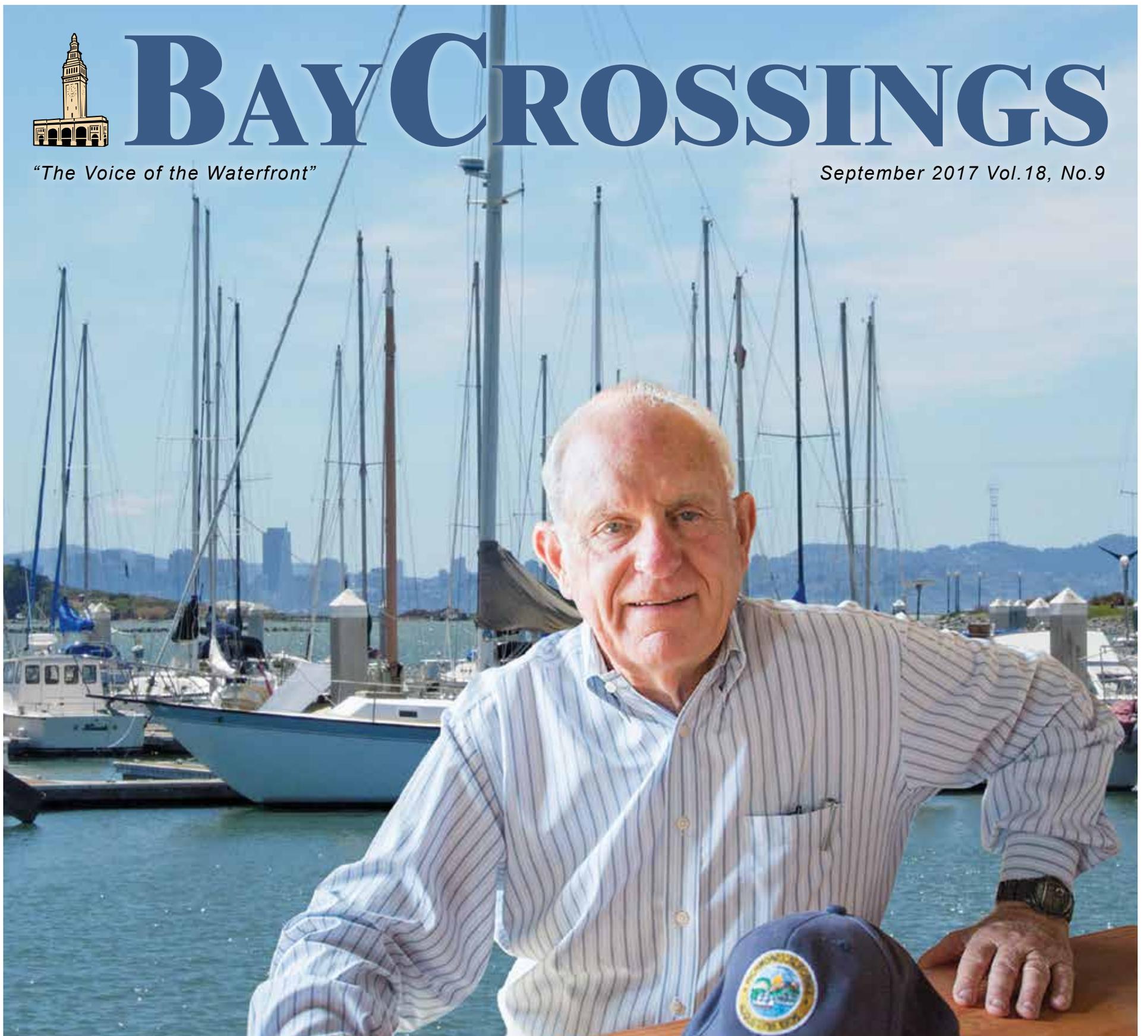




BAY CROSSINGS

"The Voice of the Waterfront"

September 2017 Vol.18, No.9



Richmond Ferry Redux
Service to Begin Fall 2018

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Ferry Ridership Hits Record
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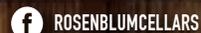


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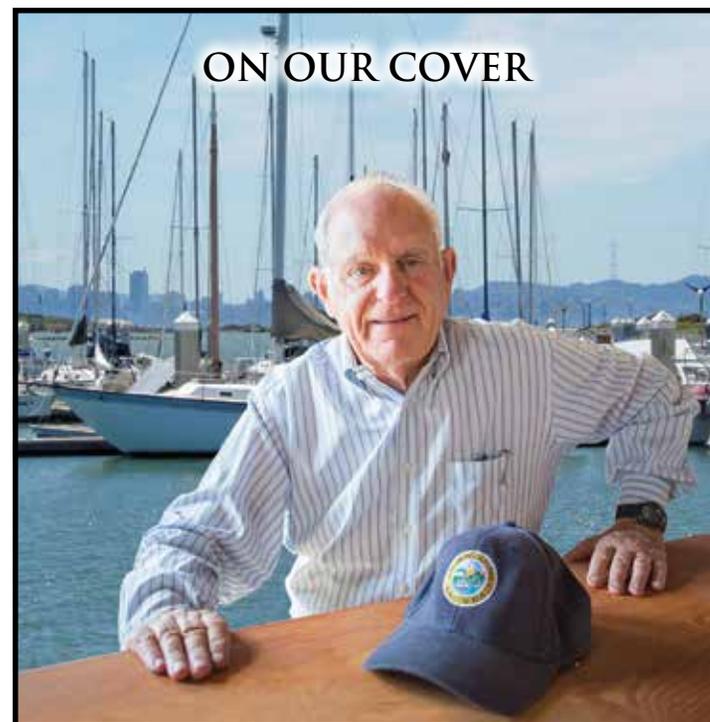
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WETA's new Richmond to San Francisco ferry service, which will debut next year, caps over a decade of patient activism on the part of Contra Costa County transportation officials—supported by dogged ferry advocate Tom Butt, currently the mayor of Richmond, who is pictured on our cover. Richmond's new ferry service brings with it the potential to further revitalize the Richmond waterfront and surrounding areas.

Corrections & Letters

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

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Port of Oakland Sees Bright Future

BY PATRICK BURNSON

Two recent announcements indicate that Bay Area shippers will likely enjoy peace, prosperity and tranquility in the coming years.

First, Port of Oakland maritime officials anticipate a five-year run of record cargo volume beginning next year. By 2022, the port expects to handle the equivalent of 2.6 million 20-foot containers annually. This represents an eight percent volume increase over what the Port of Oakland has ever processed in a single year. The figures appear in a “Strategic Maritime Roadmap” released by the port this month.

This blueprint for the future foresees increased cargo volume arriving at Oakland on larger ships. Northern California’s “booming” freight market will drive the growth, the port said. New logistics capabilities, such as distribution centers and freight transfer facilities, should provide a further boost, it added.

Walter Kemmsies, an economist at JLL’s Port, Airport and Global Infrastructure group, said that Oakland is becoming an even stronger port of outbound cargo. “And that’s where the future is,” he said. “There is growing evidence that U.S. exports are going to be an ever more vital part of our global trade

strategy. Oakland is a key player in that sector.”

Oakland’s Maritime Director John Driscoll agreed, noting that the port is serving a thriving area and developing new services for shippers. “The combination should be positive for everyone who relies on the port for their business or their job,” he said.

The port’s roadmap forecasts record volume of more than 2.4 million cargo containers in 2018. The current record is 2.39 million set three years ago. The port said it anticipates steady growth—and new volume records—for the next five years.

The port predicted that vessels arriving here would be 35 percent larger within 15 years. They’ll carry up to 18,000 containers, reducing the number of ships needed in Oakland. That should help mitigate the impact of cargo growth. “Fewer ships means fewer diesel exhaust emissions,” observed Mike Zampa, the Port of Oakland’s director of communications.

The port said its new logistics developments will rise near rail lines to reduce the reliance on trucks. That’s expected to further curb diesel emissions. Oakland’s roadmap also includes a commercial strategy calling for:

- Growing business from local and regional markets;



Photo courtesy of the Port of Oakland

Port of Oakland maritime officials anticipate a five-year run of record cargo volume beginning next year.

