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August 2016 Vol.17, No.8

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After the owner of Point Buckler Island filled its wetlands and tidal marshes without proper permits, authorities ordered him to restore the island's important wetland ecosystem. They also levied a fine of \$4.6 million for damage to the 39-acre island, which is located in Suisun Bay, a major inlet of San Francisco Bay at the gateway to the Sacramento-San Joaquin Delta. The owner then took to the media to complain about purported government overreach.

Photo from the Baykeeper pollution patrol boat by Roger Cunningham

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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Bay's Working Waterfront Real Estate Continues on Sustainable Track

BY PATRICK BURNSON

San Francisco-based Prologis, a leading logistics real estate firm, announced the release of its annual sustainability report last month. The report documents the company's activities in the three dimensions of sustainability: environmental stewardship, social responsibility and corporate governance and ethics. Highlights from the report include:

Environmental Stewardship

- The certification of 45 projects totaling 15 million square feet of sustainable buildings in 2015, bringing the company's total sustainable building certifications to 68 million square feet across 173 projects in 15 countries.
- Solar installations in the company's footprint increased by 30 megawatts (MW) to 149 MW in nine countries.
- 73 percent of the company's operating portfolio now has efficient lighting, up from 68 percent in 2014.

Social Responsibility

- \$1.5 million donated by Prologis and the Prologis Foundation to local nonprofits.
- More than 9,900 employee volunteer hours contributed, including those during IMPACT Day, Prologis' global day of service, to more than 60 nonprofit organizations in the areas of education, human welfare and the environment.
- 105 months of rent-free distribution center space donated to 18 nonprofits through Prologis' Space for Good program.

Corporate Governance and Ethics

- REIT (Real Estate Investment Trust) industry's corporate governance leader for the 13th year in a row, according to Green Street Advisors.

"As I look back on this past year, I am proud of our sustainability accomplishments and inspired by my fellow employees," said Jeannie Renne-Malone, the company's vice president of sustainability. "Their efforts to minimize our environmental impacts, engage with our communities, and act with uncompromising integrity are the

lifeblood of our sustainability program. Together, we will work diligently so that Prologis is resilient in the face of complex and interrelated global challenges and to ensure that our sustainability program will leave a lasting positive impact for generations to come."

Port of San Francisco Moves Forward on Pier 80 Marine Terminal

Bay Crossings readers may recall that the renovation and development of San Francisco's historic Pier 1 is the result of a private-public partnership between Prologis and the Port of San Francisco. The project created an innovative workplace using open space and sustainable design that preserves the building's historic industrial past and reinforces the company's culture and business.

The Port of San Francisco continues on its path of commercial cargo sustainability as it moves forward on inaugurating a 15-year marine terminal management agreement for Pier 80, the port's cargo terminal in the southern waterfront, with Pasha Automotive Services (PAS).

As reported here in June, the new agreement with PAS promises to transform Pier 80 from an underutilized asset to a thriving marine terminal, creating new revenue for the port and significant economic and employment benefits for San Francisco.

Port of Oakland Inaugurates New Rail Facility

As covered further in this month's Green Pages feature on page 11, the Port of Oakland welcomed the first train to use a new, \$100 million near-dock rail facility at the former army base last month. The new tracks are located in the port's Outer Harbor intermodal terminal area. They were designed as

part of a strategy to enhance the port's intermodal capabilities.

The port wants to attract more discretionary cargo through Oakland. Discretionary cargo is cargo which is not local to the region and can be shipped through any number of seaports in the United States, Canada or Mexico. The cargo on the inaugural train was originally destined for Canadian seaports.

The 100-car train carried Archer Daniels Midland agricultural products from the Midwest that were headed to Asia. The cargo was transferred from the rail cars directly into containers by port tenant Capital River Group and was delivered to the terminals for export. The Port of Oakland has seen a growing market for agricultural products, especially from California's Central and Salinas valleys and the Midwest.

"The port envisioned a rail yard that would bring cargo through Oakland," said Port of Oakland Maritime Director John Driscoll. "This was made possible by maritime business partners such as Union Pacific Railroad and government funding partners."

The new tracks are part of a phased rail expansion. They consist of five manifest yard tracks and eight support yard tracks. Manifest yards are used for receiving rail cars that come from Class I railroads. Support yards are used for short term storage. Warehouses and distribution centers are also envisioned on the former army base.

The rail yard was built using California state Trade Corridor Improvement Funds (TCIF) and federal Transportation Investment Generating Economic Recovery (TIGER) grants.

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

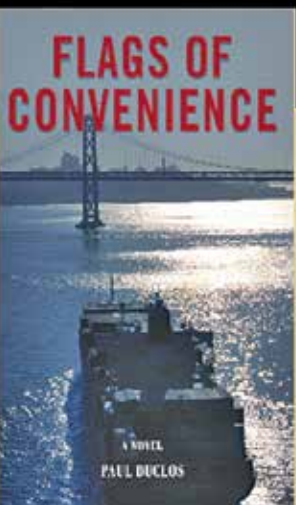
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The El Toro Has Its Day

BY BRUCE BRUBAKER

On Saturday, July 16, about 60 people gathered on the Richmond shoreline to unveil a sculpture dedicated to the origin of the venerated El Toro racing dingy. They celebrated the popularity of the little sailboat that could and its connection to Boat Ramp Street, a public park next to the former site of the Richmond Yacht Club, where the boat was created in 1940.

One of the participants, Dr. John Tysell, told the legend of the boat's creation: "The original design was created during a bull session with four

or five Richmond Yacht Club members standing around drawing boat shapes on the ground. When they were done, there was so much bullshit on the ground they named the boat the El Toro—and that's why the symbol on the sail is a shovel."

Out of this colorful beginning came a boat that has been built, sailed and raced across the country and internationally. At least 12,000 El Toros have been built, most of them by individuals. There are probably several in every Bay Area marina, and there may be one in your neighbor's backyard. The boat was specifically designed to be easy to construct, as the hull can be cut from two pieces of marine grade plywood.

Many of those who attended

the ceremony learned to sail in an El Toro and had fond memories to relate. Gordy Nash, President of the El Toro International Yacht Racing Association (www.eltoroyra.org) told how he jumped in his father's El Toro when he was five years old and took off. His father saw the youngster (who had no sailing experience) sail away—and thought he wouldn't get far. He finally caught up to him at the Sugar Dock, about half a mile up the channel. Sixty-six-year-old Gordy has been racing about ever since, and has won two El Toro National Championships.

