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*"The Voice of the Waterfront"*

*April 2016 Vol.17, No.4*

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*"The Voice of the Waterfront"*

## columns

- 08 WHO'S AT THE HELM?**  
Captain Todd Nelligan  
by **Matt Larson**
- 10 IT CAME FROM BENEATH THE SEA**  
The Bay Institute Honors  
Five Bay Advocates  
by **Mallory Johnson**
- 21 CULTURAL CURRENTS**  
Of Books and Boxers  
by **Paul Duclos**

## features

- 14 COVER STORY**  
Opening Day on the Bay's  
Nautical Delights Return  
by **Captain Ray**
- 16 GREEN PAGES**  
Horizontal Levee Project  
Breaks New Ground  
by **Bill Picture**
- 18 COAL TERMINAL**  
'Coal' Wrongly Viewed  
as a Four-Letter Word  
by **W.G. Claytor**  
'Clean Coal' Is a Dirty Lie  
by **Sejal Choksi-Chugh**



## guides

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



Sunday, April 24 is Opening Day on the Bay. There are two events happening that day, one of which has roots that go back several hundred years and the other of which is celebrating its 99th anniversary this year. The first of these is the Blessing of the Fleet, and the second is the Opening Day Decorated Boat Parade. The theme for the parade this year is "Heroes on the Bay." The parade will be led by the San Francisco fireboat *Phoenix* (pictured here). Photo by Mia Bernt S/C PICYA.

## BAYCROSSINGS

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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; W.G. Claytor

### ACCOUNTING

Cindy Henderson

### Advertising Inquiries:

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

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Bay Crossings

Ferry Building, #22

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## news

- 06 WATERFRONT NEWS**  
Avoiding Labor and  
Seismic Disruptions  
by **Patrick Burnson**
- 07 Proposed New Bike Share**  
Locations Unveiled
- 11 BAYKEEPER**  
Twin Water Tunnels  
Threaten the Bay  
by **Sejal Choksi-Chugh**
- 13 Spring Boaters Warned to**  
Watch Out for Whales
- 20 Jack London Square**  
Springs Into April

### Corrections & Letters

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

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# Avoiding Labor and Seismic Disruptions

BY PATRICK BURNSON

A broad coalition of shippers and other supply chain stakeholders are appealing to West Coast dockside labor and management to begin early discussions on either a contract extension or a new contract, with the goal of successfully concluding negotiations before the current contract expires on June 30, 2019.

In a public letter to both Robert McEllrath, president of the International Longshore and Warehouse Union, and James McKenna, chairman and CEO of the Pacific Maritime Association, the coalition is urging labor and management to avoid a repeat of the disruptions and slowdowns that occurred during the 2014 contract negotiations.

“We are encouraged by your remarks at a recent shipping conference, and are pleased that you recognize the negative economic impact of disruptions and slowdowns,” stated the group consisting of manufacturers, farmers and agribusinesses, wholesalers, retailers, importers, exporters, distributors, transportation and logistics providers.

“We also know there will be important and difficult issues for both of you to resolve during the next set of negotiations. All the more reason, we believe, for those talks to begin as early as possible in order to lay the groundwork

for a new contract, or contract extension, without major disruption.”

These shippers believe a new model for future negotiations needs to be developed—one which stresses early and continuous dialogue. In addition, they would like to see both labor and management avoid actions that would slow, stop or disrupt cargo movement during negotiations.

“At a minimum, we urge you to maintain the arbitration mechanisms in the existing contract for the duration of the negotiations, even if the contract expires before a final agreement is reached,” said the group.

As chronicled in this column, the impact of cargo disruptions during the 2014 negotiations was widespread and affected logistics managers sourcing from and shipping to ports throughout the United States. The costs were enormously high for many economic sectors. A repeat of this event could be catastrophic. Furthermore, the stakes could be heightened next time as megavessels are now being deployed all along the coast and ocean carriers are increasing their reliance on Pacific Rim supply chains.

Agreeing early to a long-term contract will provide the stability and predictability these shippers need, while protecting against any self-inflicted harm to the broader U.S. economy. Also, maintaining arbitration procedures during negotiations will give a measure



Photo by Joel Williams

San Francisco is focused on assembling a long-term municipal financing plan for its coastal seawall, which protects a densely developed downtown core.

of certainty to the cargo interests of the ultimate end user, the shippers.

## S.F. Seawall Needs Fortification

According to Elaine Forbes, interim director of the Port of San Francisco, the city faces “an intergenerational, multi-billion-dollar investment need to fortify the seawall, a critical yet largely unseen piece of the city’s infrastructure.”

San Francisco is focused on assembling a long-term municipal financing plan for its coastal seawall, which protects a densely developed downtown core. Understanding that this will be a multi-generational project, city officials are most interested in conceptualizing a budgeting and public engagement strategy that can endure a near-term change in administrations as well as sustain public support 10, 20 and 30 years from today and beyond.

As cities around the world begin to reconcile the very real and unpredictable consequences of sea level rise and increased seismic vulnerability, San Francisco is looking to draw upon the City Accelerator to explore innovative financing options to fund seawall upgrades now and ongoing maintenance costs over several decades.

“An estimated up to \$5 billion is needed for the overall long-term Seawall Resiliency Project to provide a stable and adaptable foundation to address sea level rise and an estimated \$500 million to address immediate life safety improvements to the infrastructure,”

said Forbes.

The seawall has a long history of enabling development in San Francisco; the construction of stable piers and viable landings for the shipping industry laid the infrastructural foundation for the city’s thriving maritime economy through the first half of the twentieth century.

Construction of the seawall began in 1878, prior to the development of modern engineering techniques that account for seismic risks and liquefaction. A major earthquake would likely cause major damage and disruption to the Seawall if it is not upgraded and maintained.

## PTA Lunch Welcomes Mayor Brown

The Pacific Transportation Association staged its first “Leadership Luncheon” last month with featured speaker Willie J. Brown Jr., who told Bay Area shippers that creating a “world-class waterfront” requires “the art of politics and persuasion.” Having had a distinguished career as a two-time mayor and as Speaker of the California Assembly, Brown now heads up the Institute on Politics and Public Service.

*Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.*  
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# First Phase of Proposed New Bike Share Locations Unveiled

BY BC STAFF

Last month, Motivate and the Metropolitan Transportation Commission (MTC) announced a new major milestone toward the expansion of bike share in the Bay Area. Motivate has published maps showing the proposed locations of new San Francisco and San Jose bike share stations that will make up the first phase of the system's tenfold expansion. Locations have been identified for 72 new stations in Supervisorial Districts 6, 8 and 9 in San Francisco, and 13 new station locations have been identified in San Jose.

"This first phase of expansion alone will triple the size of our successful and popular bike share pilot. We're looking forward to working with Motivate and our regional partners to grow the system citywide and bring the joy of bike sharing to all San Franciscans," said Ed Reiskin, director of transportation at the San Francisco Municipal Transportation Agency.

"San Jose is excited to partner with Motivate and expand our existing Bay Area Bike Share system," said Jim Ortbal, San Jose's director of transportation. "Bike share expansion in the greater downtown area will leverage our extensive network of bikeways to strengthen the connections between transit, jobs and housing, and enhance San Jose as a great place to live, work, and play."

The proposed locations for the first phase of the Bay Area's bike share expansion were selected using feedback gathered from a process that included over six months of public input into the system's design. The public input process to date has included nearly 70 briefings with community stakeholders, nine public workshops and over 5,000 unique station location suggestions submitted through an online station-suggestion



Over the next two years, 72 new bike share locations will be added in San Francisco and 13 in San Jose.

portal. The service area for this first phase of the expansion was carefully chosen and grows outward from the existing bike share systems in San Francisco and San Jose, which launched as part of a pilot program with 700 bicycles in 2013.