- Remaining the top export gateway for Central Valley growers;
- Increasing U.S. Midwest meat and grain exports;
- Attracting containerized cargo to a new refrigerated distribution center and to the 440,000-square-foot first phase of its Seaport Logistics Complex;
- Increasing to 15 percent the amount of import cargo that arrives in Oakland and is loaded to the rails for inland distribution;
- Attracting more automotive imports; and
- Making Oakland the first U.S. port of call for at least one vessel service originating in Asia.

Three Years of Waterfront Labor Peace on the Horizon

With voting by longshore workers complete, 67 percent of International Longshore and Warehouse Union (ILWU) members agreed to a three-year contract extension with the Pacific Maritime Association (PMA).

This contract extension, which was the first of its kind, covers workers at all 29 West Coast ports. The contract, previously set to expire in 2019, will be extended to July 1, 2022. Following the favorable vote, the extension was formally confirmed by the ILWU in early August.

PMA President James McKenna was relieved. “Earlier this year, PMA proposed a contract extension with the intent of creating long-term certainty for West Coast ports and all stakeholders,” he said. “The voting shows strong ILWU support for our proposal, which will ensure labor stability through 2022. This historic agreement is great news for the maritime industry, as well as our

customers, workers, port communities and the U.S. economy.”

Logistics managers were also assured that with this contract extension, the West Coast waterfront has a tremendous opportunity to attract more market share and demonstrate that our ports and our workforce are truly world class.

“We are fully committed to delivering the highest standards of reliability and productivity for years to come,” said the PMA in a statement.

Meanwhile, McKenna looks forward to working with ILWU President Bob McEllrath in the months ahead to ensure that the West Coast sets the standard for service and efficiency, and is the destination of choice for cargo entering and exiting the United States.

Port of Oakland Executive Director Chris Lytle also praised the development. “This shows that the West Coast means business when it comes to moving cargo for our customers,” he said. “We’re the most efficient, timely and cost-effective gateway for international trade and with a contract extension, we’re also the most dependable.”

Lytle noted that a contract extension “would ease concerns” about labor-management disputes that can arise when waterfront contracts are negotiated. “Since the last West Coast contract was signed in 2015, labor relations have been good and productivity high,” he said. “We feel that a decision to extend the contract reflects improving relations and performance up and down the West Coast.”

Patrick Burnson is the executive editor of *Logistics Management*.
www.logisticsmgmt.com

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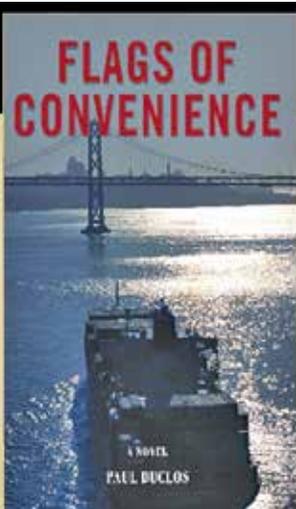
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Jim Shea

BY MATT LARSON

After nine years of traveling the world working as an engineer on ultra-deepwater drillships, Jim Shea is happy to be stationed permanently here in the Bay Area as one of Golden Gate Ferry's newest project engineers. Living in Benicia with his wife, Whitney, and one-year-old son, Parker, Shea has acclimated well to a local lifestyle.

"The commute is much better!" he said. "I like being close to home. That was a big reason for my shoreside transition—less travel overall." The Golden Gate ferries are a bit different than the big ships he's used to working on, but it's all similar equipment—engines, propulsion, pumps, compressors—just on a slightly smaller scale.

Having started in June, Shea has been enjoying the nature of the work at Golden Gate tremendously. "The job satisfaction is much higher here," he said. "Having a positive impact on the community and supporting the ridership of people using the ferry to make their lives easier."

Shea grew up in Massachusetts and went to high school in Maine. He didn't really have any experience in the maritime industry prior to attending

the Maine Maritime Academy, and it's thanks to his friends who told him about the academy that he considered going. "The ability to travel and the time off was very enticing when I was younger," he said, as a common schedule is working one month on and one month off. He ended up eventually getting accepted to Cal Maritime in Vallejo, which provided his first real hands-on experience in the maritime industry, as well as his first visit to California.

His area of study at Cal Maritime was marine engineering, and he's been working in the field ever since. "That's one of the big advantages from Cal Maritime is the job placement specialization of the school," said Shea. And after graduation his dreams were met. "I traveled all over the world," he said. "I was in shipyards in Singapore and South Korea for a good amount of time, did some work in West Africa, South Africa, even here in the Gulf of Mexico." And his rotation was one month on, one month off, so especially in Singapore and South Korea, Shea got his full experience of traveling the world.

Before taking the job with Golden Gate, Shea's last role was as first engineer, which entailed managing the engineering department of the ship and overseeing the power plant—a substantial responsibility. "We ran a 42-megawatt



Jim Shea studied marine engineering at Cal Maritime in Vallejo before travelling the world working in shipyards from Singapore to South Africa. He now lives in Benicia with his family and works as a project engineer at Golden Gate Ferry.

diesel-electric power plant," he said. His team also supported all facilities for the ship, which had about 200 people on it and was 800 feet long. "So basically, we supported a floating city out in the middle of the ocean."

Today, Shea helps to support not just a city, but the entire Bay Area. As of this writing he's begun developing some technical specifications for working on the ferry *Sonoma*, which will be undergoing a complete refurbishment starting in July 2018. He's also involved with some smaller shipyard projects, including regular dry-dockings and repowering of the *Marin*, which is to be happening in the new year. "I'm getting a lot of experience pretty quickly, which is nice."

When he's not working with his

team at the Larkspur Terminal, Shea's often out in the Benicia community with his family participating in local activities—going on hikes, walks, to the farmers market and appreciating life as a father. "It's been pretty hectic this first year with the newborn," he said. "We both work full time, so it's basically like two full-time jobs for both of us, but we just spend as much time together as a family that we can." And if they ever go into San Francisco, they'll take the ferry.

"The ferry provides a stress-free commute, safer than traveling on the road," said Shea. "The maintenance and engineering staff on hand at the ferry there in Larkspur are working 24/7, literally, to maintain these ferries, making sure they're operational and, most importantly, safe to operate."



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The Ghost Fleet in 2009. All 57 polluting ships have now been removed from Suisun Bay, a northern inlet of San Francisco Bay.

The Ghost Fleet Haunts the Bay No More

BY SEJAL CHOKSI-CHUGH

The Ghost Fleet of Suisun Bay—57 decaying military ships that poisoned the San Francisco Bay ecosystem for 40 years—is finally gone. The last ship was towed out of the Golden Gate in August, on its way to be dismantled and recycled. This is a major victory for a healthier Bay ecosystem.

The Ghost Fleet was a collection of mothballed military ships from World War II and the Korean War. They were originally stored in Suisun Bay, a large northern inlet of San Francisco Bay, for possible emergency reactivation during wartime. But as time passed, the fleet became a floating toxic waste dump. The ships leaked fuel, rusted, collected invasive species and shed more than 20 tons of toxic metals and paint into the water.

The removal of these polluting vessels will prevent an estimated 50 tons of heavy metals and 14 million gallons of oil and wastewater from entering San Francisco Bay. It will also keep 38,000 cubic yards of PCBs out of the water, protecting Bay wildlife from a long-lasting contaminant that can cause liver damage and death.

These toxic ships are gone thanks to a successful lawsuit brought by Baykeeper, Arc Ecology and Natural Resources Defense Council. In 2010, Baykeeper, our partner environmental organizations, and the Regional Water Quality Control Board reached an agreement requiring the federal government to clean up and remove all the ships by this year.

We still recall walking the decks on Baykeeper's first yearly inspection to monitor cleanup progress, with a thick

layer of hazardous paint chips and rust crunching under our steps.

