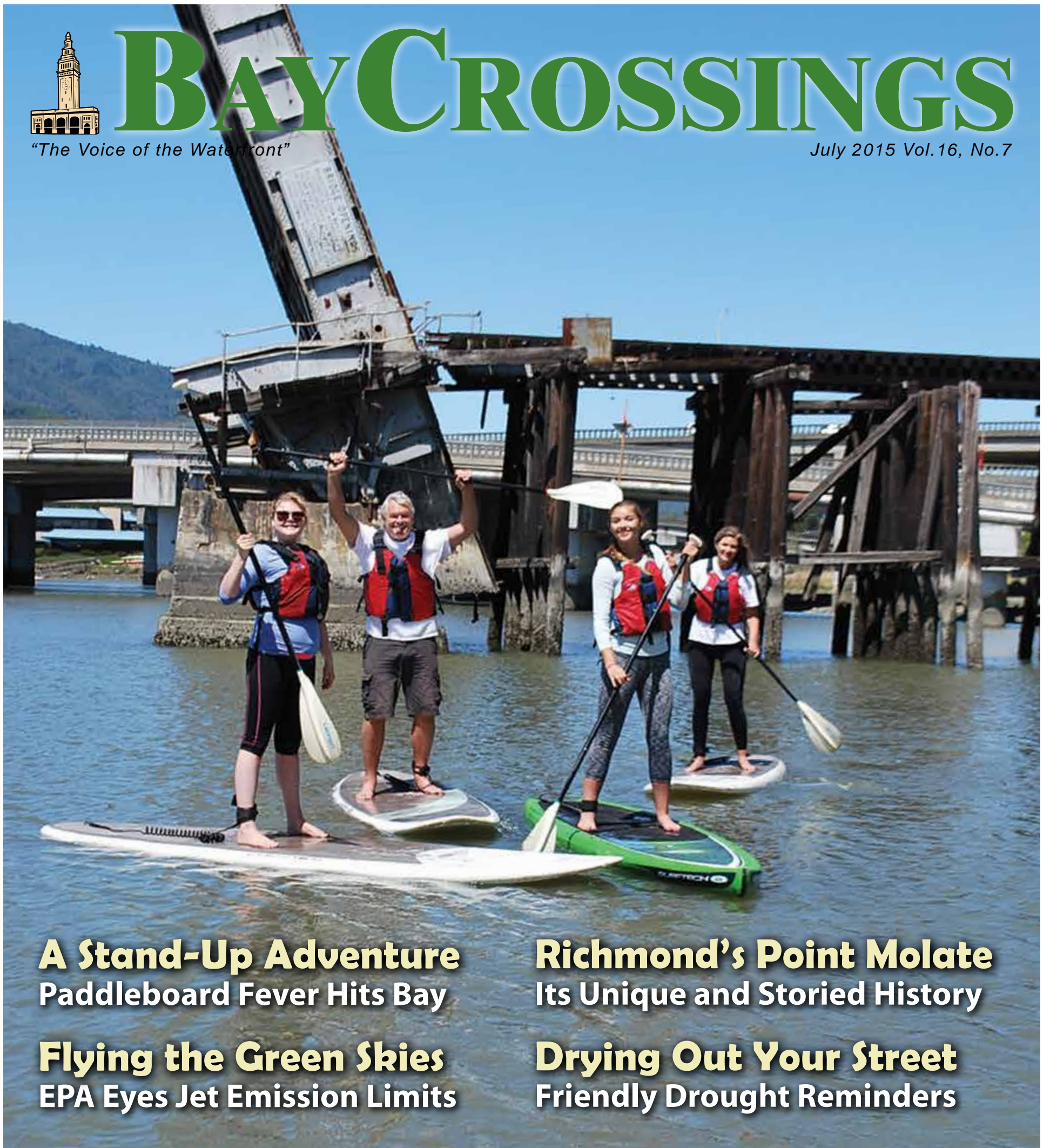




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July 2015 Vol. 16, No. 7



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African and South American tribes with river and coastal cultures have paddled while standing up in canoes and rafts for thousands of years. However, the stand-up paddleboard sport that we see today began taking off in the United States around 2005. The first production paddleboards were brought to market in 2006 and the sport is still evolving. This month, *Bay Crossings* Publisher Joel Williams checks out the craze with his first stand-up paddleboarding lesson.

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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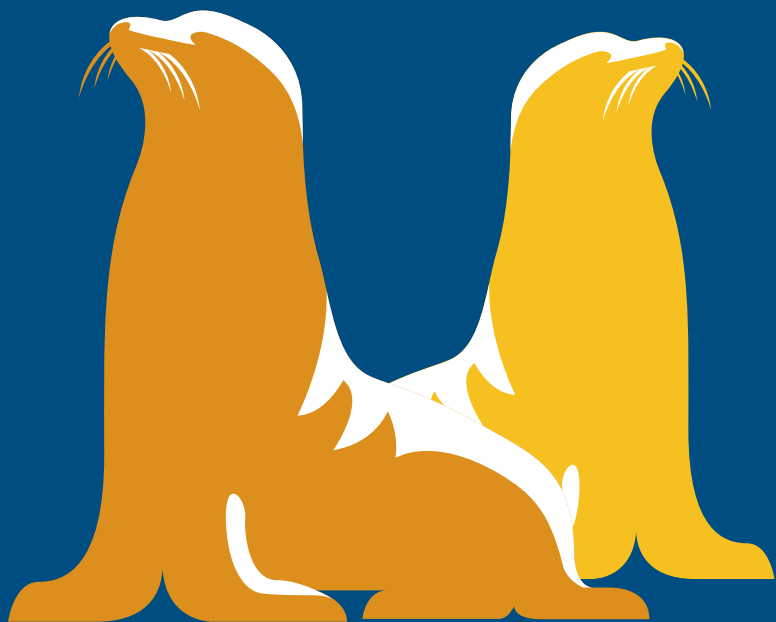
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Legendary Labor Leader LeRoy King Dies

BY PATRICK BURNSON

Democratic Leader Nancy Pelosi spoke on the floor of the House of Representatives about the passing of LeRoy King, the legendary waterfront labor advocate who died recently at the age of 91.