In each city, expansion will start in downtown areas, where high concentrations of residents live or travel for work and pleasure, and will incrementally expand outward to surrounding neighborhoods. As part of the tenfold expansion, Motivate has also committed to putting at least 20 percent of all stations in MTC-designated Communities of Concern, and this first wave of new locations already exceeds this goal.

"Over the last several months, we've worked closely with communities across San Francisco and San Jose to map out new bike share stations for the first phase of our expansion," stated Emily Stapleton, general manager of Bay Area Bike Share. "We have heard tremendous

demand for expanded bike share in San Francisco and San Jose, and the proposed station locations released today reflect the input we received from residents about places where bike share can help connect their communities."

Motivate, the nation's largest bike share operator, under an agreement with the MTC, the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area, will bring this expansion at no cost to taxpayers. The program will be supported by sponsorship, similar to New York City's Citi Bike program, which is sponsored by Citi. Following the completion of the expansion, the Bay Area program will be the second largest bike share system in the United States.

"Bike share is a key element in the future of our regional transportation network," said Dave Cortese, chair of MTC. "It allows individuals a convenient and affordable option for short trips and helps make last mile connections

to and from public transportation. We've seen great success with the pilot program in San Francisco and San Jose, and we're excited to build on that as the program expands to new communities and additional cities." Cortese is also president of the Santa Clara County Board of Supervisors.

The expansion will take place in phases over the course of two years, growing the existing systems in San Francisco and San Jose and bringing bike share to Oakland, Berkeley and Emeryville for the first time. Motivate is expected to announce the first phase of bike share station locations for Oakland, Berkeley and Emeryville in the coming weeks. This first phase of expansion will add more than 1,000 bikes to the current network, more than doubling the amount of bikes on the road.

You can learn more about the bike share expansion and view the new location maps at [bayareabikeshare.com/expansion](http://bayareabikeshare.com/expansion).

# Todd Nelligan

BY MATT LARSON



Photo by Peter Solimene

When not at the helm of a Golden Gate Ferry, Captain Todd Nelligan prefers to spend time outdoors with his two children, Natalie and Adam. Recently they visited the Deck, an observation deck at Heavenly Valley.

**Y**ou know you're in good hands when boarding a Golden Gate Ferry because of individuals like Todd Nelligan, an extremely qualified vessel master (in other words, captain) who's been manning Golden Gate's helms for over 15 years. Nelligan's career as a captain spans about 30 years on 46 different passenger vessels, some of which had up to 1,000 people on board. He's toured passengers through Canada sightseeing black bears and grizzly bears, he's qualified to pilot a 500-ton passenger boat on any ocean in the world, and he's trained on everything from celestial navigation to radiological defense—there's basically nothing Nelligan can't handle.

Preparation via training has been Nelligan's top priority over the years. In fact, he's one of the founding designers of the San Francisco Vessel Mutual Assistance Plan, a plan that provides a more efficient response to a potential mass casualty event in the marine environment. Since attaining his captain's license, he's been actively continuing his training and education over the years, preparing for as many

potentially life-threatening scenarios as possible.

Nelligan is certified in helicopter firefighting, damage control, advanced first aid and first response, cliff and water rescue and much more. Despite the fact that he sees a "very slim possibility" of encountering many of these scenarios, Nelligan said, "Any kind of emergency is something that you can train in and think about as a captain."

Nelligan has participated in all four recent ferry emergency response drills, which have been run by Golden Gate Ferry with assistance from the California Maritime Academy, the U.S. Coast Guard, and up to 40 local, state and federal agencies. For the last one, held in January this year, Nelligan served as the senior planner and coordinator. "It is a huge team effort to put on these exercises," he said. "I find it amazing that my bosses at Golden Gate Transit take the time to put on such ambitious exercises; they don't have to, and yet they provide these enormously valuable

training opportunities. My crew and my passengers are safer because of it."

The calm, relaxing atmosphere that we've grown accustomed to on the ferry boats can be directly attributed to captains and deckhands taking their jobs so seriously. It is extremely rare that anything goes wrong while cruising the Bay on one of Golden Gate's ferries, and they've got the track record to prove it—but why not make a safe situation even safer? Nelligan believes it is crucial to train in emergency response. "If it really happens, it can be hard for a crew member to not get tunnel vision, focusing on one victim and missing the big picture," he said. "We've been training and practicing for many years now and it's pretty enlightening."

A Petaluma resident, Nelligan will soon be moving back to his hometown of Santa Rosa as early as this month with his two kids, Natalie and Adam, ages 10 and 11. Though he's moving to a new house, you'll rarely find Nelligan inside of it. Chances are he and his kids

are outside camping, horseback riding, canoeing, kayaking, skiing or going to the Exploratorium. "We're a pretty outdoor family," he said. "We definitely love getting out in the environment around us rather than sitting in the house." Perhaps being a single dad of two attributes to his passion for safety on the job, and love for his work.

"Although I have been a captain for about three decades, I continue to enjoy the passengers and working on the beautiful waters of the San Francisco Bay," he said. And he couldn't be happier working for Golden Gate, as it shares his same safety ideal. "For over 45 years Golden Gate Ferry has manned most of its vessel's wheelhouses with two captains, instead of one captain and one deckhand," he said. "Golden Gate understands that these highly complex, sophisticated high-speed craft require a dynamic, well-trained bridge team." So again, with people like Todd Nelligan at the helm, feel free to sit back and relax in the comfort and safety of a Golden Gate Ferry.



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# Five Bay Advocates Honored by the Bay Institute

BY MALLORY JOHNSON

**E**ach year, the Bay Institute recognizes individuals who have made exceptional efforts to improve and inspire conservation of the San Francisco Bay-Delta Estuary and its watershed, giving out awards in three categories: education, reporting and extraordinary accomplishments. In March, Laurette Rogers, Michael Connor, Jeremy Lowe, Peter Baye and Alex Brietler joined an impressive list of recipients for these awards.

## Carla Bard Education Award: Laurette Rogers

The ceremony kicked off with the presentation of the Carla Bard Education Award, an award that honors those who have significantly increased the public's understanding of and concern for the San Francisco Bay-Delta Estuary. This honor was given to Laurette Rogers, the STRAW (Students and Teachers Restoring A Watershed) program director at Point Blue Conservation Science, a program that provides restoration science education for K-12 students and teachers.

Since its inception more than 20 years ago, over 40,000 students have helped complete over 500 restorations on creeks and wetlands, have planted over 45,000 native plants and have restored over 32 miles of habitat. Upon accepting her award, Rogers invited those in attendance from the STRAW team to join her at the podium, bringing a team of dedicated interns, program staff and others to the stage with her.

## Bay Heroes Award: Michael Connor, Jeremy Lowe, Peter Baye

Next, **bay.org** board member Ben Bleiman introduced Michael Connor, Jeremy Lowe and Peter Baye, the recipients of the Bay Heroes Award. It's an honor given to individuals whose actions and efforts have led to increased protection of the San Francisco Bay-Delta Estuary.

Lighting struck these three while they sought a solution to the problem of Hayward marshes that were forecast to be submerged by sea level rise in our lifetime. Between them, Connor, Lowe and Baye have vast experience with coastal plants, geomorphology and sustainable water treatment strategies—knowledge that helped them come up with an innovative solution to sea level rise. They created a design for a self-maintaining shoreline marsh system that mimics nature—the “horizontal levee.” As Bleiman stated, the horizontal levee is “brilliant in its conception, deceptive in its simplicity, and it has ignited not only scientific, but also political interest throughout the Bay and across the nation.”

For more in-depth information regarding horizontal levees, see the Green Pages story on pages 16-17 of this issue of *Bay Crossings*.