Pollution levels in the mud directly below the Ghost Fleet were high enough to qualify it as hazardous waste. Toxins in the mud could enter the Bay's food chain and harm bottom-dwelling species like green sturgeon.

A lot of wildlife was exposed to those toxins. Suisun Bay and its wetlands provide critical habitat for endangered fish, including Chinook salmon and Delta smelt. The area is home to hundreds of native bird species, and is an important feeding stop for thousands of migrating water birds each year.

To protect San Francisco Bay during the cleanup process, Baykeeper required the federal government to first remove loose and peeling paint from all the ships. Within a year, tons of paint and rust chips were collected in barrels and taken to a hazardous waste disposal facility.

The government was also required to remove the worst ships first in order to address the biggest pollution threats as quickly as possible. Next, the agreement required controls—such as onsite filtration systems and berms—to be put in place to prevent contamination from the remaining ships. As a result, ongoing pollution was significantly reduced during the seven-year ship removal process. Most of the ships had invasive species and toxic substances removed at a dry dock on Mare Island, then they were towed to Texas and other parts of the country for dismantling and recycling for parts.

Since the Ghost Fleet cleanup began, the federal government has stored more surplus military ships in Suisun Bay. Pollution controls recommended by Baykeeper are being used proactively to prevent contamination from those

newer ships. And the government has also indicated it will use similar pollution controls on mothballed ships nationwide. The Ghost Fleet cleanup

is a real success story for San Francisco Bay—and for clean water across the country. To learn more about Baykeeper, visit us at baykeeper.org.



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



TALK LIKE A PIRATE DAY

BY CAPTAIN RAY

It's that time of the year again, which means it's time for my favorite column. September 19 is "officially" Talk Like a Pirate Day. I don't know who decided that or when it was decided, but it is now a tradition. That being the case, here are some everyday phrases and expressions that are reported to have nautical origins. You, too, can "Talk Like a Pirate!"

A prudent navigator (the only kind of navigator you ever want to be), will use whatever tools are available. For the 9th and 10th century Vikings, this included the raven and crow. These are land birds and they are uncomfortable over open water. During periods of reduced visibility, when a navigator was

having difficulty determining the course to steer, the ship would release a crow. The bird would inevitably fly toward the nearest land, and the navigator could set his course "as the crow flies."

The cage of crows was carried near the top of the mast, making it easy for the lookout to release one without having to climb down to the deck. I'm sure you can understand why the lookout's location at the top of the mast became known as "the crow's nest."

There is a street in Yokohama, Japan called Honcho Dori (which roughly translates as Main Street). It runs from the downtown area to the port and would have been very well known to 19th century American sailors, because there were many establishments along this street that catered to the desires of these visiting seamen. In their slang,



when everything was good or to their liking, it was said to be "hunky-dory."

The wind that powers sailing vessels also causes them to lean (or heel) over. Another verb for this is to "list." When the wind ceased to blow, a sailing vessel has no energy and will sit straight upright in the water, or be "listless."

For many centuries, flogging was considered a normal form of punishment for the ship's crew. This was usually done by lashing the unfortunate recipient to an upended hatch grate. Occasionally the punishment would be administered by holding the seaman over the barrel of one of the ship's great guns. Now, when we are caught in an inescapable situation, we are said to be "over a barrel."

When we are sad or depressed, we often use the expression "feeling blue" to describe the mood. As blue is not inherently a sad color, how did this linkage evolve? When returning to her homeport, it was the seaman's practice to paint a blue stripe from bow to stern along the hull and fly blue flags to signal the death of the captain.

Because sailing ships traveled the world while most people did not, they could be the cause of spreading diseases

like plague from one location to another. In order to reduce this possibility, arriving vessels were often required to present a certificate to the port officials stating that there was no infectious disease at their last port of call and the crew are all healthy. This was known as "a clean bill of health."

At the change of the watch and other ceremonies aboard ship, the crew was required to assemble on deck in a proper and orderly alignment. To help with this alignment, they were often instructed to line up along a particular seam in the deck planking. Since common seamen went barefoot while on board during this assembly, they were said to "toe the line."

Sailors have many terms to describe a vessel's relationship to the wind. When sailing into the wind with all sails adjusted and extracting the maximum energy from the wind, the ship was said to be sailing full and by ("by" meaning upwind). One of the terms used to denote the same conditions when sailing downwind was to say the ship was sailing "large." Hence the origin of an expression meaning to cover all circumstances, "by and large."

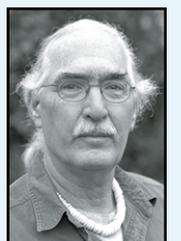


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Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has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





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Richmond Ferry Service Begins Fall 2018

Photo by Joel Williams

The San Francisco skyline can be seen clearly from the shores of Richmond. Next year, ferry service will provide commuters with a traffic free way to get there in addition to BART.

BY BOBBY WINSTON

The long-cherished goal of comprehensive regional ferry service takes a big step forward next fall with the launch of WETA/San Francisco Bay Ferry service connecting Richmond to San Francisco's Ferry Building.

The new service, now scheduled for September 2018, caps over a decade of patient activism on the part of Contra Costa County transportation officials—egged on every step of the way by dogged ferry advocate Tom Butt, currently the mayor of Richmond.

Richmond's opportunity for WETA ferry service cropped up when plans for service to Berkeley/Albany were shelved in the face of community opposition. A Contra Costa County taxpayer subsidy was an important factor in WETA's

determination to accept Richmond's bid for the new service.

The new Richmond-Ferry Building service does not figure to be an overnight success. New services often experience low ridership at the start until word of mouth leads to widespread acceptance. Such was the pattern with Harbor Bay-Ferry Building service a decade or more ago and, most recently, with the South San Francisco-Alameda/Oakland service.

No doubt when word gets out about charming Point Richmond, a New England village with heart-stopping views of San Francisco and Mt. Tamalpais, denizens of the financial district will clamor to snap up homes there and enjoy the lifestyle and ferry commute, much like the experience in Alameda.

Indeed, if past is prologue, the problem will soon be *too many riders* trying to get aboard the two morning



Photo by Joel Williams

The new Richmond ferry terminal will be located next the Craneway Pavilion at the end of the Ford Peninsula.

and two afternoon commuter runs initially planned for Richmond-Ferry Building service. This writer remembers well fighting to keep Harbor Bay service from cancellation due to low ridership—hard to imagine given today's overflow passenger loads and fights over parking.

The Red & White Fleet offered private commuter ferry service from Richmond starting in 1999, but service was discontinued due to low ridership and the slow pace of the older vessels employed. More recently, Tideline offered water taxi service; this, too, was

discontinued. In contrast with those services, however, WETA will use brand-new, purpose-built fast ferries on the service starting next year.

Ridership for the new Richmond-Ferry Building ferry figures to come initially from beleaguered East Bay commuters battling the notorious Eastshore Freeway's hellacious traffic or seeking relief from BART's inhumanly overcrowded trains. A prime attraction will be the virtually unlimited parking that is available at Richmond's ferry landing next the Craneway Pavilion—acres upon acres of underused Port of Richmond lots sit immediately adjacent.

The addition of new service comes at a time of unbridled growth in ferry ridership—up more than 75 percent in the last five years (see story on page 15) with not enough space to park all the new ferry boats getting built and delivered. More figure to be on the way; the California Legislature is mulling plans for Regional Measure 3, a ballot

measure asking to boost bridge tolls in order to fund transportation that will likely be considered in 2018.

Ferry advocates, led by Bay Area Council President and Executive Director (and WETA board member) Jim Wunderman, are much in the RM3 fray, fighting to ensure sufficient resources to cope with current ferry service shortcomings—not enough boats, principally—plus calls to take on new service in communities like Redwood City.

The competition is fierce, with every transit service and special interest jockeying to maximize RM3 allocations. As this story goes to press, lawmakers in Alameda and Contra Costa counties—where the preponderance of toll-payers live—are jousting with Santa Clara and San Francisco, where many fewer residents have cause to pay tolls.

