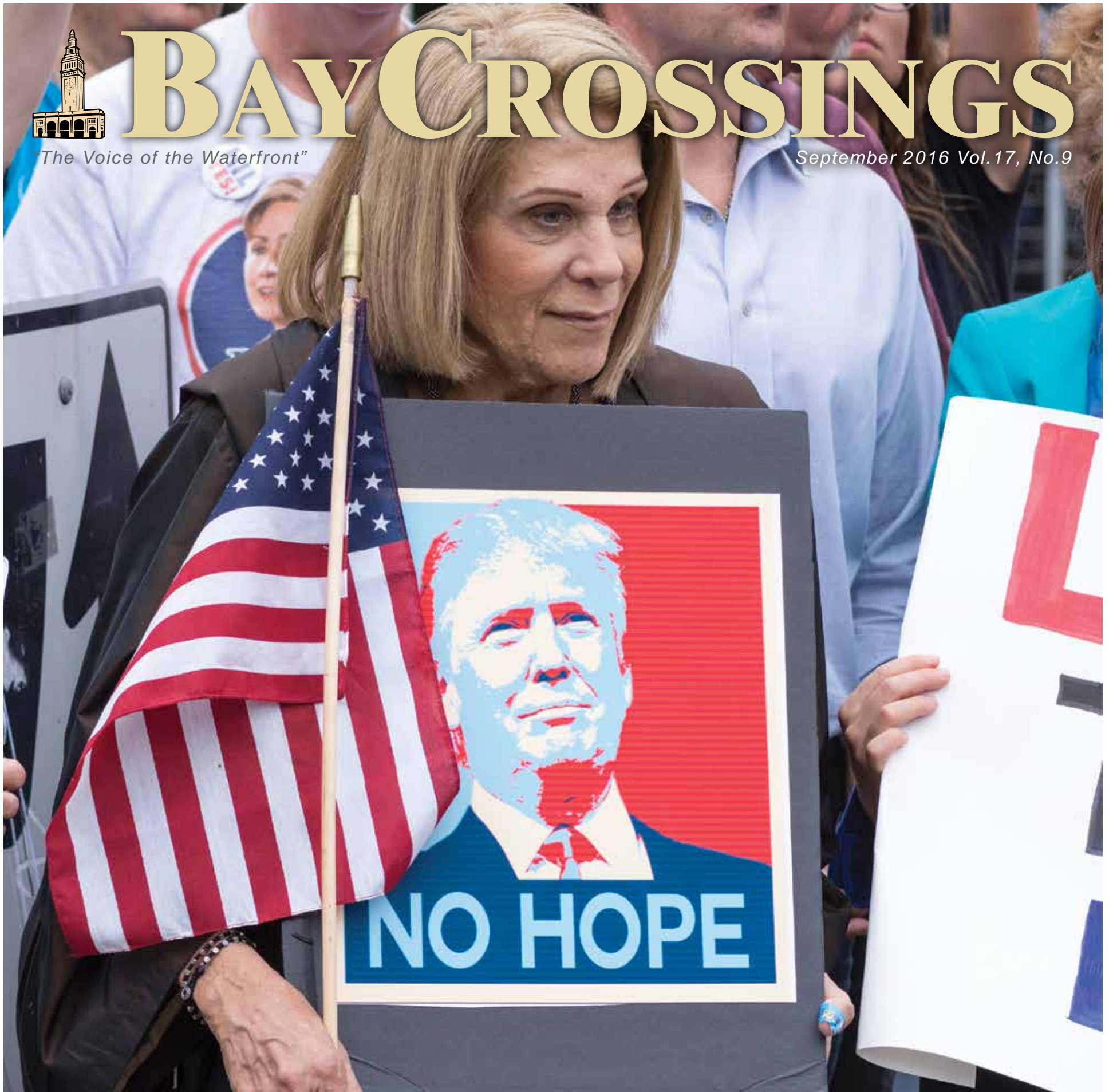




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"The Voice of the Waterfront"

September 2016 Vol.17, No.9



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To see, be, do, know



The Bay Area's environmental community has expressed alarm at the prospect of a Donald Trump presidency. Among the items that have activists concerned are his repeated remarks about abolishing the Environmental Protection Agency (EPA) as a budget-cutting method. Trump has called the EPA a "disgrace" and has said that possibly only "a little" of the environment should be left over after businesses do their work. This month's cover story explores what might happen if the EPA were eliminated at a federal level, as Trump has proposed.

Photo: iStock.com/shakzu

Corrections & Letters

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

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Bobby Winston, Proprietor
Joyce Aldana, President
Joel Williams, Publisher
Patrick Runkle, Editor

ADVERTISING & MARKETING

Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION

Francisco Arreola, Designer / Web Producer

ART DIRECTION

Francisco Arreola; Patrick Runkle;
Joel Williams

COLUMNISTS

Paul Duclos; Patrick Burnson;
Sejal Choksi-Chugh; Matt Larson;
Mallory Johnson; Captain Ray Wichmann

WRITERS & PHOTOGRAPHERS

Bill Picture; Joel Williams

ACCOUNTING

Cindy Henderson

Advertising Inquiries:

(707) 556-3323, joel@baycrossings.com

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Early Contract Negotiations on Tap for Waterfront Labor

BY PATRICK BURNSON

Much to the relief of Bay Area importers and exporters, dockside labor has agreed to early contract negotiations with management before another labor crisis unfolds.

In a letter to Robert McEllrath, president of the International Longshore and Warehouse Union, and to James McKenna, chairman and CEO of the Pacific Maritime Association, the nation's leading trade organizations pleaded for cooperation:

"You have both recognized the negative economic impact of disruptions and slowdowns that occurred during the last negotiations. We believe starting negotiations early will help avoid a repeat of that experience.

"As we have previously stated, we believe a new model for future negotiations needs to be developed, one which stresses early and continuous dialogue. This should include a pledge by both parties to ensure there are no disruptions to cargo movement during negotiations. Maintaining the arbitration mechanisms in the existing contract for

the duration of the negotiations, even if the contract expires before a final agreement is reached, is critical to that process.

"We fully believe that agreeing early to a contract extension or a new long-term contract will provide the stability and predictability that is needed for global competitiveness that will benefit all stakeholders (labor, terminal operators, cargo owners, etc.) who rely on West Coast ports."

Port of San Francisco Welcomes First Automobile Shipment

The Port of San Francisco held an opening ceremony to welcome the M/V *Jean Anne* to Pier 80 late last month, as the first shipment of 500 automobiles and 30 boats was unloaded onto the Pasha Marine Terminal at Pier 80.

The port's new 15-year lease agreement with Pasha Automotive Services allows the import and export of vehicles by ship at Pier 80, with on-terminal automobile preparation and detailing services. The agreement promises to transform Pier 80 from an underutilized asset to a thriving marine terminal creating new revenue for the port and significant economic and



Photo by David Perry & Associates

The Port of San Francisco welcomed the first shipment of 500 automobiles and 30 boats to the new Pasha Marine Terminal at Pier 80 in August.

employment benefits for San Francisco.

The port and Pasha have collaborated with Mayor Edwin Lee's Office of Economic and Workforce Development to ensure that auto processing job opportunities are focused on San Francisco residents in District 10.