“King served as Northern Regional Director of the International Longshore and Warehouse Union (ILWU) for more than 30 years,” said Pelosi. “It was important to him to overturn a discriminatory system that elected only whites to union office, and he helped create a fully inclusive, integrated workforce.”

Pelosi noted that King worked with ILWU leader Harry Bridges to support Cesar Chavez and Martin Luther King Jr.

Port of Oakland Posts Strong May Numbers

The Port of Oakland reported that May 2015 was its busiest month in nearly four years. Oakland handled 213,260 cargo containers last month, which was the most since it reported volume of 216,276 containers in August 2011.

The total volume of import, export and empty containers was up 3.8 percent in May from a year ago. It was the third straight month of year-over-year volume increases reported in Oakland. The volume increase was despite the fact that, on May 31, ILWU staged a “stop work” action by refusing to dispatch workers for the second shift, causing a

The Port of Oakland reported that May 2015 was its busiest month in nearly four years.

temporary shutdown of terminal operations.

“We’re seeing steady improvement—especially in import cargo,” said Port of Oakland Maritime Director John Driscoll. “Our job now is to accelerate the momentum.”

Loaded import container volume increased 4.5 percent in May from the same period a year ago, port spokespeople said. Shipments of empty containers back to origins in Asia were up 20 percent. The empty repositioning indicates that ports are still rebalancing containers dislocated by winter trade slowdowns.

The Port of Oakland is regarded as the main ocean cargo gateway for outbound agricultural goods. But May was not a great month for exports, with volume declining 5.6 percent. The decrease was attributed to a strong dollar, which makes U.S. exports more expensive. Nevertheless, export volume of 79,890 containers was the most in Oakland since last October.

Pasha Group Acquires Hawaii Shipping Business

Based in San Rafael, the Pasha Group recently announced its acquisition of the Hawaii trade-lane business of Horizon Lines. The Pasha Group, one of the nation’s leading Jones Act shipping and integrated logistics companies, has served the Hawaii market for more than 50 years, adding roll-on/roll-off liner service between the mainland and Hawaii in 2005 with the M/V *Jean Anne*.

Pasha Hawaii assumes operations for all of Horizon’s Hawaii business, including its four U.S.-flagged container ships serving the Hawaii trade lane. The Pasha Group has also acquired Horizon subsidiaries Hawaii Stevedores; the California-based operations of Sea-Logix, which provides trucking services; and Sunrise Operations, a subsidiary

that includes Horizon’s Hawaii trade-lane vessels and employees.

“Horizon Lines, Hawaii Stevedores and Sea-Logix are companies that complement the Pasha Group’s legacy of a proud family history and a focus on innovation and service with an ability to combine competencies to provide streamlined solutions,” said Pasha Group President and CEO George Pasha IV. “Like Pasha Hawaii, these companies have strong ties to Hawaii and the mainland, are aligned with our integrated shipping and logistics model, and share our values and community commitment.”

“Since Pasha entered the Hawaii liner-shipping business 10 years ago, we have strived to deliver quality shipping options for our commercial and military customers. In 2015, we strengthen that commitment with the deployment of our new tonnage in the *Marjorie C* and the acquisition of Horizon’s Hawaii service capabilities,” said Pasha. “Our mission is to provide a smooth and seamless transition for Horizon’s customers and employees, and continue to enhance all our customers’ shipping experience through service and choice.”

The company noted that environmental responsibility and stewardship will continue to be a major part of Pasha Hawaii’s culture and vessel operations with the addition of and improvements to Horizon’s Hawaii ships. The company will also remain actively involved with local charities and organizations in the communities it serves. “We are pleased to be growing our shipping capabilities between Hawaii and the Mainland, along with enhanced trucking in the vital Oakland corridors,” the company said in a statement.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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Port of San Francisco to Update Waterfront Land Use Plan, Invites Public to Participate in Planning Process

The Port of San Francisco is undertaking a robust community process to update its Waterfront Land Use Plan, which sets policies for land use improvements on port-owned property.

As part of that process, the port is looking for citizens who would like to serve on a working group that will hold public meetings to address updating the waterfront plan. The port welcomes interested members of the public to apply online for the working group at www.sfport.com through July 17 to help improve the future of San Francisco's waterfront.

The Waterfront Land Use Plan has guided dramatic changes at the Port of San Francisco for more than 17 years. The port recently published a comprehensive report on these changes as well as emerging policy issues for the waterfront that dictate the need for an update to the plan.

With aging historic piers, the challenges posed by rising tides and need for seismic repair of the seawall, there is important work ahead to continue to enhance the waterfront for port maritime uses, and public use and enjoyment.

"Our citizens are passionate about the use and management of the Port, which extends 7½ miles from Fisherman's Wharf, along the Embarcadero and Mission Bay, south to India Basin," said Byron Rhett, director of planning and development for the port. "The Port Commission and staff have created the working group to hold public meetings to discuss and recommend how the port should guide future waterfront improvements under an updated plan."

The port seeks robust public exchange and discussion as part of the process and invites interested citizens from San Francisco and the Bay Area to serve on the working group, representing citywide and regional viewpoints, as well as issue-specific knowledge and expertise. The working group will also include staff members from the San Francisco



Photo by Joel Williams

The Waterfront Land Use Plan has guided dramatic changes at the Port of San Francisco for more than 17 years. The port recently published a comprehensive report on these changes as well as emerging policy issues for the waterfront that dictate the need for an update to the plan.

Bay Conservation and Development Commission and the California State Lands Commission as well as liaisons from the port's existing advisory groups to ensure a flourishing cross-exchange of information and opinions.

In addition to the working group, the port seeks stakeholders with special knowledge or expertise to serve on advisory teams. The advisory teams will be a resource for the working group, providing technical details and knowledge on specified topics, including waterfront resilience; recreation and open space; historic preservation and urban design; and port financial needs. People who would like to serve on advisory teams also should submit their

interest online.

Applications will be accepted online through Friday, July 17 at the Port of San Francisco's website at www.sfport.com. The port's selection and response to applicants for the working group is anticipated by September 2015, with the advisory teams to follow shortly thereafter.