Vicki Gilmore described the teaching program at the Richmond Yacht Club, where they train youth to sail in El Toros. She described the training program, which reaches out to disadvantaged youths to give them a chance to experience the Bay in a new way—by sailing on it.

Nancy Strauch conceived the El Toro sculpture that brought this crowd together. Three years ago, she learned that some money from the Bay Conservation and Development Corporation was available for a public access project on the Richmond shoreline. She had heard the story of the El Toro and thought it would be great to have an exhibit to tell it to the public, near the site where the idea for the boat was hatched.

She brought me on to design the sculpture. I'm an architect without a lot of sailing experience, but the El Toro captivated me—especially the central idea of a design that anyone could build. We ordered a set of blueprints from the El Toro Association for \$25. From those we made the stainless

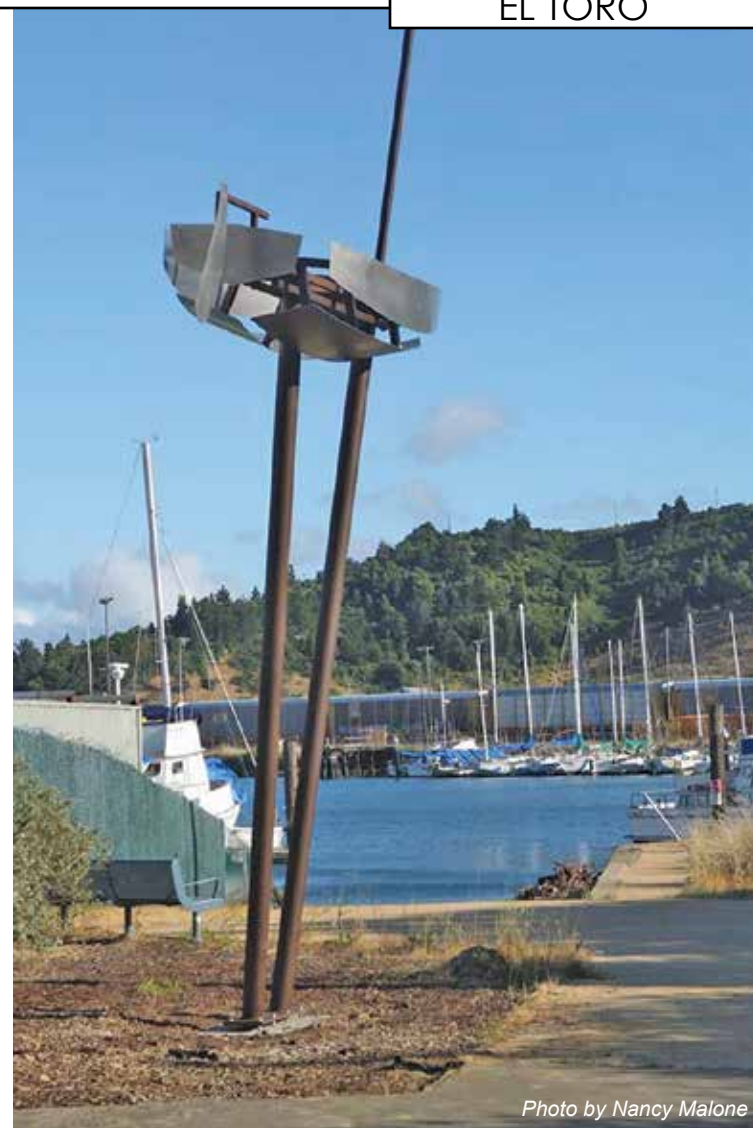


Photo by Nancy Malone

The El Toro Sculpture at its location on the Richmond Inner Harbor



Photo by Nancy Strauch

At least 12,000 El Toros have been built, most of them by individuals. The boat was specifically designed to be easy to construct, as the hull can be cut from two pieces of marine grade plywood.

steel hull parts in full scale, but they are pulled apart in the sculpture to make the assembly process visible. Kers Clausen and Clausen Engineers did the structural engineering.

Steelworker and artist Melissa McDonald fabricated the sculpture in her shop in West Berkeley. Contractor Mark Howe's firm drilled and placed the foundation. The sculpture was lifted by crane onto the foundation under the skillful supervision of KKMI owner Paul Kaplan. Jan Brown designed the plaque that relates the story of the El Toro.

At the end of the ceremony, Nancy Strauch and I shattered a bottle of champagne on the structural upright of the sculpture after Nancy said these words: "May God bless these little boats and all who sail

them." By all accounts of those who attended the ceremony, the origin, history and future of the El Toro is well worth celebrating.

How to visit the El Toro Sculpture:

By Bike: Ride SF Bay Trail along Cutting Blvd to Boat Ramp Street.

By Vehicle: Exit Canal Blvd. from I-580, drive one block toward Bay, turn left on Cutting Blvd. Boat Ramp Street is on the right side between the San Pablo Yacht Club and KKMI.

Allyn Shafer

BY MATT LARSON

If you'd want to hear something about your ferry captain—the person responsible for getting you to and from San Francisco safely every day—it's probably that he's very experienced and loves his job. That's Allyn Shafer, a vessel master for Golden Gate Ferry, who said, "I just can't be out on the water enough."

Shafer worked for 37 years with California State Parks driving ferries at Angel Island. Now at about three years with Golden Gate Ferry, he works pretty much whenever he wants as a casual vessel master. "It's a fun retirement job for me," he said.

According to Shafer, working for Golden Gate is a breeze compared to his career at Angel Island. "On Angel Island we ran the whole boat program—we did all of the maintenance and the operation," he said. "At Golden Gate, you show up and drive a boat all day. If something breaks, somebody else gets to fix it!"

Shafer shared some of the benefits of the job. "It's exciting to drive the fast catamarans," said Shafer. "You're going down the Bay at like 40 knots! It's quite impressive." Ferry captains are constantly on the lookout for other boats and obstacles in the water, and

with that comes some amazing sights. "You're usually seeing a beautiful sunrise in the morning or a beautiful sunset if you work the evening shift. It's always beautiful."

"I just love being out on the water," he said. "I've got my own boat. My wife and I go on yacht club cruises, go up the Delta, just generally hang out on the boat." The Shafers and their 30-foot Luhrs powerboat have been members of the Corinthian Yacht Club in Tiburon for the past 30 years; Shafer was even the commodore there in 2009. The Shafers enjoy going to Tinsley Island, Tower Park and other yacht clubs in the area. Basically, if Shafer's out on the water, he's content.