Port of Oakland Enjoys Blockbuster Month of Cargo

The Port of Oakland, meanwhile, handled the equivalent of 223,619 20-foot cargo containers in July. That was the most since it lifted 227,996 20-foot containers in August 2006. Figures for box throughput was not yet available for last month, but a new trend for more volume seems to be in place.

The port said cargo volume was up across the board, perhaps signaling hope for the upcoming peak shipping season. "The numbers are encouraging and with holiday shipments set to commence, this could be the start of something good," said Maritime Director John Driscoll.

Among the positive signs last month in Oakland:

- Total container volume jumped 8.8 percent from July 2015;
- Export volume was up 3.6 percent, a metric that increased for the sixth time in seven months, strengthening Oakland's status as a leading gateway to Asia; and
- Empty container volume rose as shipping lines repositioned boxes to prepare for an anticipated uptick in peak-season cargo.

The port said it received 153 visits from container ships in July. That was up from 136 vessel calls during the same

month a year ago. The port said the numbers may quiet speculation that a newly widened Panama Canal threatens West Coast port volume. Larger canal locks opened July 1, coinciding with Oakland's cargo surge.

The port's total cargo volume is up 6.4 percent through the first seven months of 2016. Exports are up 9.1 percent in that span and imports have risen 8.6 percent.

Uber Acquires Self-Driving Truck Startup

San Francisco-based Uber may soon surface as a player in the port drayage space. The company recently announced that it had acquired Otto, a startup that's been working on developing self-driving trucks for an undisclosed sum.

Anthony Levandowski, a former Google executive who has been championing autonomous driving for years, is the company's co-founder. He'll head up Uber's entire self-driving division, meaning both Otto's self-driving truck efforts and Uber's own fast-growing autonomous division, reporting directly to Uber CEO Travis Kalanick.

Otto was founded earlier this year by former employees from Google, Apple, Tesla, Cruise Automation and others. Otto's goal was to turn commercial trucks into self-driving freight haulers. Instead of building its own self-driving trucks, the company was looking to build hardware kits for existing truck models.

Patrick Burnson is the Executive Editor of *Logistics Management*. (www.logisticsmgmt.com)

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BAYCROSSINGS
"The Voice of the Waterfront"

Vessel Master Mark Gustin

BY MATT LARSON

For Mark Gustin, being a vessel master for Golden Gate Ferry is his third career. After graduating from Fresno State, Gustin left for Europe to play professional basketball for 13 years. While playing in Luxembourg he took a second job at a bank specializing in currency trading, which evolved to a second career by the time he made it back to the United States. In finance, he was wearing a suit and tie every day while working for a hedge fund in San Francisco—when the constant views of the beautiful Bay finally got to him.

“It started as just a hobby,” he said. “Just for fun I’d go work for a dinner cruise boat.” It didn’t take long for him to ask for a promotion, and before he knew it he was a deckhand on the San Francisco Bay. Although his life on the water began as a hobby and turned into serious work, Gustin makes a point to maintain that initial passion that brought him here.

“The work should be fun,” he said. “You want to enjoy what you’re doing, and if you can do it professionally and make an impression on somebody at

the end of the day, you’ve really done your job.”

Gustin makes an effort to provide excellent customer service at all times, but especially on the Sausalito run as it’s often filled with tourists and their bicycles. “They’re gonna do this once,” Gustin said. “It’s like you or me taking the ferry across the Bosphorus in Istanbul or something—it’s a bucket list check off. So let’s make it a good experience.”

Gustin’s also fluent in French, German, Italian and Danish, which provide him with even more opportunities to brighten a tourist’s day when coming aboard. “If you take just 10 or 15 seconds to say a little expression in their own language, you make them smile,” he said. “If you take that mindset about customer service, at the end of the day you’re getting high fives from kids who don’t speak English.”

Much of Gustin’s maritime experience before Golden Gate Ferry was working for Westar Marine Services for 12 years, a company he refers to as “the putty that keeps the Bay moving.” He started as a deckhand and worked his way up to safety and security officer, learning all the ins and outs of the Bay Area’s many waterways. “I got a good, broad base of the working waterfront,”

said Gustin. Now, as a ferry captain, having this in-depth knowledge of the Bay only helps his instincts while manning the helm. “The tug and barges, pilot boats, cruise ships, other ferry boat companies—I know what all the other vessels are doing. It’s a community out there and we’re working together.”

He’s not always working, however. An active member of the Dolphin Club, he enjoys swimming at Aquatic Park and has participated in some of the open water swims on the Bay. Living three blocks from AT&T Park, he and his wife Tammy can often be found attending sporting events. He also helps his wife with her San Francisco-based business, Sips N Sews, which is a membership-based sewing company where people can come and design their own creations. Gustin also visits his European friends from time to time, having just gone to Amsterdam last year to help coach at a basketball camp.

One thing Gustin misses the most

from his time in Europe is flexing his language muscle. At 6’9”, he’s pretty hard to miss, so if you notice a super-tall captain while you’re embarking or disembarking, Gusting encourages you to say hello—especially if it’s in French, German, Italian or Danish. People joke that Gustin’s too tall for the ferry boats, but a slight crook in his neck is a small price to pay. “There’s a lot more fresh air and a lot less road rage out on the water,” he says. “It appeases all my senses.”



Mark Gustin started out as a basketball player, then worked in the world of finance, then became a ferry boat captain. He speaks five languages and loves his job.



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Eel Deception

BY MALLORY JOHNSON

When it comes to identifying aquatic animals, eels seem like a no-brainer thanks to their distinguishable long, slender bodies. But are these slithery animals really as easy to identify as we think? Despite the common notions about eels, some of these animals are more deceptive than you might realize.

Wolf Eels

Wolf eels may look like, and even be named like an eel, but don't let that fool you. Wolf eels are not true eels but are rather part of the Anarchichadidae or "wolfish" family. Some of the features that distinguish a wolf eel from a true eel are the presence of pectoral fins behind

the head and covers over the gills.

Wolf eels have sharp canine teeth and very powerful jaws that come in handy at mealtime. Wolf eels typically dine on hard-shelled invertebrates such as clams, mussels and sea urchins. Their strong jaws and sharp teeth help them crack open or crush shells to get to the meat inside.

The coloring of a wolf eel changes dramatically through its lifetime. As juveniles, wolf eels are vibrant orange, and can be found in shallow subtidal zones. As they grow, however, this animal loses its bright colors and turns gray with dark spots and blotches to provide camouflage as it adapts to deeper water habitats. Wolf eels are typically found in cold waters along the Pacific coast of North America, ranging from Alaska to the northern tip of Baja.

Wolf eels are very loyal animals, and when they pick a partner, it's for life.

Around the age of four, wolf eels pair up with a mate and find a nice cave to inhabit for the rest of their days, only leaving to forage for food or if forced out by a larger animal, such as an octopus.

Monkeyface Eels

Once again, this "eel" is a deceptive one. Despite its long, slender body and its name, the monkeyface eel is part of the prickleback family. Monkeyface eels boast the same pectoral fins and gill covers as the wolf eel.