The upshot is that more populous counties like Santa Clara and San Francisco figure to easily support toll



The new Richmond ferry terminal location next to the old Ford Assembly Building will offer ample parking for commuters to the San Francisco Ferry Building.

increases they won't have to pay for, yet will benefit from in large measure. Alameda and Contra Costa leaders are battling to make sure their toll-paying constituents are fairly treated.

So new ferry service for Contra

Costa's Richmond, in the works before RM3 was a gleam in transit planners' eyes, comes at a particularly propitious time, demonstrating how regional cooperation can work for everyone in the Bay Area.

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Freight Company at Port of Oakland to Pilot Zero-Emissions Trucks

BY BILL PICTURE

Port of Oakland-based trucking operator GSC Logistics will receive a battery-powered semi later this month to help the State of California gauge the feasibility of using zero-emission trucks for hauling freight.

The truck is one of six being loaned to drayage companies in California by Chinese manufacturer BYD Company as part of a three-year study initiated by the California Air Resources Board (CARB). The other five trucks are being tested concurrently by cargo companies operating at ports in Southern California.

“CARB has been talking to BYD about the study for about two years now, I think,” said GSC Logistics CEO Scott Taylor. “They approached us several months ago because we have a large presence at the Port of Oakland. We knew that zero-emission technology was in the process of being adapted for this kind of use, so we were really excited they invited us

to take part in the study. It’s a potential game-changer, I’d say.”

The purpose of the study is simple and obvious—figuring out whether zero-emission trucks could replace diesel trucks someday. Over five million commercial trucks of varying sizes are registered in the State of California, according to the California Department of Motor Vehicles. Together, these trucks carry just under four million tons of cargo each day.

“We’re out to prove that zero-emission, battery-powered trucks can be used in heavy-duty applications,” said Andy Swanton of BYD in a written statement.

In addition to significantly improving air quality by omitting freight trucks from the pollution equation, Swanton expects electric trucks will lower operating costs for companies like GSC, as well as reduce noise levels along busy trucking routes, as loud diesel engines are replaced by the nearly inaudible hum of electric trucks. “That would be amazing, but I think we’re still a ways off from that happening,”

Taylor said. “The technology isn’t quite there yet.”

BYD’s battery-powered truck currently has a range of only 100 miles, a fraction of the distance that most cargo must travel between Point A and Point B. But Taylor said that’s sufficient for short hauls. Taylor also plans to sub in the electric



Manufacturer BYD wants to prove that zero-emission, battery-powered trucks can be used in heavy-duty applications. The current range of their battery-powered truck is 100 miles.



Photo courtesy of the Port of Oakland

The purpose of the study is to figure out whether zero-emission trucks could replace diesel trucks. Over five million commercial trucks of varying sizes are registered in the State of California

loaner from BYD for one of the GSC-owned trucks currently used to transport containers between marine terminals at the Port of Oakland and nearby yards in San Leandro and Hayward. GSC operates five short-haul trucks of its own, in addition to managing 200 owner-operated trucks each day. GSC hauls the equivalent of about 100,000 twenty-foot containers of cargo across Northern California and Nevada each year. It is the largest motor carrier at the port.

“This is just phase one of the study,” Taylor said, “and the goal of phase one is to gather as much data as possible about the truck’s operational efficiencies, productivity, reliability and maintenance factors.”

Taylor said he’s particularly interested to see how fuel savings will stack up against maintenance costs over the course of the three-year study. “I’ve heard some owners of electric cars and hybrids complain that repair costs can be really expensive, so we’ll be looking at that, of course,” he said. “The environmental benefits are just one of a number of factors that have to be considered. In the end, the electric trucks have to make sense financially as well for operators.”

When BYD delivers the trucks in a few weeks, each will be outfitted with a host of onboard devices that will track the truck’s every move and record data for CARB to review. If all goes well, Taylor said

he’d definitely consider replacing more of GSC’s short-haul rigs with electric trucks. And he hopes zero-emission technology will continue to be developed so that electric trucks can eventually be used for longer hauls as well.

In the meantime, Taylor said many of GSC’s customers see the zero-emission trucks as another green feather in their caps, mirroring their own attempts to green their operations from the top down. “More and more consumers want to spend their money with companies that operate sustainably, and CEOs are responding by sending a message down the operations chain to clean up their companies,” said Taylor. “When our customers found out about the study, some reached out to us and said, ‘When the truck gets here, can you use it for our loads?’ They were really excited about it.”

The Port of Oakland is excited about the study because it aligns with the port’s ongoing efforts to reduce greenhouse gas emissions. Those efforts have resulted in a 98 percent reduction in diesel particulate emissions by trucks servicing the port over the last decade.

Among many other initiatives, the port has subsidized clean-truck purchases and has shrunk the queues at its gate in order to reduce idling times, noted Port of Oakland Environmental Programs and Planning Director Richard Sinkoff in a written statement. “Battery-powered trucks are a logical next step for exploration,” he added.

SF Bay Ferry Hits All-Time Ridership Highs in July

BY BC STAFF

San Francisco Bay Ferry, a service of the Water Emergency Transportation Authority (WETA), announced last month that it recorded all-time highs in ridership in the month of July, transporting a total of approximately 288,000 passengers across all of its four routes—a new record.

The Alameda-Oakland and Vallejo routes both experienced record-setting ridership last month. The Alameda-Oakland service saw an eight percent increase from its previous high in July 2016, transporting more than 11,000 additional passengers. In fact, the service carried approximately 25,000 more passengers than it did in July 2013, when ferry ridership spiked amidst ongoing BART strikes.

Ridership on the Vallejo service in July reached an all-time high as well—with nearly 105,000 total passengers. Additionally, the South San Francisco and Harbor Bay (Alameda) routes have seen continued growth, with both surpassing ridership totals for the same time last year. This continues a trend that has seen ferry ridership increase 78 percent since 2012.

“We are experiencing unprecedented growth in ferry ridership,” said Nina Rannells, executive director of WETA. “As

our Bay Area population expands and traffic congestion continues to worsen, more and more people are looking for a convenient and enjoyable means of transportation and they’re turning to ferries. We recognize that this growing demand will continue and are taking steps to implement our strategic plan, which includes more boats, more terminals and more routes across the Bay.”

To accommodate the increased demand for ferry service, WETA established a 2016 strategic plan that outlines a vision for 44 vessels, 16 terminals, 12 routes and a 740 percent increase in peak capacity by 2035. It has begun taking significant steps to implement this vision. Earlier this year, it added the M.V. *Hydrus*, a \$15.1 million state-of-the-art boat, and launched its newest vessel, the M.V. *Cetus*, in August. Additionally, new service from Richmond is planned for 2018.

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



Photo by Joel Williams

Ridership on the Vallejo ferry service reached an all-time high in July.