The public process for the update to the plan is scheduled to start in late September 2015 and is expected to take 18-24 months. Details about the planning process schedule and policy topics that will be addressed are described on the port's website.

The public process is intended to support the exchange of diverse views

and knowledge to produce informed amendments to the Port of San Francisco's Waterfront Land Use Plan. In maintaining a clear policy framework that is well understood by the public, the waterfront plan will continue to guide future improvements that maintain a diverse, activated port that serves the needs of the City of San Francisco and the region.

The Port of San Francisco is a self-revenue generating agency of the City and County of San Francisco, which manages a broad range of commercial, maritime, and public-access facilities along 7½ miles of the city's waterfront that are held in public trust for the people of California.

Concessions Manager Ross Clark

BY MATT LARSON

For a couple years now, *Bay Crossings* has highlighted in this column some amazing employees of the Bay Area ferry systems whose committed service makes the Bay Area's world-class ferry service possible. And what can make a ferry ride on the Bay—with breathtaking views at every wake—even better? Why, the concessions of course.

Many of us have come to depend on the ferry for not just a ride to work, but also for a snack in the morning or a drink on the ride home. If you're one of those people commuting out of Vallejo, you will probably recognize Concessions Manager Ross Clark, who can be found aboard San Francisco Bay Ferry boats.

"I've been the Concessions Manager here since 2008, and have been working behind the bar since 2004," said Clark. Born and raised in Vallejo, Clark originally found the job in the *Vallejo Times-Herald* classifieds, and he had never worked on the water before. "This is my first experience working with boats," he said. "But since I've been on the water, I joined a rowing club and

spend my off time rowing whale boats. I've been racing competitively for the last four years."

Clark has found his niche and is definitely here to stay. He bought a house in Vallejo in 2009, a year after attaining the manager's position, and looks forward to coming to work every day. "I think what I look forward to the most is being able to interact with my customers," said Clark. "We have such a diverse customer base."

As manager, Clark's schedule changes often to include all the shifts, in order to assure that the concessions are running smoothly every hour of the day, every day of the week. It also helps him get to know more people. "I get to see the commuters during the weekdays as well as all the tourists and day trippers on the weekends."

One of the biggest challenges of the job is making sure the boats are fully stocked so that everyone gets their favorite treat on the ferry. There's nothing worse than expecting that donut, or coffee or glass of wine than to show up and realize they're sold out.

"With three boats running Monday through Friday, and two running on the weekends, it's a bit of a challenge to keep them fully stocked with inventory



Photo by Joel Williams

Ross Clark has been a fixture behind the bar on the Vallejo ferry route for over 10 years before becoming the concessions manager in 2008.

during a hot summer day or Giants game," said Clark.

Clark's favorite place on the Bay is when he's working the evening commute and the boat is heading into San Francisco from Vallejo. "In the winter, it's right about sunset as you pass Angel Island. You get a spectacular view of the Golden Gate Bridge with the sun setting behind it," he said. "At that time of the day it's absolutely magical."

Clark is aware of the special perks his job offers, and is exceptionally grateful for people who take advantage

of the ferry and help keep the engines running.

"If I could address all my customers at once—I'd like to thank them," said Clark. "I've made so many friends and had so many positive experiences working here, and the reason is really the customers." It does help that everyone's generally in a good mood. "The ferry is such an enjoyable way to travel. I think it's hard for anyone to be in a bad mood when a jet boat with a bar is your mode of transportation."



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The Unique and Colorful History of Richmond's Point Molate

BC STAFF REPORT

This month, we begin a series of articles about Richmond's Point Molate, a hidden-in-plain-view waterfront site with rich natural resources and an interesting past. This month focuses on the history of the site, while future installments will look at recent redevelopment proposals and the natural features of Point Molate.

Point Molate is a tremendous asset to the City of Richmond. Located on the western shore of the Point San Pablo Peninsula about a mile and a half north of the Richmond-San Rafael Bridge, its waterfront location, diverse habitat, open space and nationally designated historic buildings provide a number of opportunities to maximize the site's economic and conservation potential.

Point Molate offers 1.4 miles of unobstructed shoreline, more than 200 acres of upland open space and a 465-foot ridge line with panoramic views of the San Francisco and San Pablo bays, Mount Tamalpais and the East Brother Light Station. Adding to the site's unique character is the Winehaven Historic District, a designated National Historic Landmark.

The rich and varied history of the San Pablo Peninsula predates the arrival of the Spanish in the early 19th century. Prior to that time, Ohlone and Miwok tribes lived in and hunted at Point Molate. During the late 19th century, a Chinese shrimp camp was established on what is now Point Molate Beach Park. The Union Shrimp Company operated the camp until 1912, when the federal government restricted large-scale shrimping on the Bay.

The construction of the Belt Line Railway along Richmond's western waterfront and Point San Pablo in 1903 attracted a number of commercial and development activities to the peninsula,



Photo by Joel Williams

Located on the western shore of the Point San Pablo Peninsula about a mile and a half north of the Richmond-San Rafael Bridge, Point Molate offers a waterfront location, diverse habitat, open space and nationally designated historic buildings.

including the construction of the Standard Oil Long Wharf, an oil can factory, a brick factory and two rock quarries. The growth in commercial sardine fishing spurred construction of a number of fish processing plants between Point Molate and the San Pablo Yacht Harbor.

In 1956, Del Monte built a whale processing plant north of Point Molate's Terminal 4. This last whaling station in the United States was active at Point San Pablo until the early 1970s, when American whaling was finally banned.

Captain Raymond Clark, who was instrumental in establishing the Richmond-San Rafael Ferry at Point Castro in 1915, developed the Point San Pablo Yacht Harbor just north of Point Molate in 1930. The harbor continues to operate today and provides boat access to the East Brother Light Station, built in 1873 and listed on the National Register of Historic Places.

Winehaven

Shortly following the 1906 San Francisco earthquake, the California Wine

Association relocated its production facilities from San Francisco to a 41-acre site along the Point Molate shoreline.