Shafer said that one of the highlights of the job is captaining the baseball runs when the Giants are playing, as it's always an exciting atmosphere. Usually while the game is in session, the ferry staff work on drills to pass the time. "Sometimes you'll see us at the ballpark with the firehose going and man-overboard gear deployed." Shafer said not to be concerned: "We're running the crew through drills."

Shafer said that the challenges of the job primarily come from the weather conditions of the Bay, but with all the high-tech equipment in the wheelhouse, he believes there's nothing Golden Gate Ferry's captains can't handle. "For 40



Allyn Shafer worked for 37 years with California State Parks driving ferries at Angel Island before joining Golden Gate Ferry three years ago as a casual vessel master.

years I've had my captain's license," Shafer said. "So it comes kind of second nature." In addition to driving ferry boats and his own personal powerboat, Shafer got into sailboating for a little while, he joined some friends on the Baha Ha-Ha Cruisers Rally from San Diego down to Cabo San Lucas, and he worked the America's Cup race escorting VIPs around the Bay.

Having grown up in Sacramento, Shafer now enjoys living in San Rafael, especially as it's so close to work. One of the best parts of the job is that

sometimes while Shafer is captaining the ship, his wife and son are also on board. "My wife Kim and my son Nick ride the Larkspur ferry every day," he said. "When I'm working I can say hi!"

Especially with his family on board, Shafer attests that the ferry is the best way to go. "Rather than driving into the city and having to park, it's just a wonderful way for anybody to commute," he said. "If I have anything to do in the city I usually try to work it around a ferry ride in. I'm a big proponent of ferry travel."



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IT CAME FROM
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Sea Lion Summer

BY MALLORY JOHNSON

It's summertime in San Francisco, which means travelers from around the world are flocking to the City by the Bay to experience clam chowder, cable cars and our dear friend Karl the Fog.

Despite all the extra bodies in the city this time of year, some iconic characters are noticeably absent from the landscape. San Francisco's world-famous sea lions, who frequently inhabit the docks at PIER 39, are nowhere to be found. Rafts that were previously occupied by the masses are suddenly vacant, and the resounding barks that once filled the wharf have abruptly fallen silent.

No need to worry though, because these charismatic mammals are just taking

a little summer vacation of their own.

For the majority of the year, male and female sea lions spend their time apart. Male sea lions typically hang out in Northern California, many of them taking over the docks at PIER 39. Meanwhile, female sea lions stay around the Channel Islands in Southern California or along the coast of Mexico.

During mating season, male sea lions migrate south to meet up with the ladies and begin their courtship. Males must win over a mate by establishing and defending a territory. The females will wander through the territories to pick a partner, avoiding males who are overly assertive or aggressive. At the end of breeding season—generally around late August or early September—the males will migrate back north, with many of them returning to their bachelor pad at PIER 39.



Photo courtesy of Sea Lion Center

To help fill the void until our dear friends return, here are eight facts about California sea lions.

1. Sea lions have an inherent biological need to be in close contact with one another. This innate urge, called "thigmotaxis," helps keep the body temperature of these warm-blooded mammals up.
2. Males are much larger than females, boasting a thicker neck and protruding crest atop their heads. Males also have a darker hide, while females and juveniles are normally light brown or gray.
3. California sea lions are known for their intelligence, playfulness and noisy barking.
4. Sea lions are top predators who enjoy variety in their diet, feeding on squid, octopus, herring, rockfish, salmon, anchovies and more. They are considered opportunistic feeders, which means they will eat any available prey instead of focusing on one species.
5. California sea lions, along with other marine mammals, are protected by the Marine Mammal Protection Act. It is unlawful for unauthorized persons to feed, handle or harass them.
6. PIER 39's convenient location near the Bay entrance provides sea lions with easy access to feed on schooling fish like the anchovies and herrings they so relish.
7. In addition to access to food, San Francisco Bay offers another key benefit to California sea lions—the shallow and less salty water provides protection from predators like great white sharks.
8. While they don't face predators in the Bay, sea lions do face other threats. Marine debris and plastic pollution cause many problems for these charismatic mammals. Sea lions are curious creatures and use their noses to investigate floating objects, causing items like plastic fishing line, nets, or other marine debris to become entangled around their necks. Other human-created issues for sea lions include ingestion of plastic trash.

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Together, we can help minimize these dangerous hazards to sea lion health by using less plastic and joining local coastal cleanups to keep trash out of our Bay and ocean. You can also discover more facts about California sea lions, and how we can all do our part to keep them safe, by visiting the Sea Lion Center on PIER 39, located just above the sea lions' hangout on K-Dock. Learn more by visiting www.sealioncenter.org.

Mallory Johnson is the Communications Manager at Aquarium of the Bay, a nonprofit dedicated to



protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



New Port of Oakland Rail Yard Shortens the Distance Between Shipper and Dock

BY BILL PICTURE

The opening last month of a \$100 million near-dock rail facility at the Port of Oakland allows the port to compete for a share of American exports that originate outside the Bay Area and typically travel to West Coast ports via rail.

Without its own rail yard, the Port of Oakland had previously been out of the running to receive such cargo, much of which is bound for markets in Asia. As a result, manufacturers had to send the trains carrying their goods to rail-friendly ports in Los Angeles, Long Beach, Seattle, Canada or Mexico. Most often, the distance from the origin to one of these other ports was greater than the distance to Oakland, so routing the cargo through the Bay Area is a shorter, quicker and more environmentally friendly trip.

The first train to pull into the Port of Oakland's new rail yard on July 7 was carrying 100 cars of livestock feed from the Midwest—feed that was originally intended to depart for Asia from a Canadian seaport. Shipping from Oakland instead is estimated to have shaved 200-plus miles off the trip

from manufacturer to port. This spared the environment of the extra diesel emissions, and it also saved money. "When it comes to moving goods, time is money," said port spokesperson Robert Bernardo.

Trains versus trucks

Rail remains the preferred mode of transportation for manufacturers moving large volumes of goods (like grains or other agricultural products) long distances to a port for loading onto oceangoing vessels. The reason rail prevails over trucks is simple—rail is more cost-effective for these volumes of goods. To move the same volume by truck would require significantly more loads. For example, each of the 100 rail cars that pulled into the Port of Oakland last month was carrying the equivalent of 3.5 40-foot freight containers, the kind typically seen being pulled by trucks.

"So to move that same load by truck would result in more vehicles on the highways, and more pollution," said Bernardo. "Rail transport is definitely more environmentally friendly; and anytime you can help shorten the distance that goods have to travel, that's a good thing for the environment regardless of the mode of transportation.

But for us, less trucks on the roads is a big win."