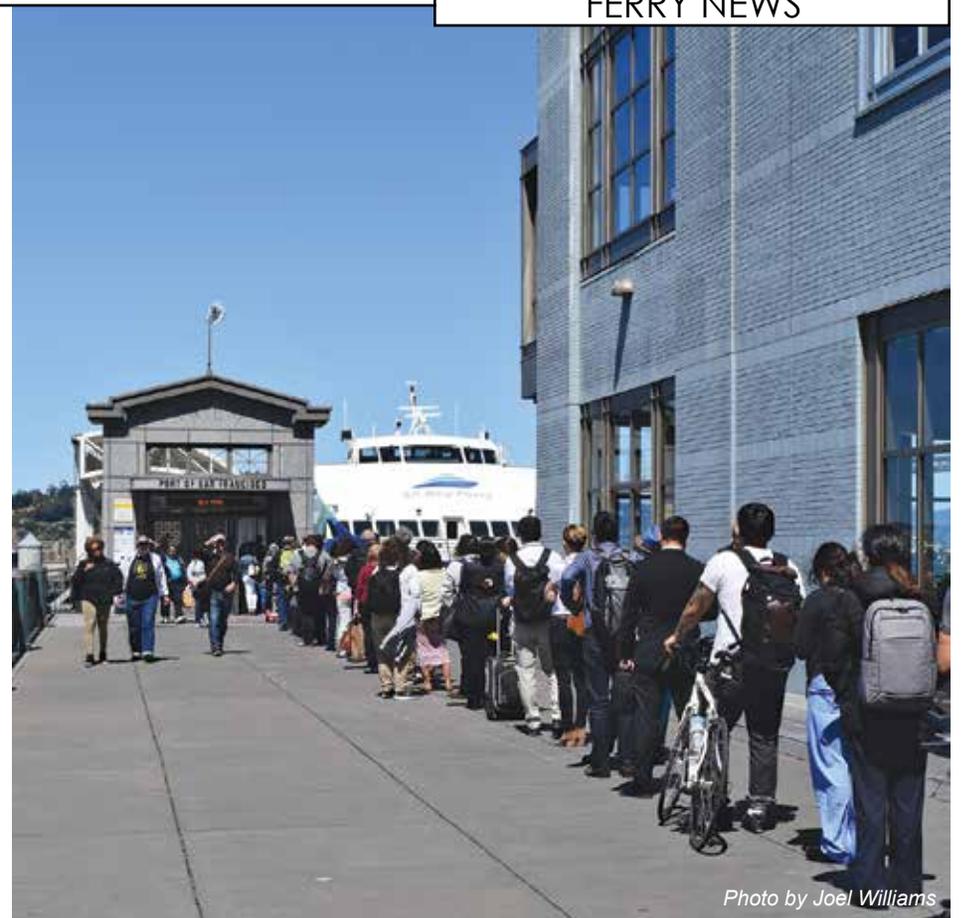


Photo by Joel Williams

WETA ferries transported a total of approximately 288,000 passengers across all of its four routes in July—a new record.

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Bay Crossings and Winehaven

Bay Crossings has long advocated for Richmond ferry service and, more generally, for the City of Richmond. For more than a decade, we have stored our newspaper racks and other such items in a warehouse at Point Molate, located just alongside and to the north of the Richmond/San Rafael Bridge on the San Pablo Peninsula.

Point Molate was most recently a naval base that was decommissioned in the 1990s and handed over to the City of Richmond. Before that it was home to Winehaven, the pre-Prohibition center of California's wine industry.

The Richmond community is grappling with vexing infrastructure challenges

and competing visions for what to do with this waterfront property, the largest undeveloped such site remaining on the inner San Francisco Bay.

In the meantime, *Bay Crossings* is working with the City of Richmond to activate the space with other appropriate temporary storage users like *Bay Crossings*. The goal is to forestall deterioration from vandalism and disuse.

Here are some of the interesting, quirky, good-hearted folks who share *Bay Crossings*' love and appreciation for Richmond and the special beauty of Point Molate and Winehaven, and who are working with us on this initiative.

All Photos by Dennis Anderson, www.bluewaterpictures.com

Jeff Wright is proprietor of Bridge Storage and ArtSpace in Richmond, a co-working hub focused on visual, maker and performing arts. He and his partners also have exciting plans for revitalizing Point San Pablo Harbor, a historic gem at the tip of the Point Molate Peninsula, into a local community and cultural destination.

For more information about Bridge Storage and Art Space, see www.BridgeArtSpace.com. Visit www.pspharbor.com for more on Point San Pablo Harbor.



CJ Yother is a metalworking artisan who designs and builds high-end custom pieces, most recently the displays in Peet's Coffee stores. Son of a renowned race car driver, CJ is also a well-known collector of vintage Volvo automobiles and vendor of high-performance parts for other collectors like him.

For more information, see www.yother.com.

Partners Mike O'Reilly (left) and Greg Pronko are the dynamos behind Level 2 Industries, a product development, invention and fabrication company located alongside the Exploratorium at Pier 17 on the San Francisco waterfront. They are self-described "fanatics of industrial design, engineering and custom fabrication." Think of their facility as an Olympic training facility for product invention.

For more information about Level 2 Industries, see www.L2industries.com.

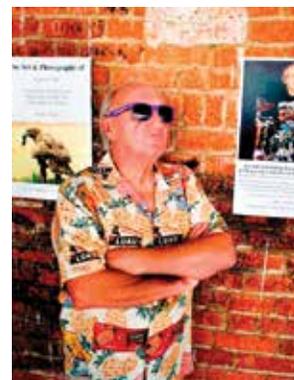


Point Richmond denizen Stephen Kowalski is the founder and artistic force behind Pendulux, a collection of goods that evokes iconic destinations and time periods throughout history, showcasing styles both antiquated and modern. Stephen travels the world for inspiration, turning out home furnishings that are historic, functional and beautiful.

See more at www.pendulux.com.

Lou Bock is a Mendocino winegrower, the producer of Chance Creek wines and also the operator of the iconic Bock Wine and Spirits distributorship. His move to Winehaven marks the first wine-related business in 98 years in this historic building. Look for Winehaven-labeled wines coming soon to commemorate the founding of the California wine industry after the 1906 earthquake and fire—which destroyed the wine stocks in San Francisco and thus birthed this fabulous location. Lou also grows olives for oil and raises lambs.

For more about Bock Wines and Spirits, visit www.bockwinesandspirits.com.

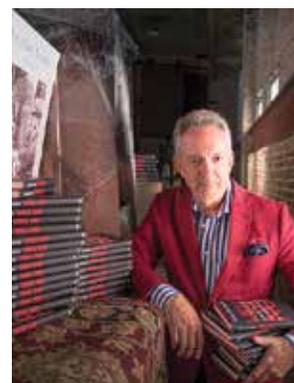
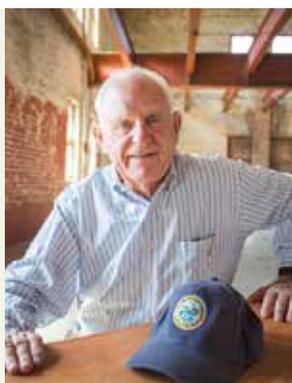


Stephen Bull is an artistic man for all seasons. Hailing from Wales, he started off as a rock drummer, opening for bands like the Who. Trained as an old-world craftsman in London, Steve made his way to the United States and wrangled his own home improvement show on the DIY network, *Fresh Coat*, which has garnered some 50 million viewers. His is also a noted photographer and has taken lovely photographs of the ospreys at Winehaven.

See selections of Steve's Point Molate nature photography at goo.gl/st1C99.

Tom Butt is the beating heart of the San Pablo Peninsula. As a young architect relocating to Richmond from his native Arkansas, Tom took on saving and rehabbing the historic East Brother Light Station, which operates to this day as a nonprofit bed and breakfast. When not crusading on behalf of his constituents as mayor of Richmond, Tom continues to take a heartfelt interest in shaping the future of Winehaven.

For more about East Brothers Lighthouse, see www.ebls.org. For *Lost Secrets of Molate and the San Pablo Peninsula*, a history created by Tom of the San Pablo Yacht Harbor and Winehaven, visit www.goo.gl/EHSM93.



Steve Wasserman is publisher and executive director of Heyday Press, an esteemed independent, nonprofit publisher and unique cultural institution that has long promoted widespread awareness and celebration of California's many cultures, landscapes and boundary-breaking ideas. Steve was formerly book editor for the *Los Angeles Times* and has many other remarkable career accomplishments.

For more about Heyday Books, see www.heydaybooks.com and for a full list of Steve's many prior incarnations, see www.heydaybooks.com/person/steve-wasserman.

SFJAZZ Founder Shares Views on Spiritual Transport

BY PAUL DUCLOS

SFJAZZ Founder and Executive Artistic Director Randall Kline may not be an avid ferry rider, but he certainly appreciates the relaxed and leisurely pace of ferry transport. Perfect, we might add, for streaming jazz while taking in the stunning waterfront views.