## Harold Gilliam Award: Alex Brietler

Finally, Dr. Jon Rosenfield, conservation biologist for the Bay Institute, presented the final award, the Harold Gilliam Award, to journalist Alex Brietler. The Harold Gilliam Award recognizes knowledgeable and skilled reporting on complex environmental issues affecting the Bay-Delta Estuary and its tributary waterways.

A reporter for the *Stockton Record* and host of “Alex Brietler’s Environmental Blog,” Brietler has written about natural resources since 2006. Brietler has extensively covered topics critical to the San Francisco Bay Delta, from water issues, the drought, endangered species and land management to air pollution and environmental justice issues.

Upon accepting his award, Brietler noted that he sometimes feels as endangered as some of the species he writes about. However, according to Brietler, “Facts are also endangered. There’s a lot of bad information out there. What keeps me going is the opportunity to correct the bad information.” Brietler went on to express the importance of good journalism. “Journalism can matter if done correctly. This award inspires me to get out there and do a better job myself.”

The ceremony ended with a standing ovation for each of the awardees, and with guests leaving inspired and already looking forward to encountering future champions for the Bay in the coming years.

*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.*



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# Twin Tunnels Threaten the Bay

BY SEJAL CHOKSI-CHUGH

Should local salmon be pushed to extinction? Should some Bay Area residents pay much higher water bills? Should San Francisco Bay be contaminated with toxic pollutants?

My guess is that Bay Area readers would answer these questions with a resounding “no,” but these scenarios will become reality if the two 30-mile water tunnels proposed by Governor Jerry Brown are built.

The tunnels have a new name since they were first proposed in 2012: the California Water Fix. These massive tunnels would divert more fresh water from the Sacramento River for transport to the Central Valley and southern California, mostly to be used to grow crops for export. But even under the new name, they would still cause major harm to San Francisco Bay, and to the recreation, jobs and wildlife that depend on a healthy Bay.

The Sacramento and San Joaquin Rivers both flow to the Delta. The Delta, in turn, flows to San Francisco Bay. The mix of fresh water with ocean water that flows in from the Golden Gate makes the bay ecosystem a rich environment for birds, fish, seals, sea lions and other wildlife.

The fresh water that San Francisco Bay receives is critical to maintain the delicate balance of the Bay’s ecosystem. But for decades, massive amounts of fresh water have been pumped from the Delta for use locally and farther south in the state. So much fresh water is already being taken that there’s not enough to protect the Bay ecosystem and the wildlife that depends on it.

The proposed tunnels would further starve the Bay and Delta of fresh water. The proposal would cause an increase in toxic algae that can be lethal to wildlife. Concentrations of pollutants like mercury and selenium in the Bay, which are already high enough that people are warned not to eat certain fish caught in Bay waters, would rise even higher. Scientists predict that several species of native fish would go extinct.

Local jobs would also disappear. According to the Pacific Coast Federation of Fishermen’s Associations, local salmon would face extinction, threatening thousands of jobs that depend on healthy salmon runs. Global climate change could make it all worse, by reducing fresh water from the Sierra snowpack.

The twin tunnels will cost up to \$67 billion and take 15 years to build. Water agencies that use water from the Delta would pay for the tunnels, ensuring higher water bills in places that include Santa Clara County—for decades to come.

The tunnels are being hyped as a “fix” to alleviate drought. But they would be too late for the current drought, or even the next drought. There are better ways to meet California’s water needs than an expensive infrastructure project of questionable value. Cities can capture rainwater where it falls, and store it for reuse later. Fixing all the leaks in California’s urban water systems would increase the state’s water supply by 10 percent, at a fraction of the cost of the

twin tunnels. And our state can make more and better use of water recycling, water conservation, and water-saving irrigation technology.

As the Delta tunnels proposal goes through permit processes, Baykeeper is taking every opportunity to advocate for San Francisco Bay over this harmful, costly project. To learn more about Baykeeper and support our work, visit our website at [baykeeper.org](http://baykeeper.org).

*Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper’s hotline at 1-800-KEEP-BAY, e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org), or click “Report Pollution” at [baykeeper.org](http://baykeeper.org).*



Photo credit: Robb Most

The proposed Delta water tunnels would harm San Francisco Bay’s birds, fish and the entire Bay ecosystem.



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# Watch Out for Whales!

Last month, NOAA's Greater Farallones National Marine Sanctuary advised boaters along the north-central California coast, especially in the San Francisco Bay Area, to steer clear of whales migrating through the area in large numbers from winter through late spring. Gray whales are at a particularly high risk of collisions with vessels because they often travel near shore on the outer coast, and may even wander into bays.

Boaters and water recreationists should use caution around whales year-round, but springtime presents a greater chance of coming into contact with whales. From March through May, around 19,000 migrating gray whales

make their return migration north from Mexican breeding grounds to feed in Arctic waters off Alaska. Many travel through the busy shipping lanes off San Francisco's Golden Gate, in the Greater Farallones marine sanctuary.

While they also migrate south through the sanctuary in winter, gray whales—including mothers with newborn calves—swim closest to shore in spring. Cow-calf pairs can be seen from headlands and coastal cliffs. They may pause in the surf zone and small bays for the calf to rest and nurse, and to avoid attack by killer whales. Calves are totally dependent on their mothers at this time.

Boaters should watch for the gray whale's blow—its exhalation—which

looks like a puff of smoke about 10 to 15 feet high, since very little of the whale is visible at the surface. A whale may surface and blow several times before a prolonged dive, typically lasting three to six minutes.

Federal guidelines advise that boaters should **avoid:**

- Approaching within 300 feet (the length of a football field) of any whale
- Cutting across a whale's path
- Making sudden speed or directional changes
- Getting between a whale cow and her calf (if separated from its



mother, a calf may be doomed to starvation)

Each year, thousands of ships and smaller vessels pass through the Golden Gate. Even small-craft collisions with a whale can have disastrous results, for whale and vessel, and sometimes the boaters. All whales are protected by the Marine Mammal Protection Act. Other local species, such as humpback and blue whales, are additionally protected by the Endangered Species Act.

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# IT'S OPENING DAY ON THE BAY!



Photo by Mia Bernt S/C PICYA

Opening Day on the Bay will be celebrated on Sunday, April 24. The Opening Day Decorated Boat Parade can be easily viewed from the shore, from Marina Green to Pier 39.

BY CAPTAIN RAY

**S**unday, April 24 is Opening Day on the Bay. While this is mostly a grand nautical celebration, there is a part of it that can be enjoyed from the shoreline as well. There are two events happening that day, one of which has roots that go back several hundred years and the other of which is celebrating its 99th anniversary this year.



Photo by Mia Bernt S/C PICYA

Crew members of the parade boats often wear costumes for the occasion.

The first of these is the Blessing of the Fleet. This celebration began in the Mediterranean many hundreds of years ago. It was originally a Roman Catholic tradition; and in many areas of the world, it still is. The villagers would call upon their local priest to seek God's blessing for a productive season and to petition God to ensure the safety of their fishermen.

The Bay Area tends to be a bit more inclusive and this party is open to all. Fishing boats will be there, of course; however, there will also be workboats of all types, as well as sailboats and powerboats. This idea of inclusiveness extends further than just boat types; there is often more than just a Roman Catholic priest available to dispense the blessings. In the more recent past, various Protestant denominations have been represented as well as Wiccans and Druids. The Corinthian Yacht

Club in Tiburon orchestrates the event. It will take place in Raccoon Strait (the body of water between Angel Island and Tiburon) starting at 10:30 a.m. on Opening Day on the Bay. This part of the day's celebrations would be difficult to view from the shoreline.

The part of the day's activities visible from the shore comes next. This second event is the Opening Day Decorated Boat Parade, and it is intended to be a display for those who do not have a boat as well as a celebration for those who do. The theme this year is "Heroes on the Bay"—a theme that is certainly open to interpretation. A few ideas that quickly came to mind for me were: firefighters (public safety officers of all sorts, actually), members of our armed services, teachers and mentors. And what about superheroes, and historical or mythical characters? Who has been an inspiration to you? Whom would you choose? The possibilities are endless. It undoubtedly will be very entertaining to see the great variety of interpretations on this theme on boats participating in the parade.