Monkeyface pricklebacks can be found in habitats from southern Oregon, along the California coast and down to the northern part of Mexico. These fish are generally found within intertidal zones, where there are plenty of rocky areas to hide. One impressive feat of the monkeyface eel is its ability to survive out of water for over 24 hours, as long as it stays moist.

Like the wolf eel, monkeyface eels typically only leave home to forage for food. As juveniles, monkeyface eels munch on small crustaceans and zooplankton. Their eating preferences begin to change as they mature, however, and adult monkeyface eels suddenly become herbivores, preferring to dine on a variety of algae instead.

Green Moray Eels

Finally, an eel that is in fact a true eel! Unlike the wolf eel and the monkeyface eel, moray eels lack pectoral fins and gill covers. However, just because these are true eels doesn't mean their name is still not deceiving. Green moray eels are actually brown. This eel secretes yellow mucus all over its body to protect it from parasites and diseases, giving this animal the illusion of being green.

Moray eels look intimidating thanks to the way they constantly open and close their mouths. Despite the menacing look this movement gives them, it's actually more of a survival technique than an invitation for a fight; they do this to pump water through their gills for respiration.

Green moray eels have long, slender



Photos courtesy of Aquarium of the Bay

From top to bottom: wolf eel, monkeyface eel and green moray eel.

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bodies that are flattened from side to side. Moray eels have a particular shape that prohibits them from swallowing in the same manner that most other fish do. Instead, as a true eel, moray eels have two sets of jaws; a powerful outer jaw and a second, inner pharyngeal jaw located inside the throat. When dinnertime rolls around, the moray eel will clamp down on its prey with its first set of jaws. Meanwhile, its pharyngeal jaw will protrude from its throat to grab the food and carry it back down, all within a fraction of a second.

You can visit the green moray eel, and the two imposters, in person at Aquarium of the Bay. Test out your newfound knowledge and see if you can spot the defining features of a true eel. Find out more at www.aquariumofthebay.org.

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



The Bay Area's Most Unique Beer Festival Returns

BY BC STAFF

Brews on the Bay returns to the SS *Jeremiah O'Brien* on Saturday, September 17 for its 13th year on this storied World War II merchant marine ship docked at Pier 45—and this year, more San Francisco breweries than ever will be participating. Produced by the San Francisco Brewers Guild, this event is one of the Bay Area's most intimate beer festivals, one that the brewers themselves look forward to.

“Imagine staring at sailboats floating past Alcatraz while tasting beer from dozens of San Francisco breweries, including both veterans and newcomers to the craft beer market,” said David

“Zambo” Zamborski, director of brewing at Speakeasy Ales & Lagers. “To drink locally hand-crafted ales and lagers aboard a historic American ship, floating on one of the most famous bays in the world—who wouldn't want to do that?”

Brewers will be out in force, serving unlimited pours of their latest and greatest IPAs, farmhouse ales, session beers, barrel-aged sours, imperial stouts and many other beer styles.

Tickets always sell out for this event—one of the most memorable and unique beer festivals in the country. VIP tickets are \$95 and include early 12 p.m. entrance and a limited edition t-shirt. General admission tickets are \$55 and allow event access from 1 p.m. to 5 p.m. To purchase tickets, visit sfbrewersguild.org.

At the event, there will be over 70



The 13th annual Brews on the Bay event returns to the deck of the SS Jeremiah O'Brien on September 17.

beers flowing from: 21st Amendment Brewery, Almanac Beer Co., Anchor Brewing Co., Barebottle Beer Co., Barrel Head Brewhouse, Black Hammer Brewing Co., Black Sands Brewing Co., Cellarmaker Brewing Co., Ferment. Drink. Repeat, Fort Point Beer Co., Harmonic Brewing Co., Headlands Brewing Co., Holy Craft Brewing Co., Laughing Monk Brewing Co., Local

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Abolishing the EPA With President Trump

BY BILL PICTURE

The Donald Trump campaign has yet to declare its official stance on environmental protection, but some members of the local eco-justice community don't like what they've seen so far. Most troubling, they say, are his repeated remarks about abolishing the Environmental Protection Agency (EPA) as a budget-cutting method.

Trump told Fox News' Chris Wallace last October, "What [the EPA] do[es] is a disgrace. Every week they come out with new regulations." When Wallace pressed Trump on whose plate he believes protection of the nation's precious natural resources should fall, Trump responded, "We'll be fine with the environment. We can leave a little bit, but you can't destroy businesses."

"That's a red flag," said Erica Maharg, staff attorney for San Francisco Baykeeper, which has been fighting to preserve water quality in the San Francisco Bay since 1989. Maharg, who pointed out that Baykeeper has not endorsed either party's candidate (in fact, federal laws prohibit nonprofit organizations from officially endorsing a political candidate), said painting environmental protection as a hindrance to economic growth is a "giant step backward."

"California is living proof that we no longer have to choose between a healthy environment and a healthy economy," she said. California is widely regarded as a world leader in addressing climate change and promoting public and environmental health, while boasting the largest economy in the country and the sixth largest in the world.

California's economy is also the second-greenest in the world, according to a 2015 study by the public policy group Next 10, which found that only



Donald Trump, the Republican nominee for President of the United States, has repeatedly made remarks about abolishing the EPA as a budget cutting method. Eliminating the EPA would seriously hamper the efforts of regional and state agencies in addressing issues that threaten environmental and public health in the Bay Area.

France has a greener economy. That means that California has the second-smallest carbon footprint per dollar of economy activity.

How much damage can one person really do?

The EPA is just one of many links in the chain that is the nation's environmental justice community. Get rid of it, and an entire network of regional and state agencies, watchdog organizations, community groups, activists and advocates remains to address issues threatening environmental and public health. Eliminating the EPA would do little to temper the passion of this network's remaining members; but their ability to accomplish anything would be seriously hampered without the influence and leadership of a

federal-level regulatory body.

"California has its own strong laws in place, so we're sort of insulated," Maharg said. "But we still rely heavily on federal environmental laws, and on agencies like the EPA to provide national leadership."

"Eliminating the EPA would create a vacuum," she added. "And without a voice at the top to push for ongoing investment in public health and the environment, I fear that investment might come to an end. And that really scares me."

Plus, without an agency like the EPA to put its foot down, a green light from Congress isn't out of the question for Trump's proposal to bolster the nation's economy by increasing oil and natural gas exploration and expanding coal mining. Trump has also vowed to get the Keystone XL pipeline expansion approved, to

"cancel" the Paris climate agreement, and to cut U.S. funding for United Nations initiatives addressing climate change, which he argues isn't real.

At an oil industry conference in North Dakota in May, Trump told the crowd, "[My] administration will focus on real environmental challenges, not the phony ones that we've been looking at."

"Deregulation would set the stage for rolling back the Clean Water Act and the Clean Air Act," said Andres Soto of Communities for a Better Environment (CFBE). "And that's a very dangerous direction for our country to move in."

CFBE's Northern California chapter is currently working with the Bay Area Air Quality Management District (BAAQMD) to set a limit for greenhouse gas emission levels at five Bay Area oil refineries. "We want to cap them at current levels while we figure

out how to reduce emissions,” Soto said. “If deregulation were to happen, local jurisdictions wouldn’t be able to take steps to limit greenhouse gas emissions; and our ability to protect air quality would be severely inhibited.”