Winehaven served as the association's



Photo by Joel Williams

The Winehaven winery, a Rhineland-style brick castle built in 1909, was designated as a historic landmark in 1978.

headquarters and production facilities for more than 10 years, until just after the passage of Prohibition. Its central location and access to shipping and rail lines made it an ideal site for producing and distributing wines to domestic and foreign markets. The facility would become one of the largest wineries in the United States, annually producing and distributing more than 12 million gallons of wine, brandy and champagne.

The first building constructed for the winery was the Winehaven Hotel, which housed construction crews and winery workers. The winery, a Rhineland-style brick castle, was built two years later and was large enough to accommodate areas for crushing, fermenting and bottling. To accommodate the influx of winery workers and their families, 29 cottages and the winemaker's residence were constructed just north of the winery.

By 1909, Winehaven was fully operational with a crew of 120 workers, a number that grew to as many as 400 during the harvest season. The area developed into a small village with a school, post office and ferry service to Oakland and San Francisco. In 1919, the passage of the Volstead Act began the Prohibition Era and brought an end to the winery's operations.

While the California Wine Association continued to produce sacramental wine, medicinal wine and Calwa Grape Juice after passage of the law, demand was insufficient to sustain the winery and it closed its doors a few years later. In 1978, Winehaven's historical contribution to architecture, commerce and industry was recognized with its designation as a historic landmark and placement on the National Register of Historic Places.

Point Molate Naval Fuel Depot

Point Molate experienced renewed activity in 1941 with the advent of World War II. The Department of Defense (then still called the Department of War) purchased Winehaven and the surrounding area for use as a Navy fuel depot and began adapting the area for light industrial and military use. The Winehaven Hotel was adapted for use as barracks and a mess hall; the cottages were renovated for Navy housing; and

the winery buildings were converted to administrative offices and storage space.

Eventually, some buildings—such as the school house and Winehaven Hotel—were razed to modify the area for light industrial use. As part of the site expansion and infrastructure upgrades, a new pier was built off the point and the site was equipped with drum storage areas and rail lines. Infrastructure upgrades included the installation of 17 miles of pipeline and 75 underground and aboveground storage tanks with the capacity to hold 1.1 million barrels of petroleum.

The Point Molate Naval Fuel Depot was decommissioned on September 30, 1995 under the U.S. Department of Defense Base Realignment and Closure Act of 1990. As part of the base closure process, the Richmond City Council was designated as the Local Reuse Authority to act as the governmental agency responsible for the reuse planning and disposition of Point Molate. A 45-member Blue Ribbon Advisory Committee of local stakeholder groups was established to prepare the reuse plan that was submitted to, and approved by, the LRA in 1997.

In September 2003, the U.S. Navy sold 80 percent of the property to the City of Richmond for one dollar; the remaining 20 percent required additional environmental remediation before it could be transferred to the city. Transfer of the remaining property was executed in March 2010 under an agreement that required the Navy to place \$28.5 million in escrow for Richmond to complete remediation of the site. The funding amount was predicated on a future commercial use, the remediation standards for which are significantly less than the remediation standards for residential use.

Point Molate Beach Park was originally created by the U.S. Navy as a recreation site for both base personnel and residents of Richmond in the early 1970s. The park was established on a site of a natural beach that had been very popular in the region prior to the Navy's arrival. Turned over to the City of Richmond in 2003 as part of the initial parcel to be transferred, the park was immediately closed due to lack of funds within the City of Richmond. With \$115,000 from *Cosco Busan* oil



Photo by Joel Williams

Point Molate Beach Park was originally created by the U.S. Navy in the early 1970s, and reopened to the public in October 2013 after being closed for a number of years.

spill settlement funds earmarked for Richmond, Citizens for a Sustainable Point Molate developed a beach rehabilitation plan that was submitted to the Richmond Parks Department and presented to Richmond City Council for approval in March 2013. The park

reopened for public use in October 2013.

Next month we will look into recent actions surrounding proposed developments of Point Molate, including the demise of a planned hotel and casino complex.



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A Friendly Way to Remind Your Neighbors About the Drought

BY SEJAL CHOKSI-CHUGH

While out on a run the other morning, I passed by a house with lawn sprinklers going full blast. Water was running down the driveway, down the street and into the gutter. I might have knocked on the door to chat about the severe drought crises facing California, but it looked like no one was home.

Because many people are having similar experiences in their

neighborhoods, San Francisco Baykeeper has created a Friendly Drought Reminder. It's a note that lets you take action, politely, when you see water being wasted. You can cut it out from this page or download it online from the Baykeeper website.

Just fill out the Friendly Drought Reminder and attach it to a neighbor's door, mailbox or car windshield.

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Everything the Friendly Drought Reminder asks your neighbor to do—or not do—is required under California's new residential drought rules.



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Thank you!

- Adjust sprinklers to prevent water from running onto sidewalk, driveway, or street.
- Turn sprinklers off while it's raining or within 48 hours after rain.
- Use hose with shut-off valve if you must wash your car.
- Sweep driveway or sidewalk instead of hosing it down.
- Use a fountain or other water feature only if it recirculates water.
- Other: _____

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Sejal Choksi-Chugh is the Program Director and Interim Executive Director of San Francisco Baykeeper, www.baykeeper.org. 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 www.baykeeper.org.



Celebrate Sharks

BY MALLORY JOHNSON

It's the most wonderful time of the year! Shark Week is back, marking a full week to celebrate these amazing animals.

In honor of Shark Week, here are eight things you should know about the sharks of San Francisco Bay.

1. Jurassic shark: Sharks are older than dinosaurs. Sharks have been around for over 400 million years; dinosaurs only go back 140 million years.
2. Sevengill sharks are the largest shark species found in the Bay, measuring in at a maximum of 9.8 feet and 236 pounds.
3. Leopard sharks are the most common species in San Francisco Bay and along the California coast.
4. Swell sharks are named for their ability to expand their stomachs with water to appear larger than they actually are, which is a useful defense mechanism for when they feel threatened.
5. Skates and rays are closely related to sharks. One of the similar features they share is their skeleton that, like sharks, is made up of cartilage.
6. Angel sharks move with phenomenal speed, and can strike within a tenth of a second. When these sharks strike, they snap their heads up nearly 90 degrees to snatch their next meal.
7. White sharks are one of the only sharks that lifts its head above the water to observe its surrounding—a behavior called spy-hopping. While not unheard of, you won't typically find a great white shark in San Francisco Bay.
8. Sharks are very misunderstood. There are approximately 50-75 shark attacks worldwide each year, with only about five of those attacks resulting in fatalities. People are much more likely to be killed by cigarettes (5 million deaths per year), lightning (10,000) or even hot dogs (70).