The route for the Opening Day Decorated Boat Parade was selected specifically to allow for very good viewing from all along San Francisco's northern shoreline. Between noon and 3 p.m., boats will parade from a point near the Palace of Fine Arts and the St. Francis Yacht Club, along the waterfront passing close to the Marina Green, Gashouse Cove, Fort Mason and Aquatic Park, all the way to Pier 39. The parade will be led by the San Francisco fireboat *Phoenix*. This year's grand marshal is U.S. Coast Guard Captain Gregory Stump, captain of the Port of San Francisco, an excellent example of a "Hero on the Bay."

The Pacific Inter Club Yacht Association (PICYA) sponsors this parade. Organized on May 12, 1896, its purpose (as stated in the bylaws) is:

...to constitute an association of yacht clubs and boating organizations, to promote inter-club communications, yachting activities and the social interaction relating thereto, and to organize and



Photo by Mia Bernt S/C PICYA

Last year's theme was Youth in Boating as demonstrated by this tribute to the Peanuts characters.

conduct programs which enhance the general welfare of the member organizations.

The organization was founded by five yacht clubs and has now grown to represent more than 100 member clubs in northern California. It has sponsored this parade since 1917—next year will be the 100th anniversary! You can visit its website, [www.picya.org](http://www.picya.org), for more information about the organization.

So, on April 24, pack a picnic lunch and come on down to the Marina Green. You don't need to own a boat to enjoy the boat parade: The viewing is free!

**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.

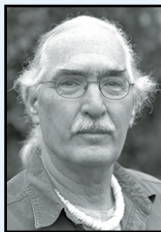


Photo by Mia Bernt S/C PICYA

The Blessing of the Fleet takes place in Raccoon Strait between Tiburon and Angel Island starting at 10:30 a.m. on Opening Day on the Bay.

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# Horizontal Levee Project Breaks New Ground



*The slope of the horizontal levee was planted in sections so that the team will be able to try out different combinations of soil types and native plants to determine which mix is the most effective at filtering wastewater.*

BY BILL PICTURE

The United States Environmental Protection Agency's top water official, Joel Beauvais, was in the Bay Area recently for a tour of the Oro Loma Sanitary District's wastewater treatment plant in San Lorenzo. An experiment is underway there to test a new type of levee that could protect waterfront communities from rising sea levels, and also help preserve water quality.

The "horizontal levee," as it's being called, is designed to mimic the slope of a naturally occurring wetland, and can be built for roughly half the cost of a traditional levee. After his tour, Beauvais said that the idea is a "feasible" solution to a problem that scientists say is inevitable; and he commended the team behind the project for thinking outside the box.

"This is just the kind of innovation we will need to put into practice if we are to protect airports, roads, wastewater treatment plants, and homes in low-lying communities," Beauvais said.

The scientific community points

to climate change as the reason for sea-level rise. Research shows that all around the globe, the sea level has risen about 7.5 inches over the last 150 years. Scientists believe that pace will quicken over the next 50 years, with sea levels in the Bay Area expected to rise another five to 24 inches by 2050, and 17 to 66 inches by 2100.

For communities like the ones ringing the Bay, where billions of dollars' worth of homes, businesses and vital infrastructure have been built near what is now the water's edge, those extra feet of water could spell disaster.

## But what is it?

Until now, engineers approached keeping rising water at bay much the same way we all think of keeping away an unwanted visitor—put up a high wall to keep it out. The problem is, lone-standing levees can be breached, as Hurricane Katrina showed us. So being the forward-thinking and eco-minded region that the Bay Area is, it's no surprise that when charged with the job of shore protection, the local team came up with a more natural and holistic approach to flood control.

The need for a better alternative to the Bay Area's traditional levees was first realized in 2005, when a major storm swept through the region and sent large waves crashing right over the top of existing levees and sea walls. The Hayward Area Shoreline Protection Association knew this storm was just a taste of things to come, and that rising sea levels would soon again have water lapping at the doors of Bay Area communities.

So they hired environmental planning firm Environmental Science Associates (ESA) to evaluate the risks posed by projected sea-level rise and come up with some ideas for addressing it. Together with coastal ecologist Peter Baye, the team came up with the idea for a sloped terrace or "ecotone slope" that would sit at the foot of a traditionally built levee and slow water down before it reached the levee. Made up of layers of gravel and mud, the slope would be planted with vegetation to absorb waves like the ones generated by the 2005 storm.

The entire team behind the project eventually grew to include Oro Loma Sanitary District, East Bay Dischargers Authority, San Francisco

Estuary Partnership, Jeremy Lowe, ESA, Peter Baye, Whitley Burchett and Associates, Engineering Research Center for Reinventing the Nation's Urban Water Infrastructure (ReNUWit), UC Berkeley, the Bay Institute and Save the Bay.

Baye explained to reporters last year, at an event celebrating the completion of construction of the horizontal levee: "What we're building is not technically a levee, but a sloping terrace or ramp against a levee. If you can create a really wide rough levee, it will slow waves down; and maybe you can actually build a smaller levee."

Realizing the potential of the idea, Oro Loma Sanitary District offered up vacant land adjacent to its wastewater treatment plant, whose position at the edge of the San Francisco Bay makes it vulnerable to sea level rise, to give it a try. That location prompted the addition of another exciting element.

Upstream from the gently sloping 400-foot by 200-foot planted terrace will sit a new two-acre wetland basin designed to store wastewater during wet weather, when heavy rains can overwhelm treatment facilities like the one at Oro Loma. The basin will also





provide a much-needed habitat for wetland-loving animal species.

By law, wastewater must be treated twice before it's discharged. During a storm, wastewater could be treated once and then held in the wetland basin until rainfall subsides and the water could be routed back to the facility for a second treatment. This would allow the facility to more efficiently treat higher volumes of incoming wastewater.

While the wastewater was held in the wetland basin, the plants and bacteria there would break down contaminants and remove nutrients that cause algal growth in the Bay; so the water would actually be cleaner when it returns to the facility for its second treatment. Many of the contaminants and nutrients removed during the natural biological processes that occur in wetland areas are resistant to conventional treatment methods.

That's what really piqued the interest of Beauvais, because part of the EPA's comprehensive strategy for responding to sea-level rise has been working with communities to ensure that drinking water and wastewater infrastructure are prepared for the punches that climate change is expected to throw. "Protecting this infrastructure is essential to protecting water quality," he said.

### Making the case

The slope itself has been planted, but the wetland basin is not scheduled to be completed until October. When it's done, the basin will begin receiving wastewater that's already been treated twice. After passing through the wetland basin, the water will trickle down through the slope's sub-layers, which will filter out the treatment-resistant contaminants

and nutrients, to irrigate the vegetation planted there. Until then, the plants will receive water from a nearby well.

The slope was planted in sections so that the team will be able to try out different combinations of soil types and native plants to determine which mix is the most effective at filtering wastewater. The water will be monitored at various points along its trip from the treatment plant to the foot of the ecotone slope to gauge how effective the natural filtration processes are at removing Bay-unfriendly materials. If these processes prove effective, the ecotone slope could someday be connected directly to the Bay. Until then, however, the water will be collected at the bottom of the slope and returned to the treatment plant.

Beauvais described what he saw during at Oro Loma as a "combination levee and treatment wetland." "It's an

outdoor laboratory that will build the science needed to inform how we can effectively 'scale up' green infrastructure to adapt to rising tides," he said. "It starts with the 'wetlands restoration as part of flood protection' approach and then takes it one step further. We need to keep thinking like that."