West Oakland has been plagued by poor air quality for years. And while port-related emissions are only partially to blame for this—the bigger culprit is the tens of thousands of vehicles traveling on nearby freeways each day—Bernardo believes every effort should be made to encourage manufacturers to consider greener means of transporting goods when possible.

According to a study by the National Association of Railroads, freight trains are four times more fuel efficient than trucks, so moving freight by rail would reduce greenhouse gas emissions by 75 percent.

The promise of a cleaner conscience is likely not enough to persuade those manufacturers who find trucking more convenient to give rail a go, but the promise of a quicker trip to port will at least pique the interest of some, particularly now that Oakland's rail yard makes it a viable jumping-off point for rail cargo destined for Asia.

"These days, it's all about how fast you can get cargo from the Midwest to Asia," Bernardo said. "The quicker you can get the product to port, onto a ship and on its way, the better."

It's important to note that a good amount of the Asia-bound goods arriving at West Coast ports via rail comes from within California. There's a growing demand for agricultural products from the Central Valley and Salinas Valley. Until now, these goods had to travel much farther to reach the nearest rail-friendly port.

Just the beginning

The new near-dock rail facility is part of a larger plan to enhance the Port of Oakland's "intermodal" capability—that is, the ability for cargo to travel via multiple modes of transportation with a minimal amount of handling at transfer points. In most cases, this means truck to rail to ship. "That's what makes a port truly competitive," Bernardo said.

The rail yard itself, which broke ground in April 2013, was phase one of that plan. It consists of five manifest yard tracks and eight support yard tracks.



Photo by Port of Oakland

The first train to pull into the Port of Oakland's new rail yard was carrying 100 cars of cargo that was originally intended to depart for Asia from a Canadian seaport.

Manifest yards receive inbound rail cars. Support yards are used for short term storage. In total, the new rail facility contains 39,000 linear feet of track.

Phase two of the plan is the construction of on-site warehouses and distribution centers, including refrigerated facilities that will allow for more perishable items to pass through the Port of Oakland. Once built, these warehouses and distribution centers will be occupied by port tenants, generating income for the port and creating scores of local jobs. Phase two is expected to be completed by spring 2018.

"And once phase two is up and running, we'll be a global seaport logistics complex," Bernardo said. "Then we'll be super competitive."

Phase one construction created about 500 jobs. By the time the port has fully realized its dream of being a seaport logistics complex, roughly 12,000 jobs will have been created.

"These are all things that I heard about when I first started working at the port," Bernardo said. "Fast forward 14 years, and it's actually happening. The major transformation that we've been talking about and planning for years is happening right now. It's a very exciting time for the port."



Photo by Port of Oakland

Freight trains are four times more fuel efficient than trucks, so moving freight by rail instead of trucks would reduce greenhouse gas emissions by 75 percent.



Photo from the Baykeeper pollution patrol boat by Roger Cunningham.

Heavy equipment was used to damage wetlands and destroy wildlife habitat on Point Buckler Island.

What's Better for the Bay: Wetlands or Private Resort?

BY SEJAL CHOKSI-CHUGH

After the owner of Point Buckler Island filled its wetlands and tidal marshes without proper permits, authorities ordered him to restore the island's important wetland ecosystem. They also levied a fine of \$4.6 million for damage to the 39-acre island, which is located in Suisun Bay, a major inlet of San Francisco Bay at the gateway to the Sacramento-San Joaquin Delta.

The island's landowner went to the media and attempted to downplay the harm his actions have caused. He painted the penalties as an example of government regulators run amok.

In fact, the San Francisco Bay Re-

gional Water Quality Control Board, the agency tasked by the state legislature and voters with protecting our waterways, has simply enforced the law. State and federal regulations prohibit filling and draining Bay and Delta wetlands without a permit. Filling and draining can harm or ruin these fragile ecosystems.

Wetlands provide critical economic and environmental benefits. They provide habitat for birds and other species, filter pollutants and buffer our communities from sea level rise and storm surges.

Yet in pursuit of creating a high-end club, Point Buckler Island's owner constructed dikes around the island, dumped excavated soil on the island's wetlands, created ponds, built roads and helicopter pads, and installed shipping containers and trailers. As a result,



Left: Aerial view of 39-acre Point Buckler Island in 2011. 37 acres were assessed as tidal marsh; 1 acre as "tidal channels and ditch"; and .5 acres as lowland terrestrial, in a recent expert report. Soon after this photo was taken, excavation and drainage of the island began. Right: February 2016, construction of the drainage ditch was complete, interior wetland vegetation appears dead, artificial ponds and roads had been constructed, and vegetation had been mowed. Aerial Photography by Quantum Spatial provided by San Francisco Bay Regional Water Quality Control Board.

once-thriving wetlands are now weed-choked land or bare dirt, strewn with litter. The habitat is no longer available

to the wildlife of Suisun Bay, including young Chinook salmon and the Suisun song sparrow.



Decades ago, Point Buckler Island was part of a complex of duck hunting clubs constructed with levees in Suisun Bay. But the island's levees fell into disrepair. Historic photos show that by the early 1990s, the site had fully returned to tidal marsh. Any modification of tidal marsh requires extensive planning and mitigation to ensure wetlands and critical wildlife habitat are not lost. None of that has been done at Point Buckler.

San Francisco Bay and the Delta face tremendous ecological pressure from climate change. Recognizing this, in June Bay Area voters passed Measure AA, a parcel tax that will raise \$500 million to restore wetlands around the Bay. Taxpay-

ers have invested hundreds of millions of dollars, and will invest even more in the future, to restore tidal marsh and ensure a more resilient Bay and Delta. Destroying the much-needed wetlands that already exist undermines these investments and the health of the Bay.

Baykeeper supports the Regional Water Board's efforts to enforce the law at Point Buckler Island and protect the San Francisco Bay-Delta ecosystem. We'll be at the board's hearing about Point Buckler this month, standing up for the Bay's wetlands. To learn more about Baykeeper and support our work, visit our website at 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, or click "Report Pollution" at baykeeper.org.



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CHALLENGING YOUR EXPECTATIONS

BY CAPTAIN RAY

Every once in a while, it is good to have your basic assumptions challenged. If you see a waterfall, you expect to see water leaping off of some high point into a pool below. After all, what else can the water do when it arrives at the edge of the cliff?

But, many years ago I was at a place where the water didn't fall as it went over the cliff. Instead, it rose! There is a logical explanation, of course: wind. In this case, the very consistent northeast trade winds that blow across the Hawai'ian Islands. As this wind strikes the Pali (a more than 1000-foot-high cliff on the

northeast side of Oahu), the wind flows up the face of the cliff, carrying the water from the stream with it. However, the phenomenon was no less wondrous once I learned the physics behind it.