Photo by Aquarium of the Bay/Courtney Lauchaire

Leopard sharks are the most common species of shark in San Francisco Bay and along the California coast.



IT CAME FROM BENEATH THE SEA



Photo by Aquarium of the Bay/Courtney Lauchaire.

People are much more likely to be killed by cigarettes (5 million deaths per year), lightning (10,000) or even hot dogs (70) than shark attacks.

Learn more about sharks as Aquarium of the Bay celebrates Shark Week from July 4-12. Shark fin-atics can dive deep and separate shark fact from fiction while engaging in a full week of shark-filled events and activities. Find out more at www.aquariumofthebay.org.

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



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The Stand-Up Paddleboard Experience

BY JOEL WILLIAMS

Last summer, I took *Bay Crossings* readers on a kayaking trip to Tomales Bay. This year, I decided to stay closer to home and try something that has intrigued me for some time now. I travelled to Larkspur to learn stand-up paddleboarding (SUP).

The concept of standing up while paddling watercraft is far from new. African and South American tribes with river and coastal cultures have paddled while standing up in canoes and rafts for thousands of years. However, the SUP sport that we see today really began taking off in the United States around 2005. The first production paddleboards were brought to market in 2006 and the sport is still evolving. Today, you can see people SUPing with their dogs or even taking a paddleboard yoga class.

Because I had absolutely no experience, I signed up for Outback Adventures' "intro to SUP" class. The 2.5-hour class took place at 9 a.m. on the protected waters of Corte Madera Creek, right next to the Larkspur Ferry Terminal. It was Father's Day, which also happened to be the first day of summer, and although most of the Bay Area was still blanketed in fog, I was amazed to see the sun shining when I arrived, eliminating the need for wetsuits.

The class began with a quick



Photo by Joel Williams

Outback Adventures' "intro to SUP" class took place on the protected waters of Corte Madera Creek, right next to the Larkspur Ferry Terminal. It was a great family activity, especially since it was Father's Day.

overview of the sport and equipment involved. After practicing a couple of stroke techniques on the shore, we were out on the water. We started out kneeling on the boards while paddling and were told to stand up once we were moving. This was surprisingly easy and most everyone was up and paddling away within a few minutes. It turns out that the board is more stable when

in motion, so standing still is actually harder than moving forward.

Soon everyone was up and scooting along the water in varying stages of comfort when the first splash happened. Close to the shore, someone had slipped off her board while trying to maneuver back to the open water. The instructor had her back up and paddling in no time and thanks to the sunny day, the

drenched girl said the water wasn't too cold. I was just happy it wasn't me.

After gaining much confidence regarding my SUP skills, I began practicing a maneuver making a 360-degree turn while remaining in one place. After successfully completing this once, I immediately attempted the same thing in the other direction. And that's when it happened...



To get started stand-up paddleboarding, you begin by paddling on your knees (a). Once you are moving, you brace yourself with the paddle in front of you and slowly stand up (b). Once you are underway (c), the board is more stable when you are moving than standing still. Photos by Joel Williams



Photo by Joel Williams

If you are interested in pursuing stand-up paddleboarding, check out the monthly Waterfront Activities section of Bay Crossings on pages 22-23 for information on future classes and trips.

Remember I told you that a paddleboard is the least stable while standing still? Well, I was leaning forward with my paddle and lost my balance. I overcorrected myself and took a step backwards and just kept going. What ensued next can best be described as a reenactment of the Nestea plunge commercials from the 1980s; as I fell backwards, both my arms began windmilling before I landed in the water with a spectacular spread-eagle backflip. If you are too young to remember the Nestea plunge, look it up on YouTube.

Only two of the seven participants

in the group ended up in the water, so it wasn't the norm. Everyone was able to grasp the techniques taught to us and the instructor was very helpful, especially getting me back up on the board, which was easier than I imagined.

The last 30 minutes of the class were spent allowing everyone to demo various types and sizes of boards and paddles available to see which were the most comfortable to use. Some are built for speed but are less stable, while other more stable boards would be better for the yoga class or taking Fido for a ride than for racing with your friends.

The class was very enjoyable and I now have the skills needed to rent a paddleboard in the future without hesitation if the opportunity arises while on vacation. The class will also give you the necessary information to help make an informed decision when purchasing new equipment. The cost for a decent new paddleboard starts at around \$750 and can exceed \$1,500 for some top-of-the-line models (with paddles ranging from \$50 to \$150) so it's a good idea to take a class first to make sure this is the sport for you before making that investment.

If you are interested in pursuing the SUP experience for yourself, check out the monthly Waterfront Activities section of each issue of *Bay Crossings* for information on future SUP classes and trips available in the Bay Area.



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EPA Takes Important Step to Regulate Aircraft Emissions



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In order for the EPA to act to effectively clean up the airline industry, the United Nation's International Civil Aviation Organization (ICAO) has to set a global emissions standard. Once an ICAO standard has been set, it would lay the groundwork for the EPA to set and implement a domestic standard of its own for aircraft based in the United States.

BY BILL PICTURE

Mobile sources of air pollution have been on the EPA's to-regulate list since the 1970s, when a series of amendments were made to the Clean Air Act, which was originally passed in 1963. First on the agency's agenda were cars and trucks, whose tailpipes emitted the lion's share of the nasty smog-forming compounds in the air.

But now that vehicle-related emissions are largely in check, the EPA is ready to expand its focus. Last month, the agency announced it's taking the first steps toward tackling another of the country's large greenhouse-gas-emitting culprits—larger aircraft engines.

EPA felt a nudge to do this when a citizen petition was submitted by Friends of the Earth, Oceana, the Center for Biological Diversity and Earthjustice requesting that the EPA issue a

greenhouse gas “endangerment finding” for aircraft engines and set appropriate emissions standards.