"It's one of the few projects that I've worked on where there's been absolute unanimity about the value of trying it out," said Oro Loma General Manager Jason Warner. "In fact, it may be the only one. Of course we still have to run the science and make sure it works; but we're all confident, and very excited."

For more about the Oro Loma Wet Weather Equalization & Ecotone Slope Demonstration Project, visit [oroloma.org/horizontal-levee-project](http://oroloma.org/horizontal-levee-project).

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# COAL Is a Four-Letter Word

BY W.G. CLAYTOR

**W**e all know coal is a four-letter word. The San Francisco Bay Chapter of the Sierra Club doesn't like coal and is apparently willing to tune the facts, make implications and otherwise stir the emotions to convince you that coal moving through Oakland will be poisonous. If their case against export coal is as strong as they imply, there would be no need to take liberties with the facts. It is clear that the local Sierra Club wishes to influence your opinion about the proposed Oakland commodities terminal and, in particular, the portion dealing with coal. Here's how they do it:

The San Francisco Bay Chapter of the Sierra Club has a website with a link to a "fact sheet" about the proposed Oakland export terminal. First up is a picture of a bulk carrier at a coal terminal, with open piles of coal nestled down almost to the water. The implication is clear. This is what the coal terminal would look like. They don't want to bother you with the fact that the picture is of a foreign port and the Oakland commodities terminal would look nothing like what is depicted. In a further effort to make the scene "generic," the Sierra Club's picture has been altered to remove the ship's name and funnel markings.

In reality, the Oakland terminal would hold the coal in encapsulated domes (depicted above) after arriving in covered freight cars, and them moving through fully enclosed conveyers out to covered ships. In short, a state of the art, nearly dust-free terminal. This would be one of the first in the country and would demonstrate to other ports, both here (Richmond, Stockton) and abroad that there is a cleaner way to handle coal and other bulk commodities. The project may be reviewed at [tls.com](http://tls.com). Note that one of the Sierra Club's biggest concerns is particulate matter in the air (dust).

Great attention is paid to the purported hazards of coal dust generated by open coal hopper cars, and they are pictured as if the proposal would use such cars. The fact is that the proposal calls for covered rail hoppers.

The disingenuous "fact sheet" continues, and it says that the proposed Oakland Bulk and Oversized Terminal (OBOT) is "supported by" the \$242 million in public Proposition 1B Bond funds approved for the Outer Harbor Intermodal Terminal (OHIT). Nowhere does the Sierra Club say that the public funds are planned to be used for the TLS (Terminal Logistics Solutions) bulk commodity site. But the manner in which these "facts" are presented strongly implies it. To be perfectly clear, no California bond funds, no public funds—that's zero dollars—are to be spent on the TLS Terminal. Let's say that again: No California public money is to be allocated for the export of coal. But there are benefits to Oakland from this project.

The commodities terminal operator, TLS, has planned to invest over \$250 million for the proposed 66-year life of the project. Involved would be a construction payroll of \$76 million and a residual payroll of \$120 million. Much of this would accrue to local benefit. In fact, TLS has promised that at least 50 percent of the workforce would be from Oakland. But such inducements do not interest detractors, who seem to have concluded that this project does not deserve thoughtful and careful scrutiny. Given that the proposed coal portion of the commodities terminal fails to generate coal dust, fails to use California public money, the last remaining objection is that burning the coal will create greenhouse gases offshore. Now this is indisputably true.

The rest of the world—particularly India, China and the Far East—has a growing need for dependable and affordable electricity. Locally available coal in these areas includes some high-sulfur bituminous and lots of lignite, a



*The TLS proposal calls for domed coal storage and covered railcars that, supporters say, will significantly reduce dust and pollution.*

dirty coal that exceeds the particulate and carbon dioxide production of harder coals. Economics dictate that today's cheapest and most dependable electrical energy source is a steam-fired coal generating plant. Since this part of the world is underdeveloped, they will need to supply more and more electricity. Using locally sourced coal would generate more carbon dioxide, more particulates and more sulfur than using a better-grade coal. If inexpensive, low-sulfur coal is not available, these countries will burn what they can. Either way, coal will be burned to generate energy for the intermediate future.

Excess capacity at our western coal mines makes this a potential win-win scenario for all involved. Without an export terminal for western coal, our neighbors in the Far East will burn far dirtier coal because to live, work and feed themselves, they must have electricity. If we allow a short-sighted antipathy to coal to keep us from seeing the temporary mitigation cleaner coal can deliver, then we all lose. We lose cleaner air in Asia,

we lose the chance to reduce worldwide carbon and sulfur emissions and we lose thousands of jobs from mining, moving and exporting low-sulfur coal.

The essence of the program is to take a world-class problem—the shortage of electricity, food and jobs—and come up with the best possible temporary solution to buy time so that we can develop and install real-life, permanent solutions. Everybody knows that coal is a four-letter word. But not everybody knows that the Oakland terminal project will move low-sulfur export coal handled in a next-generation manner and that its use in Asia will actually reduce carbon emissions. This is an opportunity for Oakland to rise above a knee-jerk reaction and really look at the project in a holistic fashion.

*W. G. Claytor III is Managing Director of Red Clay Consultancy, LLC, a rail transportation consulting firm based in Pulaski, Va. There is no compensatory relationship with any entity involved in West Coast coal exports.*

# “Clean Coal” is a Dirty Lie

BY SEJAL CHOKSI-CHUGH

**C**an 10 million tons of Utah coal per year be brought by train through the Bay Area and shipped from Oakland to Asia, without polluting neighborhoods and San Francisco Bay? Can such a scheme cut down on pollution in Beijing and even help reduce worldwide carbon emissions? The developers of a bulk shipping terminal in Oakland claim it can be done. Sadly, this is a lie.

Baykeeper opposes the export of coal from Oakland, because coal would likely be shipped in open rail cars on tracks that run near the San Francisco Bay shoreline, and through cities that include Richmond, Berkeley, Emeryville, and West Oakland. All along the way, the trains would shed toxic dust and pieces of coal. Coal could also be spilled directly into the Bay while being loaded onto ships.

Coal contains arsenic, lead, mercury, chromium and other toxic heavy metals. Its effects range from asthma in kids to reproductive harm to fish.

But wait, say the developers. They claim the coal will be shipped in covered

rail cars that would not pollute our neighborhoods and the Bay. But when coal gets overheated, it can explode. That’s why it has always been shipped in open cars. If the covered cars have enough ventilation to prevent explosions, coal dust and small pieces of coal will still leak out. But even more importantly, the technology to safely ship coal in covered cars across the county hasn’t been demonstrated.

The process of getting the coal from the train cars and onto ships for export also threatens the Bay with pollution. The developers claim it will all be done with “encapsulated domes” and “thoroughly enclosed conveyors.” But if the domes and conveyors are too tightly enclosed, there’s a risk of explosions—right on the Bay shoreline. If they are ventilated, toxic dust could be blown into the Bay. Is it true, as the developers claim, that no public money is being spent on the coal export terminal? The coal export terminal is part of the redevelopment of the former Oakland Army Base. Without the \$242 million investment from the California Transportation Commission, the redevelopment would not be possible. The state legislature of Utah also recently passed a bill providing \$53 million in public money for the export



Photo by Daniel Dancer

Opponents of the terminal believe that open coal railcars pose threats to people and the environment.

terminal. In addition, Bowie Resources, the company whose Utah coal would be shipped to Oakland, will have control over the export terminal.

Finally, the developers claim that the Utah coal they want to bring here is cleaner, and that burning this coal will help reduce global climate change. “Clean coal” is a dirty lie. All coal contains toxic substances and generates large amounts of the gases that cause global climate change. The trains that bring the coal to the Bay Area would also burn fuel that produces pollution and gases that contribute to climate change, and so would the ships that take it away. There is no basis for the claim that shipping Utah coal halfway around the world to “India, China and the Far East” will be less polluting than using “locally available coal.”