On a visit to Europe last May, I had another of those reorientations to the wonders and surprises of our planet. I was in the town of Lemmer, in Friesland, the northernmost province of the Netherlands. The town is located on the IJsselmeer. This body of water was called the Zuider Zee (or South Sea) until 1932, when the Netherlands diked it off from the Noord Zee (North Sea) and turned it into a large freshwater lake. We had come to watch a skûtsje (Dutch sailing barge) race and enjoy a warm, sunny spring day. There was

also a festival of some sort in the town and, after the race was over, all the boats began to crowd into the Lemster Sluis, the lock connecting the IJsselmeer with the Lemmer town waterfront basin.

It can be quite entertaining when many boats are trying to maneuver into a small space. There tends to be quite a bit of jockeying for position, mostly good natured shouting, and some pushing and shoving of boats—called “fending off” in sailor talk. We stood

at the edge of the lock to watch the fun. This sluis however, was under the control of a very efficient (and very firm) lock mistress. Through a series of unambiguous verbal commands and unmistakable gestures, she was very much in charge. Not so much bringing order to chaos as preventing chaos in the first place. So orderly. So very Dutch.

When the lock was filled to capacity and the gate closed, the lock mistress picked up a long pole. Suspended by a cord from the end of the pole was a klompen (a wooden shoe). Using this uniquely Dutch technique, she reached out to each boat in the lock chamber and collected the required toll.

I have been through many locks: the Panama Canal on an aircraft carrier (I wasn't driving); the Ballard Locks in Seattle, which connect Lake Union with Puget Sound; as well as locks on the Rhine and Danube rivers. The concept of lifting vessels above sea level (in the case of the Panama Canal, 85 feet) has always

fascinated me. In Europe these canals and locks connect the continent's major river systems (the Rhine, the Danube, the Seine, the Rhone, the Loire, etc.) allowing unrestricted water transport from Rotterdam and Amsterdam on the North Sea to the Black and Mediterranean Seas.

You may be wondering what this has to do with challenging preconceived assumptions. Well, at the Lemster Sluis, once the tolls were collected and the water began to flow between the chambers, the vessels in the lock did not rise. Based on my experience with locks, I expected a lock leading inland from the sea to raise boats. But almost half of Friesland is below sea level. The town of Lemmer and its waterfront basin are about 1.5 meters below sea level. The Netherlands may be the only place on earth where boats need be lowered as they leave the sea and move inland.

There is a saying: “God made the earth, but the Dutch made Holland!” Indeed.



Photo by Captain Ray

The Netherlands may be the only place on earth where boats need be lowered as they leave the sea.

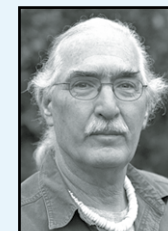


From the Sausalito Ferry, take a left, two blocks south.

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Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.



Radiohead Returns to Headline Outside Lands Festival

BY BC STAFF

Now with its sixth consecutive sold-out year and once again boasting an impressive musical lineup, Outside Lands will take place in San Francisco's historic Golden Gate Park from August 5 to 7. The ninth annual event is presented by Another Planet Entertainment, Superfly and Starr Hill, in a partnership with the San Francisco Recreation and Park Department.

Outside Lands is among the rare festivals anywhere in the world to sell out immediately upon announcement and ticket release. In fact, over the years, Outside Lands has solidified its reputation as one of the most well-known and revered festivals in the world. The media across the country has been universally praising the event since its inception in 2008, covering the festival's evolution from setting the standard in the region to its current position as a renowned national powerhouse that all artists consider one of the most important performances in any given year.

The 2016 Outside Lands lineup sets irrefutable icons like Radiohead (who, as the opening night headliners at 2008's inaugural Outside Lands, made history as the first act to ever play Golden Gate Park after dark), LCD Soundsystem and Lionel Richie alongside a stunning selection boasting influential artists such as Duran Duran and contemporary hit makers including Lana Del Rey, J. Cole and Halsey, electrifying EDM artists like Zedd, GRiZ and Jauz, and rock and folk heroes Ryan Adams and Sufjan Stevens. Also included are indie favorites Beach House and Grimes, remarkable collaborations like Big Grams (Big Boi +

Phantogram) and the Claypool Lennon Delirium, rising hip hop stars Vince Staples and Anderson Paak, and a very special performance by the Muppets' Dr. Teeth and the Electric Mayhem, their first-ever live festival performance. As Mother Jones magazine once exclaimed, "Outside Lands is as much about showcasing up-and-coming bands—and their colorful fans, of course—as it is about the stars."

As the world's only gourmet rock festival, Outside Lands has been a pioneer in the food-music movement since its 2008 inception. Each year, to the delight of ticketholders, the festival organizers enhance the stellar culinary offerings. Outside Lands will now offer over 200 menu options, found within six unique experiences: A Taste of the Bay Area, Wine Lands, Beer Lands, Choco Lands, Cheese Lands and GastroMagic, which was introduced in 2014 as a fully programmed stage devoted to fantastical culinary entertainment. The three-day festival features more than 70 restaurants, 35 wineries, 30 breweries and 10 cocktail bars, all local to California.

The festival organizers also give back to the city and other local communities surrounding the park. A significant portion of every ticket sold will directly benefit San Francisco's Recreation and Park Department. In fact, in its first eight years, Outside Lands has raised over \$13.7 million for the benefit of the San Francisco Recreation and Park Department, with more than \$3 million raised last year alone. Based on a 2011 economic study, it is estimated that the festival generates over \$70 million annually for the San Francisco economy. For more information on the Outside Lands Festival and a complete lineup of performers as well as food and drink, visit www.sfoutsidelands.com.



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August Sizzles at Jack London Square

Summer is in full swing at Jack London Square! Spend the month of August enjoying a fun mix of free outdoor fun on the Oakland waterfront. From sing-along movie nights to a pet adopt-a-thon, there is something for everyone including Waterfront Flicks, Dancing Under the Stars, Jack of All Trades and more.

Sing-Along Cinema returns to Jack London Square on Thursday, August 25 with a lively evening of song and musical merriment on the waterfront. Both children and adults will enjoy *Glee 3D* at sundown. Moviegoers are encouraged to show up dressed as their favorite character—Rachel Berry, Mr. Shuester or Sue Sylvester—and then sing along to

their favorite songs. Pre-event festivities include costume contests, games, prizes and more! Sing-Along Cinema will continue into Fall with *Mary Poppins* on September 16 and *The Sound of Music* on October 7.

