in all its forms with over 150 performers, dance classes, a kids zone, and "dance fair" area, vendors and the possibility to discover the fascinating architecture of Alameda Point. Alameda Point is located at West Red Line Avenue between Todd Street and Saratoga. For more information, visit www.animatedancefestival.com.

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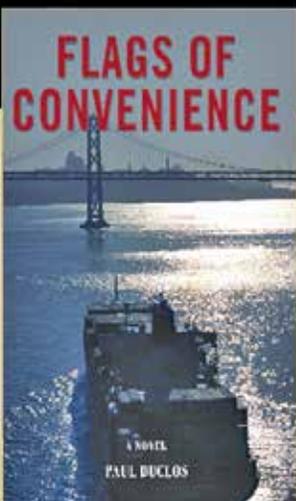
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The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are jointly seeking nominations for a new Bay Area Metro Awards program honoring the often-unsung heroes doing the hard work to improve our region's mobility, affordability, environment and community; and to recognize efforts that make the Bay Area a better place to live, work and play. Nominations for the Bay Area Metro Awards can be submitted at: mtc.ca.gov/awards/. **Deadline: Friday, November 16, 2018.**



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