Baykeeper, the Sierra Club and many other environmental and community organizations are urging Oakland city leaders to prevent the export of coal from Oakland. We also support legislation

introduced by State Senator Loni Hancock, SB 1277-1280, to restrict the export of coal from California.

As Governor Jerry Brown stated last summer, in order to avoid the worst effects of global climate change, “over 90 percent” of the world’s known coal “can never be taken out of the ground.” If California is serious about its commitment to reducing greenhouse gas pollution, the only thing we should be exporting from Oakland is our clean energy technology.

## Sejal Choksi-Chugh

is the Executive Director of San Francisco Baykeeper.

Baykeeper uses on-the-water patrols of San Francisco Bay,

science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper’s hotline at 1-800-KEEP-BAY, e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org), or click “Report Pollution” at [baykeeper.org](http://baykeeper.org).



Kimon Berlin, Flickr (CC)



# Jack London Square Springs Into April

**S**pring into April with a packed calendar of waterfront fun at Jack London Square! From foodies to dancers, there is something for everyone to enjoy, including musical performances from Oakland School for the Arts, the Oakland Dance Festival, Jack of All Trades, the Pacific Coast Farmers' Market and more.

For the first time ever, Jack London Square will host Oakland School for the Arts Performs on Broadway. Grab a bite at one of the waterfront restaurants, and then enjoy live performances Tuesday evenings in April and May, from 6 p.m. to 7:30 p.m. Local students ages 10 to 17 will perform at the foot of Broadway

including a string quartet (April 5), wind quartet (April 12), future trio (April 19) and piano duo (April 26).

Jack of All Trades will fill Jack London Square with a curated mix of local makers, indie designers, antique dealers, collectors, artists, startups and more on Saturday, April 9. This free-to-attend eclectic market will feature one-of-a-kind items, live music and several free DIY workshops for all ages. Jack of All Trades takes place on the second Saturday of each month, at Jack London Square.

On Saturday, April 30, the Dance-A-Vision Oakland Dance Festival will bring the best local dancers, choreographers, studios and teachers



On Saturday, April 9, the Jack of All Trades eclectic market returns to Jack London Square.

to Jack London Square for one day of fabulous rhythm and fun. From little ones to jiving adults, dancers of all ages will perform and celebrate the power of dance. This free one-day festival will showcase a dazzling array of dance genres including jazz, ballet, modern, hip-hop,

folkloric and more.

Visitors can bike, ferry, BART or drive to Jack London Square. For additional information about Jack London Square, visit [www.jacklondonsquare.com](http://www.jacklondonsquare.com).

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# Of Books and Boxers

BY PAUL DUCLOS

San Francisco may have suffered something of a black eye earlier this year when the Antiquarian Booksellers' Association of America moved its annual book fair to Oakland's Marriott City Center. According to booksellers we spoke with, though, the move was necessary because the former venue in the Fashion Center had been torn down. As fortune would have it, the Oakland event was a huge success and is scheduled to be staged there again in 2017, and perhaps permanently.

Books on the "sweet science" moved well, too, which brings us to our next item:

Premier amateur boxing is being revived in San Francisco this month thanks to legendary matchmaker Rob Fernandez, who is assembling some of the best non-professional fighters from around the state to compete on Saturday, April 23.

The venue will be the Third Street Boxing Gym, which was opened in September 2003 by Paul Wade, an Irish boxer, trainer and champion of the sport. Originally hailing from Dublin, Ireland, Wade first spent his time in a Mission District boxing gym. He made connections in our local boxing community, united by a heartfelt passion that continues to deepen.

Wade won Golden Gloves titles here in San Francisco in 2001. After 2001, he began to focus on training and developing fighters, producing numerous Golden Gloves champions. During this period, he realized that boxing in San Francisco had seen better days and that there was a pressing need for an authentic boxing gym.

Third Street Boxing Gym is home to many aspiring amateurs and local

professionals. With its family atmosphere and an instructional system designed to teach boxing to the masses, the gym has also become home to a growing number of people who recognize the unparalleled benefits of a boxer's workout. One might find school teachers, mothers, stockbrokers, dentists, artists and lawyers in attendance at one of the gym's expertly guided classes.

Wade notes that as the foremost genuine martial art, boxing is full of hard, brilliant and sensational life, possessing an astounding local history. From the

From the golden days of 20-, 30-, and 40-round matches from the 1880s until now, San Francisco has loved boxing and produced many champions in every division.

golden days of 20-, 30-, and 40-round matches from the 1880s until now, San Francisco has loved boxing and produced many champions in every division. A detailed account of the ups and downs of boxing in Northern California would fill many volumes. In fact, the City by the Bay used to be called the "Cradle of Fistic Stars." Long before mainstream sports like football and baseball came to San Francisco, it was home to

famous fighters such as James J. Corbett, Jack Dempsey, Abe Attel, Joe Choynski and Bobo Olsen.

Wade said that he grew up fighting on the streets of Dublin, in a country that breeds fighters. "Fighting is not just a sport to my people," he said. "It is a way of life, and has been for hundreds of years. From a rough start, I discovered boxing, which changed my life infinitely for the better."

Wade maintains that his philosophy is the same as President Theodore Roosevelt, who wrote:

"I regard boxing professional and amateur, as a vigorous, healthful sport that develops courage, keenness of mind, quickness of eye and a combativeness that fits every boy who engages in it for the daily tasks that confront him. It is not half so brutalizing or demoralizing as many forms of big business, and certain

legal work that is often carried on to help such business.

"I have often thought that if we had more boys' clubs where the art was taught, we would have fewer adolescent criminals, the street-corner type of hoodlum and would breed a better class of young American citizens—the future voters. Boxing develops elements of character that are difficult to obtain in other sports: fairness, a spirit of give-and-take, courage and alertness.

"It is only the bully who wants to give and avoid the taking. If boxing were taught in every public and secondary school and in college, this nation would soon find it rid of the bullies and would develop in our youth a spirit of manhood,

a spirit that teaches fairness to our fellow men. We would be rid of street corner rowdies and cowards and make our boys a better, sturdier and healthier lot."

Wade's mission statement is clear and unapologetic: "I want to play a part in bringing back to San Francisco the amazing sport of boxing in all its glory," he said. "I want to pay homage and respect to the fighters and trainers who came before us. This is my mission for Third Street gym."

For more info, see [www.thirdstreetgym.com](http://www.thirdstreetgym.com).