CFBE is a member of the Community-Worker Coalition, a collection of public health advocates and environmental organizations pushing for cleaner air along Contra Costa County’s “refinery corridor,” whose residents and workers (including refinery employees) suffer from disproportionately high rates of heart disease and respiratory illnesses.

For instance, the City of Pittsburg has higher rates of asthma than any other city in Contra Costa County. “Pittsburg sits at the far end of the refinery corridor putting it right at the refineries’ tailpipe, so to speak,” Soto said.

BAAQMD is considering four strategies for improving air quality in the area, as well as the Community-Worker Coalition’s proposal to establish a numerical cap. BAAQMD hopes to complete an environmental impact report by next March, after which the public will have a chance to weigh in before a final decision is made on how best to deal with refinery-related air pollution moving forward.

Soto describes the push to find more oil as “troubling,” because he believes it will lead to increased fracking. The fracking process itself is believed to release harmful pollutants into the air and contaminate groundwater; and the low-quality crude it produces is believed to emit higher concentrations of pollutants during the refining process. One of the ideas Soto proposes for reducing refinery-related air pollution in the future is limiting the amount of shale oil or “dirty crude” processed at each refinery.

In an interview last month with Denver television station KUSA, Trump declared, “I’m in favor of fracking.” Trump did, however, argue that the decision on whether or not to allow fracking in a community should be left to its voters. Incidentally, California’s Central Valley sits on one of the country’s largest known oil reserves, making it a prime fracking area.

Bigger fish to fry

But weighing heavier on the minds of Central Valley farmers than the alleged environmental impact of fracking is not having enough water to irrigate their crops, which Trump argues is a result of mismanagement, not lack of water.

At a rally in Fresno in May, Trump told a crowd that farmers he’d spoken with claimed that “there is no drought.” Then he went on to blame environmentalists for having fresh water routed to the Sacramento-San Joaquin Delta to “protect a certain kind of three-inch fish.”

The fish Trump referred to is the delta smelt, which is only found in the San Francisco Bay and Sacramento-San Joaquin Delta and whose population is used by scientists to gauge the overall health of the Delta’s estuary. Giant pumps that move water from the Sacramento Valley to Central Valley farms can cause sections of the San Joaquin River to flow backward, which nearly killed off the smelt. To save it from extinction, the pumps are now switched off periodically to allow water to flow freely through the Delta, as it would naturally.

Environmentalists concede it’s easy for farmers to vilify them and the delta smelt, but argue that the water Trump says is being “shov[ed] out to sea” is just a drop in the bucket compared to what Central Valley farmlands actually need to make up for a fifth year in a row without significant rains.

Dramatically (and often falsely) simplifying complicated issues to pressure voters into choosing a side is something even Trump critics concede he does very well. In this case, that’s painting water management in a drought-stricken state desperately fighting to strike a balance between agriculture (and other industries), the environment and the public as a fight between farmers and a fish most Californians have never heard of.

“There’s no easy fix to California’s water crisis,” said Maharg, “or to any of the issues our country faces, really. There are choices that have to be made, and most of them aren’t easy. So to imply otherwise isn’t doing anyone any favors.”

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IT'S THAT TIME AGAIN! LET'S TALK LIKE A PIRATE

BY CAPTAIN RAY

September 19 is “officially” Talk Like a Pirate Day, and I want everyone to know that there is more to talking like a pirate than just throwing the occasional *arrrrgh* into your daily conversation. The truth is, we all talk like pirates all the time because so many commonly used phrases and expressions are thought to have nautical origins. Here are a few of them for your enjoyment:

In the days of the sailing navy,

the diet of the regular seaman was extremely monotonous. The most common meat (when available) was salt pork, and it was usually prepared by boiling. After each meal, the greasy residues (called “slush,” most likely a corruption of “sludge”) were collected and used onboard as a lubricant. At the end of the voyage, soap and candle-makers bought what was remaining. The money from the sale was used to purchase small luxuries for the crew and is the origin of the term “slush fund.”

While we are still talking about food, onboard meals were served on



square wooden plates, and from that we get the expression “a square meal.”

On sailing vessels, the lines that control a sail and vary its angle to the wind are called “sheets.” They are adjusted to balance the pressure of the wind in relation to the pivot point of the hull. When done properly, the vessel is easy to steer and control. If the wind is strong enough (or the crew incompetent enough) to lose control of one of these sheets, it becomes more and more difficult to steer, and the vessel is completely out of control by the time it is (or you are) “three sheets to the wind.”

Until early in the 19th century, the wives (and other female companions) of crew members were allowed to live aboard while the ships were in port. Sometimes this living arrangement would continue even when the ship put to sea. In order to gain a little privacy, these couples would set up housekeeping under temporary canvas traps rigged between the great guns. A child conceived or born in these circumstances (and often of dubious parentage) was referred to as “a son of a gun.”

When knights (and later army and naval officers) had the misfortune

of being captured in battle, they had an advantage over the foot soldier or common seaman. Because they were gentlemen (and therefore wealthy), it was common practice for them to be ransomed. An agreement between the Dutch and the Spanish in the 17th century set this payment at 25 percent of the officer's yearly salary. Hence the expression “to give quarter.”

As an island nation, England historically relied on its navy as its primary line of defense. Ship building was an important national interest. Certain tracts of wooded land were set aside as reserves, and the landowner was not permitted to cut down these trees. If, however, a tree was blown down by the wind, the owner was allowed to use it for his own purposes—because it was a “windfall.”

Most people know that the back of a boat is called the stern and the front the bow. There is, however, another term for the bow—or more precisely the vertical timber that forms the shape of the bow. Thus, any undertaking that had to be thoroughly or completely accomplished had to be done “from stem to stern.”

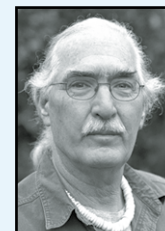


From the Sausalito Ferry, take a left, two blocks south.

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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.



Let's Stop Trashing the Bay

BY SEJAL CHOKSI-CHUGH

A plastic takeout cup dropped on a Napa street, a food wrapper tossed outside the Giants' ballpark, cigarette butts stubbed out in an Oakland park—it's all likely to end up in San Francisco Bay. Trash in the water mars the Bay's beauty. It poses a hazard for swimmers and surfers. And for wildlife, trash is a matter of life and death. Fish and birds can mistake plastic and other debris for food, or get tangled up in large rafts of trash.

Litter blows into the Bay year-round, but the rainy season is the Bay's trash nemesis. Rain washes huge amounts of trash off streets, parking lots and other hard surfaces, carrying it into storm drains. Most Bay Area storm drains empty both water and trash into creeks and rivers that flow to the Bay, or into the Bay itself.

We can all help solve this problem. We can dispose of trash in receptacles that won't allow it to blow back out. If we're at a park with full public garbage cans, we can pack out our waste and discard it at home. If the garbage pickup service empties our bins and some trash gets spilled and left on our street, we can pick it up. And kudos to everyone who takes their own mugs to coffee shops and reusable bags to stores!