While the EPA announcement is cause for excitement, the proposed plan could accurately be described as a large baby step, as the process of regulating anything—particularly when the measures required to mitigate environmental impact could have short-term effects on the bottom line of a large industry—is a complicated one.

First things first

According to Christopher Grundler, director of the EPA's Office of Transportation and Air Quality, in order to effectively clean up the airline industry, EPA must first officially determine that large aircraft are actually a bad-enough source of air pollution to warrant regulation under the Clean Air Act. Then, the United Nation's International Civil Aviation Organization (ICAO) has to set a global emissions standard that's

applicable to every large aircraft engine, regardless of the aircraft's origin and destination.

Once an ICAO standard has been set, it would lay the groundwork for the EPA to set and implement a domestic standard of its own for aircraft based in the United States. And the EPA-set standard could be even more stringent than ICAO's, as EPA has been known in the past to do better than what the rest of the world's governments consider acceptable when it comes to sources of air pollution.

Grundler says the EPA and Federal Aviation Association have been working to compile the data necessary to making this determination and help ICAO to develop some “meaningful” international standards. ICAO has been working on developing such standards since 1993, when recommendations to do so were set forth by the Kyoto Protocol.

“We have been at this for five years now, and there are a lot of resources and technical expertise involved in this

process,” Grundler said. “It's a time-consuming and complicated endeavor when you're working with a number of different markets and nations, and a complicated business sector.”

The data they've compiled shows that U.S. aircraft contribute three percent of the country's overall greenhouse gas emissions, and .5 percent of the world's greenhouse gases. While those figures may not seem like a cause for alarm, at a domestic level they make aircraft the single largest air-polluting transportation source not yet subject to a U.S. emissions standard. Add to those figures the greenhouse gas emissions from aircraft based outside the United States, and Grundler says the problem is “significant.” Overall, aircraft contribute 29 percent of the world's greenhouse gases.

“The measurement and testing regime were decided last year,” Grundler said. “Now we get into the meat of the process—timing and stringency and applicability. Those are big issues and

that's what we're working on now."

It's important to note, however, that any future regulation, international or domestic, would apply only to commercial aircraft, along with some larger private aircraft. Smaller aircraft and military aircraft of any size would not be subject to the emissions standards, as these aircraft are not under the jurisdiction of the agencies involved in shaping the proposed standards.

The regulatory road ahead

EPA Administrator Gina McCarthy, an Obama appointee, is reviewing the EPA and FAA findings now. If she determines that larger aircraft engines are indeed polluting the air and need to be regulated, the public—including the airline industry and aircraft engine manufacturers—will have 60 days from that point to contribute its two cents to the debate.

EPA is working to have its preliminary endangerment findings to ICAO before next February, when the international agency is expected to announce global aircraft emissions standards, with an effective date of 2020. Grundler expects EPA to have a near-final report in hand within a few

months of the ICAO standards being announced.

After that, the public will have another opportunity to weigh in before the final report is released and subsequent U.S. aircraft greenhouse gas emissions standards are shaped.

If all goes well, the ICAO standards would be adopted in the United States by 2017, with a possibly tougher EPA version to follow the next year. That means a U.S. set of standards will need a thumbs-up from the country's next President.

Some question what will happen if the Republican Party, whom the League of Conservation Voters last year gave an "F" on environmental issues, nabs the White House. Still, Grundler is optimistic. "We see a light at the end of the tunnel," he said.

And Grundler is excited to see how the future standards envisioned by the EPA will affect aircraft engine technology both in the U.S. and abroad. "We've done an enormous amount of outreach to the manufacturers," he said. "They've been involved in this process since the beginning, because they hold a lot of data about current and future technology. And the standards should further drive innovation."



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If all goes well, the ICAO standards would be adopted in the United States by 2017, with a possibly tougher EPA version to follow the next year.



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A Brief History of Mare Island, Part 1

BY CAPTAIN RAY

Mare Island is a 3.5-mile long promontory—sometimes a peninsula, sometimes an island—located in the northeast corner of San Pablo Bay. To the east of the island is the Napa River and to the west is San Pablo Bay. It is the rising and falling of tides in the northern sloughs that change its status from island to peninsula and back.

The Patwin (the southern branch of the Wintun band of native Californians) were present on the island for several thousand years, living in the area that is now Vacaville and Suisun and perhaps as far north as Putah Creek. In the summer of 1775, the Spanish explorer Juan Manuel de Ayala, the first European to land on the island, claimed it for Spain and named it Isla de la Plana, or “Flat Island.”

In 1843, Rancho Suscol (of which Isla de la Plana was a part) was granted to General Mariano Guadalupe Vallejo, the Mexican Commandante of Alta California. Local lore says that it was Vallejo himself who renamed the island Isla de la Yegua, or “Mare Island,” when a prized white mare—feared lost and drowned during a ferry crossing of Carquinez Strait—was found alive and well on the island several days later.

In 1846, hostilities broke out between Mexico and the United States. With the signing of the Treaty of Guadalupe Hidalgo in 1848, Alta California passed into American hands. The United States now needed to build, equip and support a two-ocean navy. Commodore John Sloat (for whom Sloat Boulevard in San Francisco and Sloat Avenue in Monterey are named) had landed in Monterey and seized it for the United States. He was next charged with finding a site for the first U.S. naval base on the West Coast. He recommended Mare Island because

it was “free from ocean gales and from floods and freshets.”

Within a few months of California’s statehood in September 1850, President Millard Fillmore “reserved” Mare Island for the Navy. In 1852, the United States purchased the island from the State of California. The United States Naval Shipyard opened on September 16, 1854, with Commodore David Farragut (famous for giving the order “Damn the torpedoes! Full speed ahead!” at the Battle of Mobile Bay during the U.S. Civil War) serving as its first commanding officer.

Piers and drydocks were constructed and the island was linked to Vallejo with a causeway. As it grew, administration buildings, warehouses, a paint shop, ammunition magazines, foundries, machine shops and naval architect offices were added. In total, the yard constructed 513 ships, including the navy’s first aircraft carrier in 1912 and the battleship USS *California* (the only battleship ever built on the West Coast) in 1919.