SFJAZZ presents more than 350 concerts a year to more than 150,000 fans. Located at 201 Franklin Street in the Hayes Valley neighborhood of San Francisco, the LEED Gold certified, award-winning, three-story SFJAZZ Center—designed by noted San Francisco-based architect Mark Cavagnero—offers 35,000 square feet of jazzy space. The structure, debuted in 2013, features the state-of-the-art Robert N. Miner Auditorium, which has flexible seating from 350 to 700; the 100-seat multi-purpose Joe Henderson Lab; rehearsal spaces; a digital learning lab; South at SFJAZZ, a bar/café from renowned chef Charles Phan of the Slanted Door; a retail shop/box office; and the SFJAZZ administrative offices.

Bay Crossings: *To give you some idea of just the kind of trivia our readers enjoy, a subscriber recently wrote in that she was fascinated by the Andrew Sister's Ferry Boat Serenade (1940) written by Harold Adamson and set to the music of Eldo di Lazzaro. The original lyrics were penned by Mario Panzeri for a song recorded in Italian (La Piccinina) and Mr. di Lazzaro. Can you suggest any other jazz-flavored number that might appeal to our audience?*

Randall Kline: SFJAZZ Resident Artistic Director and bassist Christian McBride (who also hosts NPR's *Jazz Night in America*) will perform on October 5 at the SFJAZZ Center. The program consists of Dvořák's String Quintet No. 2 in G Major as well as Schubert's Piano Quintet in A Major, D.667 ("Trout"), with artists including: violinist Ian Swensen, the Isaac Stern



Chair of Violin at San Francisco Conservatory; Evan Price, violinist with the Hot Club of San Francisco and Turtle Island Quartet; Carla Maria Rodrigues, principal violist of the SF Opera Orchestra; cellist Jennifer Kloetzel, founding member of the Cypress String Quartet; and GRAMMY-nominated pianist Robert Koenig.

BC: *The structural values contained in the three-story SFJAZZ Center seem almost nautical. Do you care to reflect on this observation, or suggest another aspect of the Center that is evocative of ferry travel?*

Kline: We built the SFJAZZ Center around the premise of creating a space where the music can fully realize its capacity to transport listeners.

BC: *Can you tell us more about the B-Side café? Looks intriguing.*

Kline: The b-side of an album is the unexpected and often the cool option to explore. B-Side is as integrated into the center in a way that the offerings, the style, the libations, food, and the relaxed decor at B-Side fit with the architecture and acoustics of the Center. Hanson Li and Salt Partners Group team have done an amazing in creating the right space for our audiences before, during and after concerts.

BC: *Having once served on the board of the San Francisco Convention and Visitors Bureau (now San Francisco Travel), you have a keen understanding of what tourists and visitors are seeking. How do you make them aware of SFJAZZ?*

Kline: We strive to program the highest level of art in the best environment possible. This is the top venue of its kind in the world. We are recognized for our excellence by word of mouth and by the press—those two avenues are the surest way to attracted visitors.

BC: *The ferry is arguably the only form of local public transportation that features a full bar for adults. By the same token, SFJAZZ permits patrons to carry adult beverages into the performances. Does this suggest that the two share a certain measure of trust and sophistication?*

Kline: Yes, I agree.

BC: *What major new jazz discoveries have you made recently? Rising stars?*

Kline: Every day provides new

discoveries. A new rising star, at least in the United States, is British jazz trio GoGo Penguin, who will be at SFJAZZ Center's Joe Henderson Lab on September 20 and 21.

BC: *Finally, can you recommend other resources for our readers? Books, recordings websites, to broaden their exposure and understanding this great art form?*

Kline: I recommend Ted Gioia's book *How to Listen to Jazz*, and you can check out SFJAZZ's playlists on Apple Music. The SFJAZZ blog is also full of interesting tidbits of information. Most importantly: Go see live music!

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

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WATERFRONT ACTIVITIES

- September 6 7:30PM – 10:30PM - Full Moon Kayak Tour at Buck's Launching, San Rafael, Outback Adventures, (415) 461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. The atmosphere is peaceful and calming, yet spectacular. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. Price: \$65 with an additional 10% Friend and Family Discount when booked as a group of 3 or more.
- September 9 10AM – 2PM - SUP Journey from Treasure Island to Jack London Square, California Canoe & Kayak, Oakland Estuary, (510) 893-7833, calkayak.com**
Learn about tides, currents, trip planning, communication, and safety. We'll meet at CCK Oakland store and shuttle to the island. Space limited, book at Calkayak.com or (510) 893-7833
- September 10 9AM - 11:30AM - Intro to Stand Up Paddleboarding - Outback Adventures, Lake Del Valle, (415) 461-2222, www.outbackadventures.com**
Learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle techniques and get an opportunity to try many different kinds of boards. We will practice the skills in the protected waters of the Lake Del Valle, no experience necessary. Cost is \$60 per person.
- September 10 9AM – 4PM - Beginning Sea Kayaking, Jack London Square, California Canoe & Kayak, Oakland Estuary, (510) 893-7833, calkayak.com**
Learn to Paddle a Touring Sea Kayak, use a spray skirt, wet exit from your kayak, learn Paddle-Float Rescue, and T-Rescue. Learn to be safe on the water. Signup at Calkayak.com or (510) 893-7833.
- September 11 6PM – 10:30PM - Giants vs. Dodgers McCovey Cove Boat Party aboard Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
Sail across the San Francisco Bay, see the sunset, and anchor outside AT&T Park to experience a SF Giants game from the water. Enjoy our selection of local beer and wine, or a cup of award-winning clam chowder. \$79 per person.
- September 11 - 15 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 Radar Recertification 1 Day - Maritime Institute, Alameda, (888) 262-8020, www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- September 16 4PM – 6PM - Social BBQ– OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Cap off a great day of sailing with delicious food, refreshments and great company. OCSC's summer member events are an OCSC tradition, and everyone is invited! We're hosting a BBQ Party from 4pm-6pm and we would love to see you here. Plan on having great music, cold refreshments and good company. We also have volleyball, basketball, frisbee and lots more! These member events are also a good opportunity for anyone who is interested in getting into sailing to learn more about OCSC and all that we have to offer. We offer tours of our fleet and facilities and we'll be happy to sit down with you and answer all your questions from how to get started with sailing lessons to scheduling and chartering sailboats from us. Cost: free
- September 16 7PM – 9PM - Knot Tying Seminar– OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
This course is designed to give you the opportunity to become comfortable with the many knots that are utilized for sailing and allow you the chance to have all your knot-related questions answered. Retail: \$20 Member: free

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

September 17 10AM – 12:30PM - Family Adventure Sail, Call of the Sea (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 San Francisco 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! Tickets: Adults \$60/ Youth (ages 6-17) \$30 / Children (under 6) FREE

September 20 6PM – 8PM - Wednesday Night Social Sail – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com

Leave your mid-week blues at the dock and come out for a rejuvenating, twilight sail on San Francisco Bay. Every 1st & 3rd Wednesday of the month, members and non-members head out for two hours of sailing, either in chartered boats or with an instructor. Hit the water with old friends or new ones to break up the work week and watch the sun set behind the Golden Gate. Once you dock, shed your foulies and join us in the club room for chili, chowder, and drinks. Each Skippered boat takes up to 6 passengers. No experience required to join in! Retail: \$75 Member: \$56.25

September 22 6PM – 8:30PM - Sunset Sail, Call of the Sea (415) 331-3214, www.callofthesea.org

Watch the sun set from the deck of our 82' schooner *Seaward*. End your week with a relaxing sail! Take in an unmatched view of the city front as you sail by famous San Francisco 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. Wine, beer, soft drinks and appetizers included. Tickets: Adults \$60/ Youth (ages 6-17) \$30 / Children (under 6) Free.

September 24 8:15AM – 11:00AM - San Francisco Bay History Sail aboard Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com

Shanghai your friends for a history-themed sail! During the Gold Rush, San Francisco became a dangerous place for those seeking new fortunes. Learn more about the lawless past buried below the City by the Bay. \$65 per person.