Beyond these small individual actions, we can seek greater collective action to solve the Bay's trash problem. City and county governments can make a bigger difference. We can encourage

our local governments to sweep streets more regularly, and to install trash capture devices. These devices can handle the large volume of water that runs off many streets into a storm sewer during big storms. They separate trash from the water before it gets to a creek or the Bay. Cities can also do a lot to reduce the amount of rain that rushes off streets, so there's less water to carry away trash. Streets can be paved with permeable materials that let water percolate into the ground. Gutters, planted medians and curbside areas can be designed to soak up rainwater. Even better are advanced systems that not only absorb rainwater, they collect it, filter it and store it. This provides an added benefit: a backup water supply during the dry season or in time of drought.

Baykeeper advocates for stronger regulations and laws that would require Bay Area cities and counties to do what's needed to keep trash out of the Bay. We also use the law to reduce trash at the source. Recently, we successfully settled a lawsuit with the City of San Jose—historically one of the biggest sources of trash in the Bay. San Jose has agreed to become a leader in stopping trash pollution. We hope this inspires other cities to do the same.

In addition to Baykeeper's legal advocacy, we also believe in a good, old-fashioned shoreline cleanup. Saturday, September 17 is Coastal Cleanup Day. Volunteers all over the Bay Area will remove trash from coastal beaches, the Bay shoreline and the banks of creeks that lead to the Bay. I invite you to join Baykeeper staff and volunteers to remove trash from India Basin Shoreline

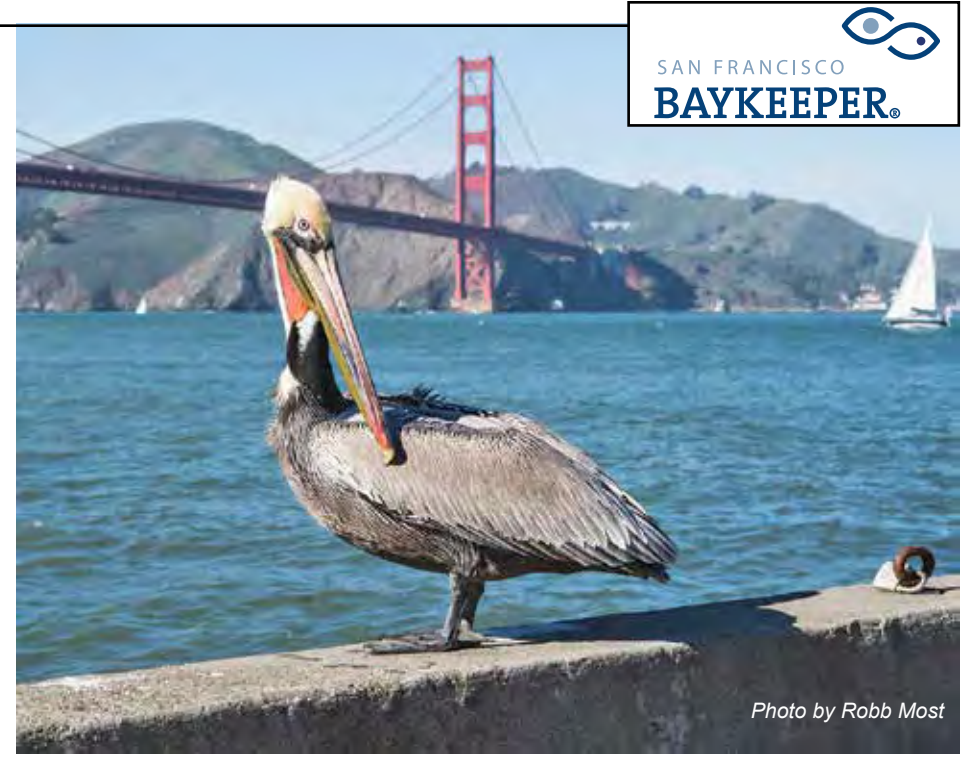


Photo by Robb Most

For pelicans and other San Francisco Bay wildlife, trash pollution is a matter of life and death.

Park on San Francisco's eastern shore from 9 a.m. to noon.

To learn more about Baykeeper and

register for the cleanup, visit our website at **baykeeper.org**. Together, we can stop the trashing of San Francisco Bay.

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Blue Jacket Family Room

» MOVIE ON THE HANGAR DECK
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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, or click "Report Pollution" at baykeeper.org.



A September to Remember at Jack London Square

The outdoor fun continues into September on Oakland's vibrant waterfront. A hub for free activities throughout the year, Jack London Square offers a variety of entertainment for foodies, families and weekend warriors, as well as delicious waterfront dining options including Jack's Oyster Bar & Fish House, Plank, Bocanova, Forge, Haven, Steel Rail and more.

The Sing-Along Cinema series continues into September with a free screening of *Mary Poppins* on Friday, September 16. Both families and film

fanatics will enjoy this special showing at sundown. Filmgoers are encouraged to show up in costume dressed as their favorite character—Mary Poppins, Mr. Banks, Bert or the Constable—and sing along to their favorite songs. Enjoy festivities before the show including costume contests, games, prizes and more.

For three delicious days, the Oakland waterfront will transform into an epic mecca of delicious eats for the annual Eat Real Festival, a celebration of good food! Free to attend, Eat Real celebrates all things tasty, fresh and handmade with a focus on local, organic and sustainable ingredients. Eat Real will

take place Friday, September 23 through Sunday, September 25.

Stop by Jack of All Trades on Saturday, September 10 to check out more than 100 local vendors and makers selling hand-crafted items, designs, art, specialty food products, antiques, memorabilia and more! From antiquers to crafters, there are treasures for everyone at this free-to-attend market that takes place on the second Saturday of each month.

Celebrate United Nations Week



More than 100 local vendors selling hand-crafted items, antiques and specialty food will attend the free Jack of All Trades market at Jack London Square on September 10.

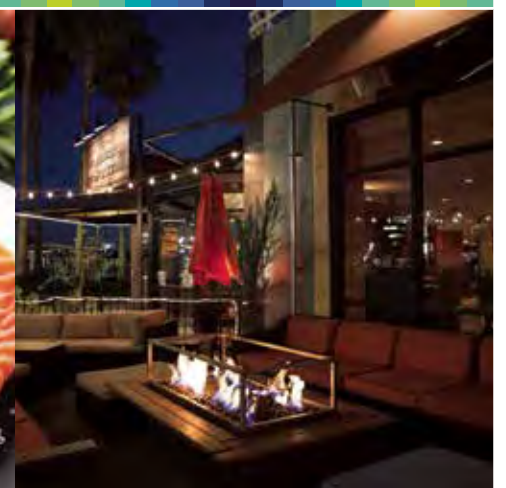
with the annual Parade of Flags on Saturday, September 17, from 10 a.m. to noon. This special ceremony will take place at the United Nations Flag Pole at Jack London Square.

Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.

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Operatic Fights and Sights

BY PAUL DUCLOS

Even the most devoted fans may fail to notice the fine detail going into the armed conflict taking place on stage during the upcoming season of the San Francisco Opera. That fact speaks volumes about talented SFO Fight Director, Dave Maier, who prefers to remain in the shadows of these performances.