The launch of the *California* was particularly memorable because as she slid down the ways and into the waters of Mare Island Strait, the restraining cables failed. The momentum of her 32,000 tons carried her across the river and into the Georgia Street Pier, where she sank several boats. During the early summer of 1918, the shipyard built the destroyer USS *Ward* in just 17.5 days from laying the keel to launching the ship—a construction record that still stands! In addition, the yard built 17 nuclear submarines and repaired 1,227 ships, sometimes handling six large naval vessels at the same time. During World War II, the shipyard employed more than 40,000 people, including 9,000 women.

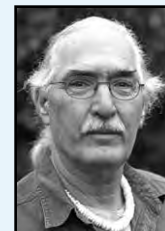
In next month’s edition of *Bay Crossings*, I’ll finish the story of this island and its remarkable history.



Photo by Joel Williams

The Mare Island Naval Shipyard was the first US Navy base established on the West Coast in 1854. 513 ships and 17 nuclear submarines were built on Mare Island before the base closed in 1996.

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



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Summertime Swings Into Jack London Square

Summertime is in full swing at Jack London Square, where everyone is invited to enjoy a packed month of free, outdoor fun! The July calendar is filled with an eclectic mix of activities including Pedalfest, the July 4th Festival of Family Fun, Waterfront Flicks, Dancing Under the Stars, the East Bay SPCA Pet Adopt-a-thon and more.

Dancing Under the Stars, the Bay Area's favorite summer dance series continues, taking place Friday nights through August 28! Dancers of all experience levels are invited to kick up their heels for an evening of free dance lessons while grooving to different themes each week including the salsa, four-step hustle, Bachata, West Coast swing and line dance. These festive, free dance lessons begin at 8:30 p.m.,

followed by a dance party, at 9 p.m. to try out all the new moves.

Families are invited to celebrate Independence Day at Jack London Square's annual July 4th Festival of Family Fun, from 11 a.m. to 4 p.m. Festivities will fill the Oakland waterfront with a merry mix of dazzling performers including an Uncle Sam stilt walker, jugglers, magicians and hula hoopers. Free to attend, families will also enjoy a petting zoo, interactive activities, music, tasty treats, drinks and more.

Furry friends take over Jack London Square on Saturday, July 18, from 10 a.m. to 3 p.m., at the annual East Bay SPCA Pet Adopt-a-thon. On this special day, the waterfront will welcome more than 350 adoptable animals from more than 40 East Bay pet adoption agencies including dogs, cats, bunnies, guinea

pigs, rats, birds and reptiles. Dog lovers will also enjoy canine demonstrations, pet vendors, \$10 micro-chipping for dogs and a host of free activities for children.

Pedalfest brings a celebration of all things bicycling to Jack London Square for the Bay Area's largest bicycle festival, on Saturday, July 25. From hipsters to cyclists, this annual event will fill the waterfront with more than 20,000 biking enthusiasts, bicycle-themed entertainment, food and exhibits. Free to attend, Pedalfest-goers will enjoy bicycling daredevils performing in a 30-foot banked wooden Whiskeydrome; high-flying two-wheeled BMX stunts; a Rock the Bike pedal-powered stage featuring live music; Oaklandish's kids bicycle



Pedalfest brings a celebration of all things bicycling to Jack London Square on Saturday, July 25.

parade; pedal-powered food; unicycles; recycled two-wheeled creations and a dazzling collection of new, vintage and handmade bikes.

In addition to all the special events, visitors can dine and drink at a variety of contemporary restaurants including Jack's Oyster Bay & Fish House, Plank, Rosenblum Cellars, Bocanova, Forge Pizza, Haven, Lungomare and more. Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.

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Strand and Strum Come to Exotic S.F. Venues

BY PAUL DUCLOS

The much-anticipated opening of the Strand Theater took place last month, with the West Coast debut of Caryl Churchill's new drama *Love and Information*.

It may not be exactly *Sturm und Drang*, but it has been lauded by critics in the *New York Times* and *The Guardian* for being highly inventive. The new play features 57 brief yet memorable scenes that make up a world where data inspires obsession, and Facetime conversations and celebrity selfies threaten to replace human contact.

ACT's new space in the "Mid-Market Corridor" is another reason for going, report many local papers. With tech giants such as Twitter, Spotify, Yammer and Zendesk nearby, you can see a repurposed neighborhood come alive without feeling as though you are slumming it.

And then there's "slamming it" and a ballpark turned art arena when the San Francisco Opera partners with the San Francisco Giants to stage a free live simulcast of Mozart's *The Marriage of Figaro* on Friday, July 3.

Baseball and opera fans alike will have a chance to experience Mozart's sparkling comedy in the beautiful, under-the-stars setting of San Francisco's AT&T Park with seating both on the field and in the stands.

Register now for early entry to ensure best seating at sfopera.com/simulcast.

Based on Pierre-Augustin Beaumarchais' revolutionary play and with a libretto by Lorenzo Da Ponte, Mozart's poignant masterpiece tells the story of a countess and her servant joining forces to punish her aristocrat husband for his philandering. In the process, two very different couples learn humbling lessons about life and

love. San Francisco Opera's production is headlined by bass-baritone Philippe Sly in the title role and soprano Lisette Oropesa as Figaro's fiancée, Susanna.

The dynamic, young cast of singers also includes soprano Nadine Sierra as Countess Almaviva, bass-baritone Luca Pisaroni as Count Almaviva and mezzo-soprano Angela Brower as the page Cherubino. Company Principal Guest Conductor and Houston Grand Opera Artistic and Music Director Patrick Summers will be on the podium for this San Francisco Opera revival, directed by Robin Guarino in her company debut.

Through state-of-the-art technology, the simulcast will be transmitted in high definition video to AT&T Park's 103-foot wide Mitsubishi Electric Diamond Vision scoreboard—one of the highest quality outdoor scoreboards in the nation—live from the stage of the War Memorial Opera House.

Concert quality audio combined with AT&T Park's massive screen creates an unmatched operatic experience for attendees sitting in the stands and on the baseball field itself. San Francisco Opera's free live simulcasts, part of General Director David Gockley's mission to bring opera into the community and to wider audiences, have drawn nearly 225,000 people of all ages since 2006. The July 3 *Marriage of Figaro* simulcast marks the 13th free simulcast presented by San Francisco Opera and the ninth at AT&T Park.