The wildly popular Dancing Under the Stars dance series will continue its Friday evening run at Jack London Square through August 26. Free to attend, everyone is invited to join in the free outdoor fun and learn several dances under the starry night sky including the East Coast swing, merengue, line dancing and salsa. Each week, professional dance instructor Bradley Montoya will take on a new dance with lessons at 8:30 p.m., followed by a mixed music dance party from 9 p.m. to 10 p.m.

Also continuing this month is the hit free summer film series Waterfront Flicks, sponsored by the Monterey Bay Aquarium. Don't miss *East Side Sushi* on Thursday, August 4 and *The Pursuit of Happyness*, on Thursday, August 18. Arrive early for dinner at one of Jack London Square's tasty restaurants and then grab a spot on the Ferry Lawn for trivia and giveaways before the fun-filled screening, at sundown.

More than 50 pet adoption agencies will fill the waterfront with friendly dogs, kittens, bunnies, guinea pigs, rats, birds and more for the East Bay SPCA Pet Adopt-a-thon on Saturday, August 27. Stop by to meet these furry friends

in need of forever homes.

In addition to all the special events, Jack London Square offers food, drinks and entertainment at Jack's Oyster Bar & Fish House, Plank, Rosenblum Cellars, Bocanova, Forge Pizza, Haven, Lungomare, Steel Rail and more. Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.



Sing-Along Cinema returns to Jack London Square on August 25.

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Fine Opera and Fine Art

BY PAUL DUCLOS

Many of the world's leading music critics lauded the three very different productions staged by the San Francisco Opera this summer season. Some of the highest praise came from those attending the same July 2 performance of *Carmen* that was seen by this columnist.

The July 2 show was a live free simulcast broadcast to a crowd of more than 30,000 opera lovers at AT&T Park, home of the San Francisco Giants. It featured Irene Roberts, who was radiant and genuinely dangerous in the leading role.

For those of us fond of ferries and waterfronts, it was especially gratifying to see that the setting for this production was the Mediterranean port city of Ceuta. This small Spanish territory lies just 18 miles across the water from Gibraltar in north Africa, and still attracts large crowds to its bull fights—a major theme in this tragic opera.

Outgoing SFO General Director David Gockley scored another triumph by securing Karitia Mattila for the role of Kostelnicka in the rarely-staged Czech masterpiece *Jenufa*. Several former Adler Fellows were cast in cameo roles, too, but it was the debut of soprano Malin Byström in the title role that had many in the audience taking note.

Some opera aficionados will remember the brilliant conducting of Jiri Belohlavek when he led the orchestra through the demanding score of another Czech classic, *The Makropulos Case*, six years ago. He was equally brilliant this time around, demonstrating a firm hand and deft sensitivity to the folkloric nuances of choral arrangements.

Don Carlo, a Verdi war horse not performed here for more than a decade, was the most star-studded production of the summer. Given that this opera runs to almost five hours, having the right balance of inspired voices was just the thing.

Baritone Mariusz Kwiecien was

outstanding as troubled Rodrigo, as was legendary bass René Pape as the misunderstood Philip. The night did not belong completely to these two veterans, however. Tenor Michael Fabiano lived up to his advance billing with a solid debut in the title role. A good actor, too—he was completely convincing as the lovelorn prince embarking on a seemingly impossible mission.

Without being overly dramatic, one can safely say that SFO's past summer season was a triumphant swan song for Gockley, who has done so much to bring operatic splendor to the Bay.

High passion in popular theater is supremely evident in the San Francisco Playhouse production of *City of Angels*, not seen in *this* city for the past 25 years.

Nothing is quite as it seems in this tale of Stine, a struggling screenwriter. An homage to the world of 1940s film noir, Stine tries to write his screenplay despite the pressures of a failing marriage and an overbearing producer.

Concurrently, the characters in his black-and-white crime drama have gained a life of their own, and his world of salacious murder, depressed detectives and femme fatales becomes a reality.

With a book by Larry Gilbert, music by Cy Coleman and lyrics by Frank Zippel, *City of Angels* was a Broadway sensation upon its 1990 debut, winning six Tony Awards. This production is directed by Bill English, who also designed the stunning sets. The revival also features the sound design of Michael Oesh, giving the production just the right amount of sinister tension.

City of Angels plays at San Francisco Playhouse through September 17.

Ed Ruscha and the Great American West is an exhibition that explores the artist's engagement with our region and its starring role in our national mythology.

This world premiere exhibition has been organized by the Fine Arts Museum of San Francisco, and includes 99 works by one of the world's most influential and critically acclaimed artists. The Fine Arts Museums have a long relationship with Ruscha, having acquired the

artist's complete graphic archive in 2000, including all published editions of his prints and a pledge to receive those made in the future.

The museums also commissioned an expanded triptych of the painting "A Particular Kind of Heaven" for the opening of the de Young's new building in 2005. This exhibition draws heavily from the institution's permanent collections, while reinforcing a commitment to bringing major exhibitions of postwar American art to audiences in the Bay Area.

"Ruscha is adept at using all

media, including prints, drawings, photographs, paintings and artist books, to explore different subjects or themes over time," said Karin Breuer, curator in charge of the Achenbach Foundation for Graphic Arts at the Fine Arts Museums of San Francisco and organizing curator of the exhibition.



Donna (Monique Hafen) gives Stine (Jeffrey Brian Adams) some pointers on his script in "City of Angels."