Maier made his company debut choreographing the fight scenes for *The Tales of Hoffmann* in 2013; he also appeared as a swordsman in the 2010 production of *Cyrano de Bergerac*. Maier has directed for American Conservatory Theater, Berkeley Repertory

Theater, San Jose Repertory, Aurora Theatre, Marin Theatre Company and Magic Theatre, among others. In this exclusive interview with *Bay Crossings*, he shares a few observations and insights.

Dave Maier: Firstly, my job is to work with artists to safely and convincingly create the illusion of violence. Our task is to tell the story that the opera requires. Our work is influenced by the director's vision and the skills, strengths and limitations of the performers. Whether it is comedic, tragic, period sword play or contemporary domestic violence, it is all story telling.

Bay Crossings: You are working on fight scenes for *Andrea Chénier* and *Dream of the Red Chamber* at present, and will also work on *Aida* later in October. Can you describe the unique challenges each production presents?

DM: Every production has unique challenges. *Andrea Chenier* is a remount of a previous production. It has a brief sword fight that is pivotal to the storyline. Rather than create an original fight I have been

asked to recreate the previous fight with new artists as swordsmen. It is saber verses court sword, and these weapons require very different fighting styles. The saber is a hacking weapon, requiring broad cutting strokes, while the court sword is all about point work and finesse. Fortunately, one of the singers has prior sword experience and is very comfortable fighting. The other has less experience and it is my job to help him get as comfortable as possible in the brief rehearsal time we have.

“Firstly, my job is to work with artists to safely and convincingly create the illusion of violence.”

— SFO Fight Director,
Dave Maier

Dream of the Red Chamber is a world premiere, so everything is original. These productions are usually more fun and rewarding for me, as I get to build something from scratch. A challenge of this particular production is the staging of a large group scene which contains violence.

Simply coordinating the quantity of people on stage has been a challenge. I am tasked with helping to ensure the safety of all the artists (principals, chorus, dancers and supers), while keeping the story as clear as possible.

BC: We admired your work on *Carmen* last summer. Can you tell us how you were able to create such tension in those fight scenes?

DM: The tension comes from the artists rehearsing the violent movements and being so familiar with them that they can really commit to the acting. Also, it is in the music. Everything we do is influenced by the musical score. When you are working with artists of this caliber, they bring their skill, training and talent to creating the moments of tension and violence. Both *Carmen* casts where incredible.

BC: What are your greatest concerns when coaching players through a fight? Any specific dangers or threats?

DM: My primary concern is safety, and making sure that the artists are performing within the parameters

of their skill level and comfort level. There are always varying degrees of physicality and intensity that we can bring to a fight. Sometimes we simplify the choreography to ensure safety. Every fight has the potential for danger. I think the biggest threat is not being aware of an artist's limitations or a problem with a costume or prop. If I know about a problem, I can work with others to solve it. It's the problems that we are not aware of that are the biggest concern.

BC: Finally, which opera stars have shown the greatest talent for staged combat? Are they always the best athletes?

DM: The artists that have prior stage combat training are the most fun to



San Francisco Opera Fight Director, Dave Maier.

work with simply because we have more options and I don't have to spend the precious rehearsal time teaching them to fight. We can spend our time creating the most interesting fight possible.

Follow Paul Duclos' Cultural Currents online with his blog at:
paulduclosonsanfranciscoculture.blogspot.com

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Children: \$20

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WATERFRONT ACTIVITIES

- September 7 & 21** **6PM – 8PM – Wednesday Night Sail on the Bay – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
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 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. Retail: \$75. Member:\$56.25.
- September 8** **7PM – 9PM - Instructor Q&A: Becoming a Sailing Instructor – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Two OCSC Core Instructors will be on hand to field questions about becoming a certified sailing instructor. Topics covered will include: requirements, experience, development, job opportunities, certifications, expectations and benefits. If you have ever considered becoming a professional sailor, then join us for this informative event. Admission is free.
- September 10-11** **ASA Basic Keelboat 101 Part I - Passage Nautical, Jack London Square, 510-864-3000, www.PassageNautical.com**
Learn to sail on the protected Estuary water on our new Beneteau First 22. \$447.50 includes boat, instruction, materials and lunch both days.
- September 11** **5:30PM – 8PM - Sunset Kayaking Tour - Outback Adventures, San Rafael, 415-461-2222, www.outbackadventures.com**
What a great way to end your day or ignite your evening! We'll paddle out from our private beach and towards the shoreline of China Camp. During sunset hours, the water and wind are typically calmest and create optimal conditions for a relaxing paddle. The Sun's warm colors reflect off the marsh grasses and the water's surface creating a tranquil environment with a unique perspective. Price: \$65.
- September 12-14** **Radar Observer / Refresher - 3 day Renewal Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This three (3) day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- September 12-16** **Radar Observer Unlimited Course - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- September 15** **7PM – 9PM - Cruising Destinations Seminar– OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are “in the know.” You too can become an insider by attending this seminar. Popular and challenging destinations like restaurants, nature preserves, maritime and natural history museums, night clubs and secluded coves are all just a sail away, but only if you know where to go and how to make the most of them. Discover the well kept secrets of Bay cruising. Admission is free.
- September 16 & 30** **6PM – 8:30PM - Sunset Sail - Call of the Sea, Bay Model Pier, Sausalito, 415-331-3214, www.calloffthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water. Take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. Ticket price is \$60.

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

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WATERFRONT ACTIVITIES

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See the sunset and harvest moon rise from the deck of the Schooner *Freda B*. California craft beer, Napa/Sonoma wine available for cash purchase on deck. \$79 per person
- September 17** **8:15AM – 11AM - Barbary Coast Local History Sail - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Learn about the characters and lore of the Gold Rush in San Francisco and the Bay area while sailing aboard a traditional gaff rigged schooner. Coffee/Mimosas available for cash purchase on deck. \$65 per person
- September 18** **8:15AM – 11AM - Eco Sail to the Point Bonita Lighthouse - Schooner *Freda B*, Sausalito, 415-331-0444, www.schoonerfredab.com**
Sail beyond the Golden Gate and learn about the wildlife of the San Francisco Bay and beyond. Coffee/Mimosas available for cash purchase on deck. \$75 per person
- September 18** **9AM – 3PM - Intro to Rock Climbing at Castle Rock - Outback Adventures, San Rafael, 415-461-2222, www.outbackadventures.com**
This local adventure is designed for those who want to learn how to rock climb outdoors or anyone just looking to experience the thrill of rock climbing. You don't need any previous experience or brute strength to try this adventure. Total beginners, intermediate gym climbers, and those looking for a refresher will all graduate from this course with long lasting skills and memories. Price: \$110.
- September 24-25** **Catamaran Bareboat Chartering - Passage Nautical, Jack London Square, 510-864-3000, www.PassageNautical.com**
Get hands-on training for bareboat chartering a catamaran! \$1495 includes boat, instruction, materials and lunch both days.
- September 25** **10AM – 12:30PM - Family Adventure Sail - Call of the Sea, Bay Model Pier, Sausalito, 415-331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water. Take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though everyone is invited. Ticket price is \$60.
- September 25** **Powerboat Docking & Manuevering Class - Passage Nautical, Jack London Square, 510-864-3000, www.PassageNautical.com**
Learn to boat on the protected Estuary water on our Barracuda 9. \$525 includes boat, instruction, materials and lunch.
- September 30** **6PM – 9PM - Bioluminescence Kayaking in Tomales Bay, Outback Adventures, 415-461-2222 www.outbackadventures.com**
This is something that most people only see in movies and never have the opportunity to observe in real life. On this tour you may see fish or seals leaving a trail of light everywhere they swim, or create one of your own in our stable double sea kayaks. The best times to observe the bioluminescence are certain moonless nights during the spring, summer, and fall. Price: \$75.