September 24 10AM – 4PM - Kayaking Skills and Safety - Outback Adventures, Lake Del Valle, (415) 461-2222, www.outbackadventures.com

Start your kayaking adventures off right by learning essential paddling and safety skills on calm water. This comprehensive course will cover equipment, strokes, paddling technique, capsizing, dealing with a flooded kayak, and re-entries. Come ready to get wet and have a good time on this skill and confidence building class.

September 29 5:30pm – 8:00pm - Friday Night Sunset Sail aboard Schooner *Freda B*, Sausalito (415) 331-0444, www.schoonerfredab.com

Get a head-start on your weekend with our weekly Friday night sail. Be part of a centuries-old nautical tradition as you watch the crew raise sails, and grab a drink as you enjoy the sunset from the special vantage of the water. \$65 per person

September 29 6PM – 8:30PM - Sunset Sail, Call of the Sea (415) 331-3214, www.callofthesea.org

Watch the sun set from the deck of our 82' schooner *Seaward*. End your week with a relaxing sail! Take in an unmatched view of the city front as you sail by famous San Francisco 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. Wine, beer, soft drinks and appetizers included. Tickets: Adults \$60/ Youth (ages 6-17) \$30 / Children (under 6) FREE



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Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	9:30	10:40	-----
-----	10:30	11:40	11:00
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:40	3:00	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
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Weekends & Holidays			
8:10 a.m.	8:30 a.m.	10:00 a.m.	9:40 a.m.
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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
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School Groups	\$ 4.70		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.60		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

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

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---	8:55 a.m.	9:10 a.m.	10:15 a.m.	9:40 a.m.
6:30 a.m.	6:40	7:00	---	10:30	10:10	10:55	11:10
7:00	7:15	7:35	---	11:00	10:40	11:25	11:40
7:35	7:45	8:05	---	11:45	11:25	12:10 p.m.	12:25 p.m.
8:10	---	8:40	---	12:30 p.m.	12:10 p.m.	12:55	1:10
---	8:20	8:40	---	1:30	1:10	1:55	2:10
8:40	8:50	9:10	---	2:15	1:55	2:40	2:55
9:15	9:25	9:45	10:00 a.m.	3:15	2:55	3:40	3:55
10:15	10:25	10:45	11:00	4:15	3:55	4:40	4:55
11:00	10:50	11:30	11:45	5:15	4:55	5:40	5:55
11:45	11:35	12:15 p.m.	12:30 p.m.	6:00	5:40	6:25	6:40
1:35 p.m.	1:20 p.m.	2:00	2:30	7:00	6:40	7:25	7:40
2:40	2:25	3:05	---	7:55	7:40	---	8:25
3:50	3:35	4:20	---	9:25	9:10	9:50	10:05
5:05	4:50	5:30	---	11:05	10:50	11:30	---
5:55	5:40	6:20	---				
6:20	6:05	6:50	---				
6:55	6:45	7:20	---				
7:55	7:45	8:25	---				
8:55	8:45	9:25	---				
Weekdays from San Francisco				Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m.	7:10 a.m.	7:00 a.m.	8:15 a.m.	---	9:05 a.m.	8:45 a.m.
---	7:00	7:45	7:35	9:30	9:45 a.m.	10:05	10:20
---	7:35	8:20	8:10	10:00	10:15	10:35	10:50
---	8:05	8:50	8:40	10:45	11:00	11:20	11:35
---	8:40	9:25	9:15	11:30	11:45	12:05 p.m.	12:20 p.m.
---	9:40	10:25	10:15	12:30 p.m.	12:45 p.m.	1:05	1:20
10:15 a.m.	10:30	10:50	11:00	1:15	1:30	1:50	2:05
11:00 a.m.	11:15	11:35	11:45	2:15	2:30	2:50	3:05
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.	3:15	3:30	3:50	4:05
1:45	2:00	2:20	2:35	4:15	4:30	4:50	5:05
2:55	3:15	3:30	3:45	5:00	5:15	5:35	5:50
3:30	---	4:10	4:20	6:00	6:15	6:35	6:50
4:15	---	4:40	4:55	7:00	7:15	7:35	7:50
---	4:30	4:45	5:05	8:30	8:45	9:05	9:20
---	5:20	5:40	5:50	10:15	10:30	10:50	11:00
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:25	6:45	6:55				
---	6:55	7:15	7:25				
---	7:25	7:45	7:55				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				
FARES: One-way				FARES: One-way			
Adult	\$7.10			Adult	\$6.80		
Adult (Clipper Only)	\$5.30			Adult (Clipper Only)	\$5.10		
Youth (5-18)	\$3.50			Youth (5-18)	\$3.40		
Disabled / Seniors (65+)	\$3.50			Senior (65+) Disabled	\$3.40		
School Groups	\$2.30			Child under 5	FREE		
Children (under 5)	FREE			School Groups	\$2.20		
				Short Hop - Adult	\$1.60		
				Short Hop - Youth	\$0.80		
				Short Hop - S / D	\$0.80		

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	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	\$7.10		
Adult (Clipper Only)	\$5.30		
Youth (5-18)	\$3.50		
Disabled / Seniors (65+)	\$3.50		
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	5:55
7:00	7:50	7:35
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way FARES:	Adult \$8.30	Seniors (65+ yrs), Disabled \$4.10
Adult (Clipper Only)	\$7.60	School Groups \$2.70
Youth (5-18 years)	\$4.10	Children (under 5) (with an adult) FREE

Angel Island Ferry			
TIBURON – ANGEL ISLAND			
Weekdays and Weekends		FARES:	Round Trip
Tiburon to Angel Island	Angel Island to Tiburon		
Monday - Friday	Monday - Friday	Seniors (ages 65+)	\$14.00
10:00 am	10:20 am	Children (ages 6 - 12)	\$13.00
1:00 pm	1:20 pm	Small Children (ages 3 - 5)	\$5.00
11:00	11:20	Toddlers (ages 2 and under)	Free*
Labor Day – September 4, 2017	Labor Day – September 4, 2017	Bicycles	\$1.00
10-5 hourly	10:20-5:20 hourly	(*Limit one free child, ages 2 and under, per paying adult.)	
Saturday - Sunday	Saturday - Sunday	For the most current schedule and other information, visit www.angelislandferry.com	
10:00-5:00 hourly	10:20-5:20 hourly	Schedule Subject to change w/o notice	

Red & White			
BAY CRUISE Pier 43½			
9:15	1:10	4:15	FARES:
10:00 a.m.	1:40	4:15#	Bay Cruise
10:30 #	2:15 # p.m.	5:00	Adult (18+) \$32.00
10:30	2:30	5:45 #	Youth (5-17) \$22.00
11:15	3:00	6:15	Child (under 5) Free
11:45	3:45	7:00 ^	
12:30 p.m. #	4:00 #	6:00 ^	# Bridge to Bridge
Effective thru Sept. 4	Effective beginning Sept. 5		Adult (18+) \$40.00
			Youth (5-17) \$28.00
			^ Sunset Cruise
			Adult (18+) \$68.00
			Youth (5-17) \$46.00

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			
8:45	9:20	-----	-----	Larkspur		Sausalito	
9:15	9:50	10:10	10:45	Daily		Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64) \$11.50 \$12.00			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 7.50 \$ 6.50			
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled \$ 5.75 \$ 6.00			
12:40 p.m.	1:15	1:25	2:00	Children 4 and under FREE FREE			
2:15	2:50	3:00	3:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
2:50	3:25	3:30	4:00	All Golden Gate Schedules here are good through Sunday, September 24. New fall schedules start September 25 and will be available online at goldengateferry.com			
-----	-----	4:00	4:30	Contact Information Toll free 511 or 711 (TDD)			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

SAUSALITO

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON – S.F. Ferry Building			
Weekday Service ONLY			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
5:30 a.m.	6:00 a.m.	6:05 a.m.	6:35 a.m.
6:45	7:15	7:20	7:50
7:55	8:25	8:35	9:05
9:10	9:35	---	---
---	---	4:25 p.m.	4:45 p.m.
5:05 p.m.	5:35 p.m.	5:45	6:15
6:20	6:50	6:55	7:25
7:30	8:00	8:05	8:35
FARES:			
Adult (19-64)		\$12.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.00	
Child (age 4 & under)		FREE	