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

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WATERFRONT ACTIVITIES

- Every Fri** **7PM – PM - Escape from Alcatraz Sail- Friday Nights - Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
On Friday evenings in August, sail around Alcatraz and along the famous proposed escape route at night and learn about the deserted prison that once housed our Nation's most dangerous criminals. Cash bar for Hot Clam Chowder, California Craft Beers, Napa Sonoma Wines and Premium Non Alcoholic beverages. For reservations call 415-331-0444 or visit www.schoonerfredab.com. \$65 per person.
- August 6-7** **10AM – 4PM - Launch Your Boating Life Super Sale! - Passage Nautical, Jack London Square, 510.864.3000, www.PassageNautical.com**
Join us for a Super New & Used Boat Sale, boat trial rides and seminars! Learn about boat ownership and tour our charter fleet.
- August 7** **10AM, 11:30AM, 1:30PM & 3PM - Estuary Fun Rides! Passage Nautical, Jack London Square, 510.864.3000, www.PassageNautical.com**
Hop on board our Beneteau Barracuda 9 powerboat for a one-hour fun ride! Enjoy the view or get behind the wheel for a great experience! Walk-ins welcome. Only \$25 per person.
- August 7** **6:30 – 9:30 PM - Speaker Series: Baja Ha-Ha Presentation- OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The Baja Ha-Ha Cruiser's Rally begins every fall in San Diego and ends in Cabo San Lucas, a 750 mile trip down the Pacific coast, broken into three legs. Although some people call this a race, the goal is for everyone to get to Cabo safely while enjoying some great sailing and making new friends. Retired OCSC CEO Rich Jepsen and Facilitator Larry Ledgerwood will talk about last year's event, preparations, lessons learned, and how to get involved in the future. Event is free.
- August 13** **9AM – 11:30AM - Intro to Stand Up Paddleboarding (SUP) - Outback Adventures, San Rafael, 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 Galinas Creek, no experience necessary. Cost is \$60 per person.
- August 13** **10AM – 3PM - Marin Islands Kayak Tour - Outback Adventures, San Rafael, 415-461-2222, www.outbackadventures.com**
Join Outback Adventures friendly and experienced guides for this exciting trip out to East and West Marin Islands. Located about an hour's paddle from our San Rafael location, this federally protected marine sanctuary is home to a plethora of resident and migratory bird species, including the largest egret and heron rookery in the San Francisco Bay area. Due to the protected status of the islands, we will observe the wildlife while leisurely paddling along the shoreline. Before heading back, we will have lunch on a beautiful and rare sandy beach near the Richmond-San Rafael Bridge. Cost is \$70 per person.
- August 17** **Radar Recertification 1 Day - Maritime Institute, San Rafael, 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.
- August 17** **5:30PM – 8PM - Wednesday Night Sail on the Bay – 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 Wednesday night, members and non-members head out for two hours of sailing, either in chartered boats or with an instructor and watch the sun set behind the Golden Gate. 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.
- August 18** **7PM – 9:30PM - Thursday Evening Sunset and Full Moon Sail - Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
See the sun go down and the moon and Bay Lights come up. Enjoy hot clam chowder, California craft beers, Napa/Sonoma wines and premium non- alcoholic beverages from our cash bar. For reservations call 415-331-0444 or visit www.schoonerfredab.com. Early Bird Pricing: \$59 per person
- August 20** **8:30AM – 11AM - Barbary Coast Sail - Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
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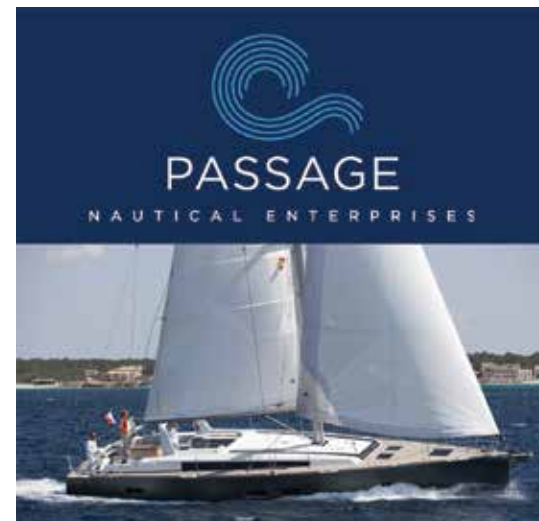
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WATERFRONT ACTIVITIES

endless and the way to succeed was a bit wicked. Stories of Shanghai sailors, bars, and the women of the west will be shared. Mimosas, organic Taylor Maid Farms coffee and premium non-alcoholic beverages available for cash purchase on deck. For reservations call 415-331-0444 or visit www.schoonerfredab.com \$65 per person

- August 20 & 21 11:00 AM – 1PM - Introduction to Sailing– OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
 Considering getting into the sport of sailing? Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. You will join one of OCSC's instructors and be part of a six-person crew aboard one of our larger boats. Learn some basic sailing concepts and get a real feel for the wind in your sails. Come join us on the water and take a tour of our fleet and facilities. We'll answer all your questions about lessons and membership. Retail: \$75, Member: \$56.25.
- August 21 10AM, 11:30AM, 1:30PM & 3PM - Estuary Fun Rides! Passage Nautical, Jack London Square, 510.864.3000, www.PassageNautical.com**
 Hop on board your choice of our Beneteau ASA22 sailboat or our Beneteau Barracuda 9 powerboat for a one-hour fun ride! Enjoy the view, get behind the wheel or try your hand on the tiller for a great experience! Walk-ins welcome. \$25 per person for power; \$20 per person for sail.
- August 21 10AM – 12:30PM - Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
 Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous 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. Ticket price is \$60. 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!
- August 26 6PM – 8:30PM - Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
 Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous 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 the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. A relaxing way to end the week! Tickets: \$60 Per Passenger. Please call 415-331-3214 or visit our website at callofthesea.org to book.
- August 26 6:30PM – 9:30PM - Bioluminescence Kayaking in Tomales Bay, Outback Adventures, 415-461-2222, www.outbackadventures.com**
 This is something that most people only see in movies and never have the opportunity to observe in real life. On this tour you may see fish or seals leaving a trail of light everywhere they swim, or create one of your own in our stable double sea kayaks. The best times to observe the bioluminescence are certain moonless nights during the spring, summer, and fall. Price: \$75.
- August 28 10AM – 12:30PM - Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, www.callofthesea.org**
 Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous 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. Ticket price is \$60. 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!

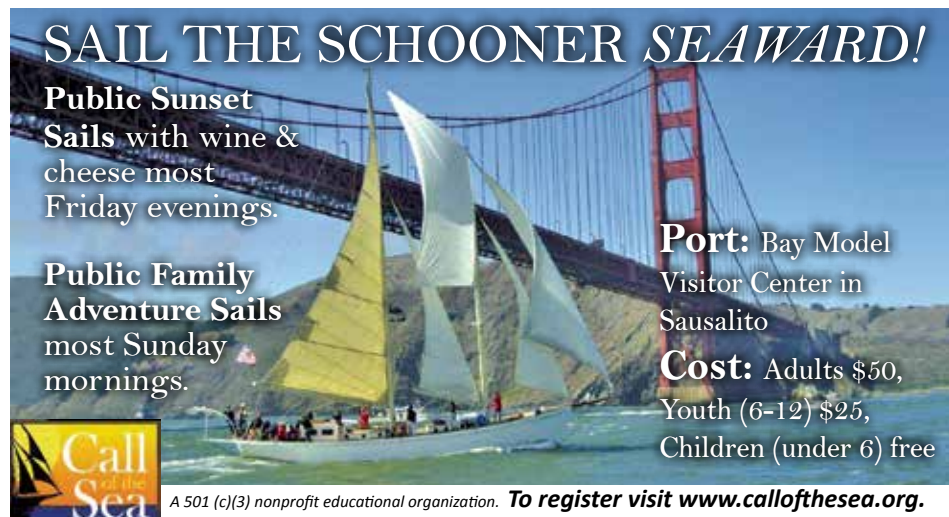
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AROUND THE BAY IN AUGUST