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



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- Every Sat/Sun** **10AM - Noon – Golden Gate Champagne Sail - San Francisco Sailing Company, Pier 39 Marina, San Francisco, 415-378-4887, [www.sailsf.com](http://www.sailsf.com)**  
We depart from Pier 39, go straight to the Golden Gate Bridge and sail down through the entire central Bay past Alcatraz and toward the Oakland Bay Bridge. Enjoy the best panoramic views of the SF City front, Sausalito and Angel Island. Only \$60 per person including two drinks: Champagne, Mimosa, Beer, Wine, Soda or Water. Call or book online: (415) 378-4887, [www.sailsf.com](http://www.sailsf.com).
- April 2&3** **9AM - 4PM - ASA Basic Keelboat 101 Certification Session I, 510-864-3000, [www.PassageNautical.com](http://www.PassageNautical.com)**  
Learn to sail by summer! Join us for a weekend of classroom and on-the-water instruction on our Beneteau First 22 on the Oakland Estuary. \$497.50 per person for the weekend; includes gourmet box lunch and drink. Session II will follow in May.
- April 7-10** **10AM - 6PM – Passage Nautical at Strictly Sail Pacific, Craneway Pavilion & Marina Bay Yacht Harbor, 510-864-3000, [www.PassageNautical.com](http://www.PassageNautical.com)**  
Visit the Passage Nautical on-the-water booth and tour our luxurious new Beneteau and Lagoon boats and learn about our charter program (no membership fees or club dues!), Stop by our Jack London Square office at 423 Water Street for discount coupons.
- April 9** **6 PM – 9PM – Race to Alaska – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Come hear Northwest Maritime Center and Race to Alaska Executive Director, Jake Beattie, share some behind the scene stories of teams and race organizers. Mix and mingle, followed by Race to Alaska Presentation, then reflection and questions. Do you have the physical endurance, saltwater know-how and bulldog tenacity to navigate the 750 cold water miles from the Lower 48 to Alaska? Seminar is free, call to RSVP.
- April 10** **11AM – 4PM - SF Giants sail to McCovey Cove aboard Schooner *Freda B*, 415-331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
Sail boards in downtown Sausalito and sails to McCovey Cove to welcome home the 2010, 2012 and 2014 World Champions from the water. All ages welcome. Gourmet Sandwiches/ Clam Chowder and beverages for purchase on deck. Tickets \$99 per person.
- April 16** **10AM – 12:30PM – Intro to Stand Up Paddleboarding - Outback Adventures, Bucks Launching: San Rafael, 415-461-2222, [www.outbackadventures.com](http://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 Gallinas Creek, no experience necessary. Cost is \$60 per person.
- April 17** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, [Callofthesea.org](http://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 in sailing 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. Tickets: Adults \$60, Child \$30.
- April 17** **6:30PM – 8:30PM – San Francisco Local Cruising Destinations – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://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 -- 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. Seminar is free, call to RSVP.
- April 18–29** **Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Alameda, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- April 19** **Assistance Towing Endorsement Course - Maritime Institute, Alameda, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This four (4) hour USCG Approved course meets the written examination requirement to receive an Assistance Towing endorsement on your OUPV 6-Pack or Master's License. This endorsement is required if you will be engaged in towing a disabled vessel for payment. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).

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# WATERFRONT ACTIVITIES

- April 20 5:30PM – 8PM – Wednesday Night Social Sail – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
 Leave your mid-week blues at the dock and come out for a rejuvenating, twilight sail on San Francisco Bay. Every other Wednesday night, members and non-members head out for two hours of sailing, either in chartered boats or with an instructor. Once you dock, 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
- April 21 Auxiliary Sailing Endorsement Course - Maritime Institute, Alameda, 888-262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
 This Four (4) hour U. S. Coast Guard approved course meets the written examination requirement for a candidate holding a USCG Master or Mate license to obtain a Sailing or Auxiliary Sailing Endorsement. Course subjects include Rules of the Road, Parts of the sailing vessel & sail and Sailing terms and definitions. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- April 21 6:30PM – 9PM - Full Moon Sail aboard Schooner *Freda B*, 415-331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com).**  
 Enjoy sunset and the full moon rise while taking in the beautiful landscape of the Bay area from the water. Sail boards in downtown Sausalito. Snacks and Sonoma/Napa Valley wines available for cash purchase. Early Bird \$59 per person.
- April 22 6PM - 8:30PM – Sunset Sail – Call of the Sea, Sausalito, 415-331-3214, [Callofthesea.org](http://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 in sailing with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. \$60 Adult, \$30 Child.
- April 23 10AM - 4PM - Lagoon 450 SporTop Launch Party, 510-864-3000, [www.PassageNautical.com](http://www.PassageNautical.com)**  
 An exclusive event at our docks in Jack London Square for a limited number of attendees so you can view the brand new Lagoon 450 SporTop without the crowds of a boat show. RSVP a must.
- April 23 7:30PM - 10:30PM - Full Moon Kayak Tour - Outback Adventures, Bucks Launching: San Rafael, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
 Navigating your kayak by moonlight is 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. No experience necessary. Cost is \$65 per person.
- April 24 10AM - 2:30PM - Annual Opening Day on the Bay Sail aboard Schooner *Freda B*, 415-331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
 Sail and see the parade, be a part of the tradition with the blessing of the fleet. Cash Bar for beverages. Gourmet Picnic lunch included, secure your tickets as this sail sells out every year!! \$99 per person.
- April 30 6PM - 8:30PM - Sunset Kayaking Tour - Outback Adventures, Bucks Launching: San Rafael, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
 A great way to end your day! During sunset hours, the water and wind are typically calmest and create optimal conditions for a relaxing paddle. Along the way we'll observe shorebirds coming in to roost and hopefully a few Harbor Seals swimming about and feeding. No experience necessary. Cost is \$55 per person.



**OUTBACK ADVENTURES** Tours - Classes - Sales - Rentals

[outbackadventures.com](http://outbackadventures.com) – 415.461.2222

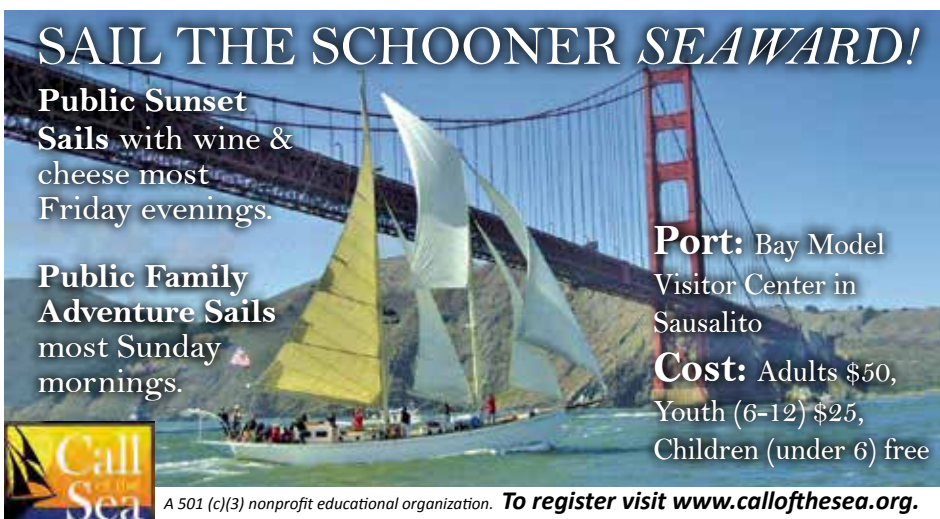


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**SAIL THE SCHOONER SEAWARD!**

**Public Sunset Sails** with wine & cheese most Friday evenings.

**Public Family Adventure Sails** most Sunday mornings.

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

**Cost:** Adults \$50, Youth (6-12) \$25, Children (under 6) free

**Call of the Sea**  
 A 501 (c)(3) nonprofit educational organization. To register visit [www.callofthesea.org](http://www.callofthesea.org).



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# San Francisco Bay Ferry

## VALLEJO

### VALLEJO – SAN FRANCISCO

Travel time between Vallejo and San Francisco is approximately 60 minutes.