Blue & Gold Ferry

TIBURON – Pier 41

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

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.	11:05 a.m.
11:15	12:05 *	12:10 p.m.	12:35 p.m.
12:25 p.m.	1:15 p.m. ^	1:25	1:55
1:35	2:15 *	2:25	2:55
3:45	4:30	4:40	5:25
5:10	5:40	5:50	6:20
6:30	7:15	7:25	8:10
8:20	9:20 ^	9:25	10:05
10:15	10:55	11:00	11:40

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

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 am	11:35 am	11:45 am	12: 15 pm
12:25 pm	12:55 pm	1:05 pm	1:55 *
2:05	2:35	2:45	3:15
3:05	3:35	3:45	4:15
4:45	5:15	5:30	6:00
6:25	6:50	7:00	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
11:00 am	11:35 am	11:45 am	12:15 pm
12:25 pm	12:55 pm	1:05 pm	1:55 *
2:10	2:45	2:55	3:25
3:45	4:20	4:30	5:00
---	4:40 ^	5:00	5:30
5:40	6:10	6:20	6:50
6:30	6:55	7:05	7:35
8:20	9:00	9:10	10:05 *

* Via Tiburon, ^ Via Angel Island (times in parentheses are via Angel Island)

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

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

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

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

Effective September 4

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

FARES: All prices include audio tour.

Adult	\$31.00	Child (5-11)	\$21.00
Junior (12-18)	\$25.00	Senior (62+)	\$25.00

Discount fares available at www.blueandgoldfleet.com

RocketBoat

WEDNESDAY - SUNDAY		
12:15 p.m.	4:00 p.m.	FARES:
1:00	5:00	Adult \$28.00
1:45	6:00	Senior (65+) \$24.00
3:15		Junior (12-18) \$24.00
		Child (5-11) \$20.00

Effective September 4

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 am	10:10 am	10:20 am	11:05 *
11:15	11:45	11:55	12:35 pm*
1:35 pm	1:55 pm	2:05 pm	2:55 *
---	---	4:05	4:55 *

Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:05 a.m.
11:15	11:45	11:55	12:35 pm*
1:35 p.m.	1:55 p.m.	2:05 p.m.	2:55 *
---	---	4:25	5:30 ^

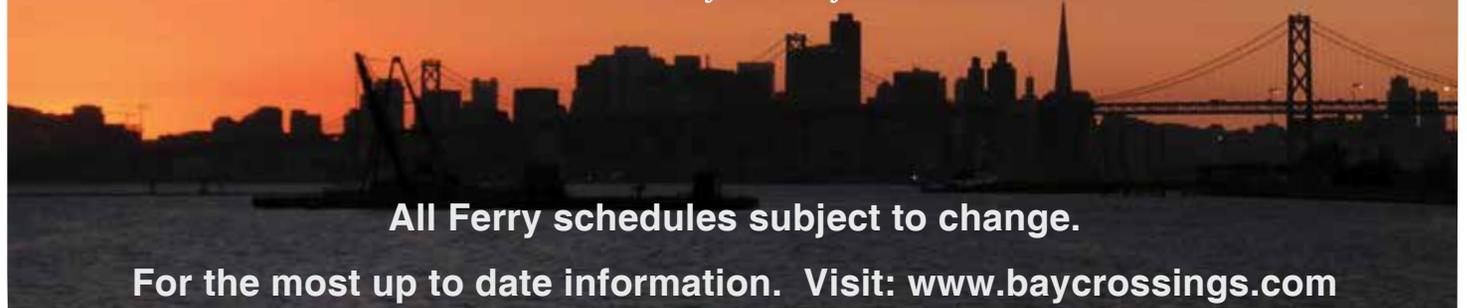
* Via Tiburon ^ Via Sausalito

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

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

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 Art Festival

Spend this Labor Day weekend, September 2 to 4, at the 65th annual Sausalito Art Festival. One of the most anticipated festivals every year, this annual event features work from some of the best local and national artists for three days. 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 War, Pablo Cruise, Foghat, Atlanta Rhythm Section and Pat Travers, with a number of popular tribute bands on Sunday as well. 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 Moonglow Trio on Sunday, September 24 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 15 to

17 for the GoPro Indy Grand Prix of Sonoma. The 13th annual Verizon Indy Car Series event at Sonoma Raceway will serve as the season finale for the 2017 schedule. Be there to enjoy a full weekend of racing, including the Pirelli World Challenge GT/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's 25-minute air show. For more information and tickets, visit www.racesonoma.com.

Wilderness Festival in Vallejo

The fourth annual Visions of the Wild festival, with its newest theme, "Changing Landscapes," will take place September 6 to 10. 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 six new art exhibits premiering on Friday, September 8, during the second Friday art walk in downtown Vallejo. Saturday night's Empress Theatre program is a tribute to the late

folksinger and songwriter Pete Seeger. A film about his life and work will be shown on the big screen, followed by an uplifting community sing-along. People of all ages are encouraged to attend and sing. For more information on the festival or details about the events, visit visionsofthewild.org.

Art Auction

Berkeley Art Center invites the Bay Area community to join in the celebration of its largest annual event, "Collect!," held on Saturday, September 16 from 6 to 9 p.m. Works donated by some of the most exciting artists in the Bay Area today will be exhibited and up for auction, enjoyed with wine and delicious food. Bring home your favorite piece and support artists in the community. The exhibition kicks off with a free preview party on Saturday, September 2, 6 to 8 p.m. at the Berkeley Art Center on 1275 Walnut Street. Eager bidders can meet the artists and take advantage of "buy-it-now" pricing. The exhibition will then be on view September 2 through 16. Tickets are available online at www.berkeleyartcenter.org. Auction tickets are \$50 or \$40 for members.

Free Boot Camp

Free Sunday Boot Camp classes return to Bay Street in Emeryville on Sundays in September. From cardio exercises to stretching sessions, all fitness levels are invited to work up a sweat with a variety of workouts. An Athleta-certified fitness trainer will lead these hour-long classes from 10 to 11 a.m. outdoors on Bay Street's Center Plaza. Special incentives will be available to participants after every class, at Athleta. Attendees are required to bring a mat, water and towel, and must be at least 16 years old. Bay Street is a diverse mixed-use center featuring retail, restaurant and entertainment offerings designed to serve as a gathering place for Bay Area residents and visitors. It comprises three city blocks and is located off the I-80

Powell Street exit, at Bay Street and Shellmound Street, in Emeryville. For more information call (510) 655-4002 or visit www.baystreetemeryville.com.

Trashy Fashion Show

Bay Street will also host "Trash n' Show" on September 9 from 1 to 6 p.m. It's an all-new fashion event that will showcase clothing made from recycled materials. Several Bay Area designers' collections will be featured, including women's dresses, tops, skirts and more—all created from plastic, bottle caps, duct tape, paper and other recycled materials. Everyone is invited to this free runway-style fashion show that will include dance performances in addition to accessories, art and custom clothing available from local artisans. Trash n' Show will be hosted by Oakland-based Dance-A-Vision Entertainment. See the listing immediately above for details about Bay Street.

Waterfront Wine and Music Fridays

Join the folks at Rosenblum Cellars, located right next to the Oakland ferry terminal in Jack London Square, for Music Fridays on four Friday evenings in September. September 1 and 22 will feature the music of Yasmeena, an accomplished local performer with an expansive resume at the early age of 18. Her African-American, Palestinian and Israeli Heritage is highlighted in her international, soulful voice. And September 8 and 29 will feature Duarte, who began playing guitar at age 12, when his innovation and curiosity led him to classical music. Duarte began playing R&B, funk, and other styles, touring and playing session dates. As he gravitated towards Latin music, it soon became his main focus. Flamenco guitar is now his primary art form, transforming pop hits in his own spectacular style. Rosenblum offers a variety of wines along with cheese and charcuterie plates to enjoy with the music. These events are free.



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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