Just Walking the Dog

Downtown Napa goes to the dogs again for Napa Humane's fifth annual Walk for Animals, a summer morning walk along Napa's Riverfront (with or without a pooch) on Sunday, August 7 from 7:30 a.m. to noon in support of companion animals throughout the Napa Valley. More than 400 walkers are expected to attend this morning full of family- and dog-friendly activities, live music, contests, giveaways, a raffle and more at Oxbow Commons, located on McKinstry Street in Downtown Napa. Animal-loving walkers register online for the event and create a personalized profile page, set a fundraising goal, and have the option to join or create a team. In support of their participation, walkers then collect donations from family, friends and colleagues by distributing their profile link via email, Facebook and Twitter. Every registered walker receives an official t-shirt and goodie bag. Walk for Animals is a fun-filled family event. Together we can save lives with every step on a short stroll down Napa's Riverfront that goes miles and miles to support companion animals throughout the Napa Valley. Everyone is welcome to participate with their dogs, or in honor of or memory of a beloved pet with 100 percent of proceeds going to Napa Humane's lifesaving programs and services. Information and details available at www.napahumane.org.



an opportunity to examine and purchase items that include period furniture, decorative antiques, vintage textiles and fashion, pottery, porcelain, pink and blue Depression glass, paintings, prints, jewelry, clocks, watches and much more. The fair gives the public a rare opportunity to ask questions of knowledgeable dealers and witness firsthand the rare history of our great country. This year's fair will be held on Saturday, August 13 from 8 a.m. to 5 p.m. and is located from J Street to the waterfront.

East Bay SPCA Pet Adopt-a-Thon

On Saturday, August 27 from 10 a.m. to 3 p.m., the East Bay Society for the Prevention of Cruelty to Animals (SPCA) will partner with Jack London Square to find forever homes for furry friends. On this special day, the waterfront will welcome friendly dogs, adorable kittens, bunnies, guinea pigs, rats, birds and reptiles from several East Bay pet adoption agencies. Potential pet owners are invited to meet these shelter animals seeking new homes from more than 50 pet adoption agencies. The free event takes place throughout Jack London Square, visit www.eastbayspca.org for more information.

Pickin' on the Potomac

Two different musical performances will take place on the famous Presidential Yacht USS *Potomac* in August. On Sunday, August 7 from 3 to 5 p.m., enjoy blues on the water with a two-hour cruise and wonderful live blues music from the Hucklebucks—a great way to spend a Sunday afternoon! Beer, wine and nibbles are available for purchase. Tickets are \$55 per person. Then, on Friday, August 12, have a stompin' good time from 7:30 to 9:30 p.m. with fantastic bluegrass music from Bill Evans in the intimate setting of the President's Saloon, dockside on board the USS *Potomac*. Tours are available starting at 6:30 p.m., along with beer, wine and nibbles for sale. Tickets are \$25 per person. All proceeds for these events support educational programs for East Bay children. Visit www.usspotomac.org for tickets or call (510) 627-1215 for more information.

Napa Time Machine

Step back in time and experience the days of cars of distinction. Come see 400 pre-1976 classics and hot rods at Napa's Main Street Reunion, which takes place over two days with two amazing events. The show and shine event is from 5 to 8:30 p.m. on Friday, August 19 and the car show is from 10 a.m. to 3 p.m. on Saturday, August 20. Those interested in showing a pre-1976 car can download a registration form at www.mainstreetreunion.com as pre-registration is recommended. Admission is free and Saturday's event includes a goody bag.

ThirstyBear Celebrates 20 Years

San Francisco's ThirstyBear Organic Brewery celebrates its 20th Anniversary on Saturday, August 27 from 1 to 5 p.m. with its biggest bash ever. The outdoor block party takes place directly behind (and within) ThirstyBear's 18,000-square foot brewery-restaurant at 661 Howard Street. The epic anniversary event features more than 40 craft beers from 20 of ThirstyBear's favorite local breweries. Homegrown foot-stompin' bluegrass string band the Brothers Comatose perform a special two-hour show, and SF Flamenco Dance Company opens the afternoon with its singular dancers and musicians. To recognize reaching such a pivotal milestone of brewing for 20 years in San Francisco, ThirstyBear has invited an impressive list of their closest brewery colleagues to join the fun. The brewmasters are crafting a special anniversary ale for the event, and they're also releasing a vintage barrel-aged beauty called Dark Age. Great brews require delicious eats, and there will be ThirstyBear seafood and vegetarian paellas, artisan cheeses, Spanish tapas and whole roasted pigs raised on brewery grain. Artisan cocktails along with sangria and wine will also be on hand. General Admission tickets are \$96. VIP tickets are \$135 and include a one-hour early entrance at noon for access to all the beers and eats before the crowds arrive; an exclusive tasting from ThirstyBear's "Private Beer Library"; and speed lines during the entire event for beer, cocktails and bathrooms. Admission includes unlimited pours, eats and entertainment for the duration of the celebration. Tickets are available at thirstybear20anniversary.eventbrite.com.

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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HAVE YOU EVER WONDERED WHERE TO SERVICE YOUR WHALE?



Well, UC Berkeley's Lawrence Hall of Science sure did. Bay Marine Boatworks was proud to have been selected to complete "conservation" work consisting of structural and cosmetic repairs to their 40 year old beloved fin whale, Pheena.

Our dedicated staff arranged the logistics of transporting Pheena to our facility where we were able to administer the first aid she desperately needed. We added layers of new fiberglass to reinforce areas of weakness and to renew attachments to the interior steel spine. We meticulously prepped and sprayed Pheena with multiple layers of coatings and worked with artistic representatives in order to achieve the realistic coloring of a fin whale. Our master composite and paint technician, Jesse, and his assistant, German, enjoyed the uniqueness of this special project and were honored to have been able to extend the life of Pheena. No matter how challenging your project may be, give us a call, we're up to it!

Our mission is to guarantee absolute satisfaction to every customer.



www.baymarineboatworks.com

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