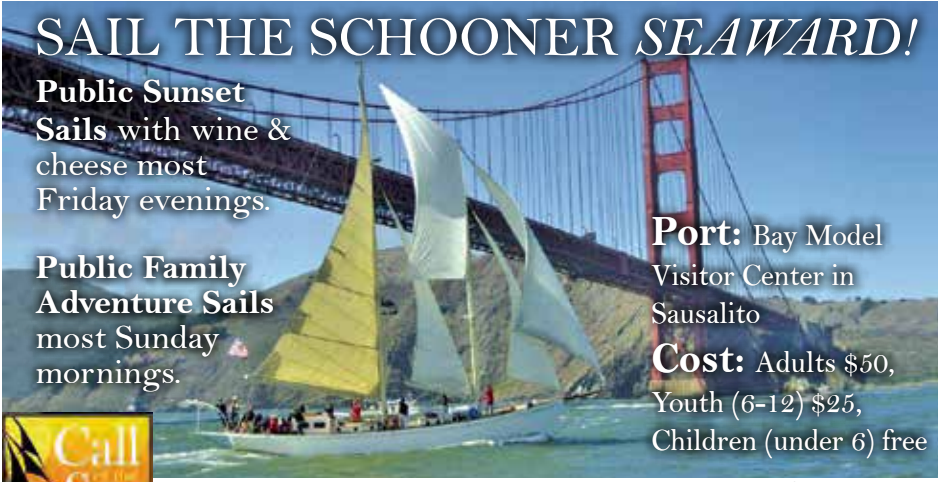


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Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	-----	-----
7:45	8:15	-----
8:00	-----	-----
9:30	10:40	11:00
10:30	11:40	-----
2:00 p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45	5:30	6:55
6:45	6:00	-----
-----	7:15	-----
-----	8:15	-----
Weekends & Holidays		
8:30 a.m.	10:00 a.m.	9:40 a.m.
10:00 a.m.	11:10 a.m.	11:30
11:30	12:45 p.m.	-----
2:30 p.m.	3:40	4:00 p.m.
4:00	5:35	5:15
5:15	6:30	-----
7:30	9:00	8:40
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	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	
	*see below	60 min. later	
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.			
FROM OAKLAND/ALAMEDA			
Weekday Night Games 7:15 & 7:35 pm Games			
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T
6:25 pm	6:10 pm	6:55 pm	*see below
			25-30 min. later
ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**			
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T
11:30 am	11:50 am	12:20 pm	*see below
			25-30 min. later
*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants			

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

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
	Adult (Clipper Only)	\$7.40
	Youth (5-18 years)	\$3.90
	Seniors (65+ yrs), Disabled	\$3.90
	School Groups	\$2.60
	Children (under 5) (with an adult)	FREE

Angel Island Ferry				
TIBURON – ANGEL ISLAND				
Weekdays and Weekends				
Tiburon to Angel Island		Angel Island to Tiburon		
Monday - Friday		Monday - Friday		
10:00 am	1:00 pm	10:20 am	1:20 pm	
11:00	3:00	11:20	3:30	
Saturday - Sunday		Saturday - Sunday		
10 - 5 hourly		10:20 - 5:20 hourly		
Labor Day – September 5, 2016 10 - 5 hourly 10:20 - 5:20 hourly				
FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)	
Adult (13 - 64)	\$15.00	\$15.00		
Seniors (ages 65+)	\$14.00	\$14.00		
Children (ages 6 - 12)	\$13.00	\$13.00		
Small Children (ages 3 - 5)	\$5.00	\$5.00		
Toddlers (ages 2 and under)	Free*	Free*		
Bicycles	\$1.00	\$1.00		
Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups				
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				
Monday through Sunday				
9:15		1:10 pm		4:00 4:15 #
10:00 am	1:40	4:15 pm		
10:30	2:15 #	5:00		
11:15	2:30	5:45 #		
11:45	3:00	6:15		
12:30 pm #	3:45	7:00 6:00 ^		
Effective thru Sept. 5		Effective beginning Sept. 6		
FARES:				
Bay Cruise				^ Sunset Cruise
Adult (18+)	\$30.00			Adult (18+) \$64.00
Youth (5-17)	\$20.00			Youth (5-17) \$44.00
Child (under 5)	Free			
# Bridge to Bridge				
Adult (18+)	\$38.00			
Youth (5-17)	\$26.00			

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			
8:40	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) \$10.50 \$11.25			
11:40	12:15 pm	12:25 pm	1:00	Clipper \$ 7.00 \$ 6.00			
12:40 p.m.	1:15 p.m.	1:25	2:00	Youth/Senior/Disabled \$ 5.25 \$ 5.50			
2:15	2:50	3:00	3:30	Children 5 and under (limit 2 per fare-paying adult) FREE 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	Giants Ferry \$12.00			
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	Breakers Race. On weekdays, with the exception of the 5:20pm			
-----	-----	5:30	6:00	San Francisco 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.			
5:10	5:45	6:00	6:30	Contact Information Toll free 511 or 711 (TDD)			
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	2:35	3:05	3:25	3:55
3:25 3:20	3:55 3:50	3:30 4:00	4:00 4:30	3:50	4:20	4:40	5:10
4:25 4:45	4:55 5:15	4:20 5:30	4:45 6:00	4:15	4:45	5:05 6:00	5:40 6:30
5:05	5:35	5:15	5:45	5:35	6:05	6:45	7:15
6:05 6:10	6:35 6:35	5:50 6:45	6:15 7:10	6:00 6:45	6:30 7:15		
6:35	7:05	6:50	7:20	7:30	8:00		
7:35 7:20	8:05 7:50	7:55	8:20				

Effective thru Sept. 25 Effective beginning Sept. 26

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

TIBURON – Pier 41

Weekdays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
10:50 am	11:10am	11:15am	11:40am	11:45am	12:00pm
12:10pm	12:30pm	12:35pm	---	---	12:55pm
1:05	1:25	1:35	---	---	2:20
2:30	2:50	3:00	---	---	3:45
3:25	3:45	3:55	---	---	4:15
4:10	4:50	---	---	---	---
6:15	7:05	7:15	---	---	7:45
---	7:55	8:00	---	---	8:25
8:30	8:55	9:05	---	---	9:30
---	10:40	10:45	---	---	11:10

TIBURON – Pier 41

Weekends and Holidays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
---	---	---	---	9:20 am	9:35 am
9:45am	10:30am	10:40am	---	---	11:10
11:20	12:05pm	12:15pm	---	---	12:45pm
1:45pm	2:30	2:35	---	---	3:05
3:20	3:50	4:05	---	---	5:05
5:15	5:45	5:55	---	---	6:25
7:05	7:35	7:45	---	---	8:40
8:30	8:55	9:05	---	---	9:30
10:05	10:35	10:45	---	---	11:10