#### Weekdays

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

#### Weekends & Holidays

10:00 a.m.	11:10 a.m.	11:30 a.m.
11:30	12:45 p.m.	-----
2:30 p.m.	3:40	4:00 p.m.
3:30	4:40	-----
5:15	7:00	6:30

#### FARES: One-way

Adult	\$13.40	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$10.10	
Youth (5-18)	\$ 6.70	
Senior (65+)/Disabled/Medicare	\$ 6.70	
School Groups	\$ 4.40	
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	Arrive Ala/Oak
6:05 p.m.	6:20 p.m.	6:55p.m.	*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	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20p.m.	*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

## VALLEJO - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

## ALAMEDA/OAKLAND

### Weekdays to San Francisco

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

### Weekdays from San Francisco

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

## 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	\$6.70
Adult (Clipper Only)	\$5.00
Youth (5-18)	\$3.30
Disabled / Seniors (65+)	\$3.30
School Groups	\$2.20
Children (under 5)	FREE

## ALAMEDA/OAKLAND - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

## ALAMEDA/OAKLAND

### Weekends and Holidays to San Francisco

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

### Weekends and Holidays from San Francisco

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

#### FARES: One-way

Adult	\$6.40	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291
Adult (Clipper Only)	\$4.80	
Youth (5-18)	\$3.20	
Senior (65+) Disabled	\$3.20	
Child under 5	FREE	
School Groups	\$2.10	
Short Hop - Adult	\$1.50	
Short Hop - Youth	\$0.75	
Short Hop - S / D	\$0.75	

## SOUTH SAN FRANCISCO

### Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:30 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	6:05	5:55
7:00	7:50	7:35

## South San Francisco / San Francisco

### 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	\$7.40
Adult (Clipper Only)	\$7.20
Youth (5-18 years)	\$3.70
Seniors (65+ yrs), Disabled	\$3.70
School Groups	\$2.40
Children (under 5) (with an adult)	FREE

# AROUND THE BAY IN APRIL

## ***Come Sail Away***

For the first time ever, the 2016 Strictly Sail Pacific Boat Show will cruise into the historic Craneway Pavilion and Marina Bay Yacht Harbor in Richmond with the largest and oldest sailboat show on the West Coast. This expansive new location will allow Sail America to expand the show both inside the Craneway Pavilion and outside on the water with sailboats of every size and budget including sleek racers, multihulls, family cruisers and luxury yachts. This four-day event from Thursday, April 7 through Sunday, April 10 will feature hundreds of the latest boats, gear, accessories, free seminars and interactive activities for young aspiring sailors and more. From nautical novices to serious sailors, Strictly Sail, now in its 21st year, is the place for people to immerse themselves in the sailing lifestyle, talk to experts, participate in hands-on seminars, learn new techniques and check out the latest marine gear. Tickets are \$18 for a one-day adult pass, and children 12 and under are free when accompanied by a paid adult. Adult passes are \$28 for two days and \$48 for all four days. More information and advance tickets are available at [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

## ***SF Beer Shuttle Is Here!***

Join local brewers in celebrating craft beer throughout San Francisco. The San Francisco Brewers Guild is providing free hop on, hop off evening shuttles showcasing neighborhood breweries as part of its monthly Meet the Brewers nights on the third Wednesday of each month. This month, for April 20, Meet the Brewers night moves to Old Bus Tavern and the Mission / Dolores / Bernal Line, with shuttle stops at Old Bus, Woods Cervecería, Southpaw BBQ and special guest venue Rosamunde Sausage Grill (Mission). In this guest role, Rosamunde will be holding a San Francisco Brewers Guild “tap takeover,” showcasing beers from guild members without taprooms or locations that didn’t make the 2016 schedule, such as Almanac Beer, Fort Point Beer, Headlands Brewing, Pine Street Brewery, San Francisco Brewing



Photo by Joel Williams

and others. Simply hop on and hop off at any of stops on the schedule starting with the Meet the Brewers host brewery. For more details, visit [drinksbeer.com/shuttle](http://drinksbeer.com/shuttle).

## ***Pitch In on Earth Day***

The California State Parks Foundation’s 18th Annual Earth Day Restoration and Cleanup is April 16 at state parks throughout the Bay Area. Thousands of volunteers are needed to work on much-needed projects that help improve our parks. This year, thanks to the support of sponsors and media partners, nearly \$2 million in grants have been provided for much-needed maintenance and improvement projects at 26 locations statewide. These projects include campfire center improvements, habitat restoration, native garden conservation, fence building, trail maintenance and beach cleanup. Over the past 17 years, 81,670 participants have built bridges, split rail fences and boardwalks, conducted river, lake and beach cleanups, restored trails and habitats with native plants, and installed recycling bins and irrigation systems. Earth Day 2016 provides an opportunity for all of us to do something meaningful for our planet and our communities. To volunteer on Earth Day, visit [calparks.org/earthday](http://calparks.org/earthday) or call (888) 98-PARKS. Space is limited, so advance registration is required.

## ***SF Green Film Fest***

San Francisco Green Film Festival returns Thursday, April 14 through Wednesday, April 20 for its biggest year yet. For its sixth edition, the Green Film Fest will be a city-wide celebration and focal point for the week of Earth Day. As the West Coast’s leading green destination, the festival is bringing together films, filmmakers, experts and audiences to spark the next great environmental ideas. The festival will present 70 internationally acclaimed, eco-focused films. Over 90 visiting filmmakers and guest speakers will be in attendance to delve into some of the most pressing environmental issues and innovative solutions. Audiences will be inspired to move beyond their theatre seats, with tangible ideas and connections to take positive environmental action. The festival’s theme this year is “Keep It Wild,” with a series of films that inspire us to preserve our wilderness. Opening night will take place at the Castro Theatre, a new venue for Green Film Fest, on Thursday, April 14. The festival will then move to its main venue, the Roxie Theatre, from April 15 through 19 before returning to the Castro Theatre for closing night on April 20. For more information and other festival venues, visit [greenfilmfest.org](http://greenfilmfest.org).

## ***Golden State Waters Action Summit***

Join the Bay Institute on April 13 and 14 aboard the *San Francisco Belle* for the Golden State Waters Action Summit, a two-day event to address the protection and management of the waters where San Francisco Bay meets the Pacific Ocean. The waters on either side of the Golden Gate Bridge are some of the most biologically dynamic and productive in the world, hosting critical ecosystems and supporting many important industries. Protecting our Bay, coast, and ocean resources is essential for both a healthy environment and a thriving economy. This event will convene top-level policy makers, government agencies, scientists, non-governmental organizations and the private sector to participate in a first-ever summit. The topics that will be addressed include climate change adaption, marine debris, marine protected areas, new technology applied to the ocean and much more. For more information and to purchase tickets, visit [thebayinstitute.org](http://thebayinstitute.org).

## ***Tall Ships Head to Bodega Bay***

In case you missed them in the Bay Area last month, the tall ships *Lady Washington* and *Hawaiian Chieftain* will visit Bodega Bay from April 13 to 18 and offer walk-on tours, educational programs, and cannon battles from Spud Point Marina, 1818 Westshore Road, Bodega Bay. Three-hour battle sails are recreations of a typical 18th-century naval skirmish between two tall ships. The vessels fire a real cannon with real gunpowder, but no cannonballs. Guests are encouraged to verbally taunt their adversaries and assist with ship operations, such as raising a sail. The ships are currently on a seven-month tour of California ports. Both ships are U.S. Coast Guard-inspected passenger vessels. Tickets are \$75 adults, \$67 students/seniors/active military, \$39 children 12 and under. Purchase tickets at [historicalseaport.org](http://historicalseaport.org) or by calling (800) 200-5239.

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



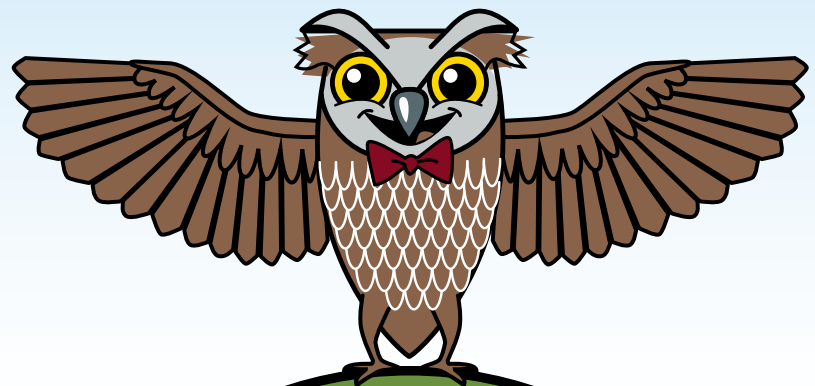
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