FARES:		
	One-way	Round trip
Adult	\$11.50	\$23.00
Child (5-11)	\$6.75	\$13.50
Tiburon 20-ticket Commute Book	\$140.00 (Mon - Fri)	

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:30 a.m.	11:35 a.m.	12:05 p.m.
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25
1:35	2:05	2:10	2:40
3:10	3:40	3:50	4:20
4:50	5:20	5:35	6:05
6:15	6:45	6:55	7:45

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 am	11:30 am	11:35 am	12:05 pm
12:25 pm	12:55 pm	1:05 pm	1:35
2:30	3:00	3:10	3:40
3:20	4:20	4:35	5:05
3:50	4:45	5:00	5:30
5:40	6:10	6:20	6:50
7:05	8:00	8:10	8:40

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
Senior (65+)	\$ 5.75	\$11.50
Child (5-11)	\$ 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 Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
9:15am	9:45am	10:10am	10:20am	---	---
---	1:05pm	1:45pm	1:55pm	---	2:20pm
---	---	3:10	3:20	---	3:45

ANGEL ISLAND PRICES		
	One Way	S.F. Pier 41 (round-trip)
Adult	\$ 9.00	\$18.00
Child (5-11)	\$ 4.75	\$ 9.50
Senior (65+)	\$ 4.75	\$ 9.50
Child (5 & under)		FREE

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

BAY CRUISE

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

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

FARES: All prices include audio tour.			
	Adult	Child (5-11)	Senior (62+)
Junior (12-18)	\$30.00	\$20.00	\$24.00
Discount fares available at www.blueandgoldfleet.com	\$24.00	\$24.00	\$24.00

RocketBoat

Depart from Pier 39		
12:30 p.m.	4:15 p.m.	FARES:
1:15	5:00	Adult \$27.00
2:00	5:45	Senior (65+) \$23.00
2:45	6:30	Junior (12-18) \$23.00
3:30		Child (5-11) \$19.00

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

AROUND THE BAY IN SEPTEMBER

Sausalito Arts Festival

Spend this Labor Day (September 3 to 5) weekend at the 64th annual Sausalito Arts Festival. One of the most talked about festivals every year, this annual event features work from some of the best local and national artists. You also get the chance to listen to live music, sample some of the best local wines and enjoy a variety of gourmet foods. This year's headliners include the Zombies, Todd Rundgren and Edgar Winter on Labor Day and a day of popular tribute bands on Sunday. For more information, visit sausalitoartfestival.org.

Blues Cruise

Cruise the Bay on Franklin Delano Roosevelt's Presidential Yacht USS *Potomac* while listening to fabulous blues music by the Delta Rockets on Sunday, Sept 4 from 3 to 5 p.m. The cost is \$55; beer, wine and nibbles will be available for purchase. The *Potomac* is located at 540 Water Street in Jack London Square. For reservations or information, visit www.ticketweb.com or call the *Potomac* office at (510) 627-1215.

Indy Car Thunder Returns to Sonoma

Open-wheel cars. All-star drivers. Twelve turns and 85 laps to make it to the front of the pack. The excitement of IndyCar racing returns to the serpentine Sonoma circuit from September 16 to 18 for the GoPro Indy Grand Prix of Sonoma. The 12th annual Verizon Indy Car Series event at Sonoma Raceway will serve as the season finale for the 2016 schedule. Be there to enjoy a full weekend of racing, including the Pirelli World Challenge GTP and Formula Car Challenge races. You'll also be treated to an expansive vendor midway and

an entertaining pre-event show on Sunday, highlighted by the Patriots Jet Team 25-minute air show. For more information and tickets, visit www.racesonoma.com.

Wilderness Festival in Vallejo

The third annual Visions of the Wild festival, with its newest theme, "Wild in the City," will take place September 15 to 18. The festival is a celebration of the plants and animals that live in our urban and suburban settings. Events will include film screenings, field trips, art exhibits, guest speakers and cruises, all taking place in Vallejo and American Canyon. The festival connects nature, culture and community, and is designed to bring together artists, conservationists, students and teachers. All events, with the exception of the river cruises, are free to the public. It is a fun and interactive long weekend with activities for all ages. There will also be five art exhibits open to the public throughout the festival—four within downtown Vallejo and one in American Canyon. Each exhibit corresponds with the festival theme and features original pieces from local artists, ranging from paintings to sculptures. For more information on the festival or details about the events, visit visionsofthewild.org.

Picnic in the Point

The seventh annual Picnic in the Point will be on Saturday, September 24 from noon to 5 p.m. This free, family-friendly event is fun for all ages. The event takes place at Judge G. Carroll Park on W Cutting Blvd. and S. Garrard Blvd. in Point Richmond. There will be food, drinks, live music, games, prizes and much more. Every year, this Point Richmond festival attracts

hundreds of families and individuals from around the Bay Area. This year's festival will include live music from Felsen, an indie pop-rock band from Oakland, as well as Michael Van and the Movers, an alternative country band originally from Georgia. There will be kid-friendly carnival games, face painting, jumpy houses, bubble soccer and much more. There will also be a wide variety of food and drinks from local vendors, including alcoholic beverages. Advance food

and drink tickets can be purchased at Up & Under Pub at 2 West Richmond Ave., Point Richmond and Smith Office Solutions at 210 Washington Ave., Point Richmond. Advance tickets are \$20 per book, which includes one entry to the gift basket raffle. Tickets will also be available for purchase at the event.

Build a Boat!

The Spaulding Wooden Boat Center is offering 13-week spring and fall programs for adults in wooden boat building and woodworking. Students will be offered a choice of either Tuesday or Thursday evenings for classes, from 6 to 8 p.m. Our course objective will be to have fun while we learn and develop an understanding of the basic skills required in working with wood and the particulars of wooden boat building. No prior experience in boat building or woodworking is necessary; just bring your willingness to discover the wonders of working with wood and learning. The course will include the building of a wooden vessel chosen in part by the class, as well as individual elective projects consisting of an item that can be taken home—e.g., a toolbox, hand plane, or the like. The fee for the course will be \$450 for a 13-week semester, and will include the materials required to build the class boat and the use of all required tools. Go to spauldingcenter.org/adult-programs to register.

Boat Repairing and Restoring

The Spaulding Marine Center in Sausalito is pleased to present boat builder and composite expert Gordie Nash, who will discuss the repair and modification of fiberglass boats and structures, on Saturday, September 10 from 10 a.m. to 2:30 p.m. The workshop will cover the various types of cloth, core materials and resins used in the marine industry. Nash will focus on the practical application of composites, giving the boat owner or shipwright a better understanding of choice materials and how to use them successfully. There will be a hands-on workshop in the afternoon. A \$50 donation requested, and lunch is included. Then, on September 21 at 7 p.m., the center will host an enlightening talk on the restoration of *Freda*, the center's beautiful and historic 1885 sloop. The talk will be given by renowned traditional boat builder Bob Darr of the Arques School. Darr has been building, restoring and designing traditional wooden boats for 40 years. His painstaking approach includes milling his own local wood and casting his own bronze fittings using traditional methods. Donations suggested. To register for either event, e-mail info@spauldingcenter.org.



Photo by Mike Finnegan

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

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