The simulcast will last approximately 3 hours, 40 minutes and feature English subtitles on the ballpark's screen. Simulcast audiences will also have the opportunity to view live the onstage set changeovers during the second intermission. The War Memorial Opera House curtain will remain up throughout the break to reveal the behind-the-scenes magic of breaking down and resetting the opera sets.

Other events surrounding the simulcast include the winner of the KDFC Star-Spangled Sing-Off singing the National Anthem. Tammy Nelson



The July 3 *Marriage of Figaro* simulcast marks the 13th free simulcast presented by San Francisco Opera and the ninth at AT&T Park.

from *Beach Blanket Babylon*—"the world's longest-running musical revue"—will also return to perform.

Only registered ticket holders will be allowed early entrance for best seating beginning at 6 p.m. Field seating is limited and will be available on a first-

come, first-served basis. All others who have not pre-registered and do not have pre-printed tickets will be allowed to enter AT&T Park beginning at 6:30 p.m. Fans registered for tickets will automatically be entered in a drawing to win a night at San Francisco Opera.



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- Every Thurs** **Beer Can Races from Pier 39 – San Francisco Sailing Company, Pier 39 Marina, San Francisco, (415) 378-4887, www.sailsf.com**
Live race review and meet up after the race at The City Yacht Club. To join the races contact the San Francisco Sailing School & Club 415-259-9801 or go to www.SailingLessonsSF.com
- Every Sat/Sun** **10AM - Noon – Golden Gate Champagne Sail - San Francisco Sailing Company, Pier 39 Marina, San Francisco, (415) 378-4887, 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.
- July 5** **9AM - 4:30PM – Women’s Angel Island Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Bring your lunch and join some fellow lady sailors on an Olson 25 departing from OCSC and enjoying lunch at Angel Island and then sailing back to the Berkeley Marina. Retail: \$160, Members: \$120.
- July 6-17** **Captain OUPV (6-Pack/100GT) Course – Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
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- July 10** **5PM - 8PM – Friday Night BYC Beercans – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us onboard the J80 for some fast and fun Friday Night buoy racing. Be sure to bring additional cash if you are interested in the cash-only buffet put on by the Berkeley Yacht Club and enjoy a pint while you debrief the race with the crew and instructor. Retail: \$100, Members: \$75.
- July 12** **9AM - 1PM – Corte Madera Marsh Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Come explore the marsh wetlands along the Corte Madera State Ecological Reserve while taking in the views of Mount Tamalpais and the San Francisco Bay. We will paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. If time and conditions permit, we may take an optional side trip past the infamous San Quentin Prison, then stop for lunch on a nice sandy beach with incredible views of the Bay. Price: \$70
- July 13-17** **Voyage Seaward – Teen 12+, Call of the Sea, Sausalito, 415-331-3214, callofthesea.org**
Step aboard for a summer experience like no other. During this hands-on program teens will enjoy sailing, learning marine science, navigation, maritime history and much, much more. You will also gain new friendships, teamwork and leadership skills, and self-confidence though this fun adventure on the San Francisco Bay. Please call us for more information and we will be more than happy to answer any questions you might have. \$800 per teen for this five day cruise.
- July 18** **9AM - 11:30AM – Intro to Stand Up Paddleboarding (SUP) - Outback Adventures, Larkspur, 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 Corte Madera Creek, no experience necessary. Cost is \$60 per person.

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WATERFRONT ACTIVITIES

- July 18 8PM - 11PM – Bioluminescence Kayak Tour, Tomales Bay - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Imagine every dip of your paddle creating a brilliant light show put on by living organisms beneath the water's surface. 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 and since this phenomenon only occurs a few special times a year and these trips fill up so register early. Cost is \$75.
- July 22 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.
- July 25 10AM - 3PM – Tomales Bay Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Experience one the premier paddling destinations in California on this guided kayak tour of Tomales Bay and Point Reyes. Wildlife abounds in this spectacular setting. Colorful sea stars slide beneath your kayak as majestic Tule Elk roam the hillsides. One of the largest protected bay and coastal areas in California, this kayaker's paradise is a short distance from San Francisco and the Bay Area. Launching from Nick's Cove, we will paddle in stable double sea kayaks, past Hog Island, to the White Cliffs of Tomales Bay. We will then stop for lunch on a pristine beach, accessible only by small watercraft. Price: \$85
- July 25 7PM - 9PM – Whipping and Splicing – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Ever wonder what they meant by "Splice the main brace?" Try out splicing and whipping lines in this hands-on seminar. A great skill to have no matter what boat you're on. Retail: \$15, Members: \$15.
- July 26 12PM - 4:30PM – Battle of the Bay- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Get the best seat in the house for the Battle of the Bay! Cheer on your team, whether it's the Oakland A's or San Francisco Giants, from the deck of the schooner *Freda B*. \$99 per person.
- July 27 6PM - 10:30PM – Mondays in McCovey Cove- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Join us for Mondays in McCovey aboard the schooner *Freda B* and celebrate our World Champion San Francisco Giants! \$99 per person.
- July 31 7:15PM - 10PM – Blue Moon Sail- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
This distinctive once a month sail in honor of the full moon for July, the Blue Moon, will be one to remember. Enjoy the sunset and moonrise from aboard the *Freda B*, while sipping local Napa wines and California beers. Earlybird pricing: \$69 per person.

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




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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

 A 501 (c)(3) nonprofit educational organization. To register visit www.callofthesea.org.



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All Bay Area Ferry Schedules in One Place!

Golden Gate Ferry

LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:40	9:15	-----	-----				
9:15	9:50	10:10	10:45	Larkspur		Sausalito	
10:10	10:45	10:55	11:30	Daily		Daily	
11:10	11:45	11:55	12:30 p.m.	Adult Cash Fare (19 – 64) \$10.00 \$10.75			
11:40	12:15 p.m.	12:25 p.m.	1:00	Clipper \$6.50 \$5.50			
12:40 p.m.	1:15	1:25	2:00	Youth/Senior/Disabled \$5.00 \$5.25			
2:15	2:50	3:00	3:30	Children 5 and under (limit 2 per fare-paying adult) FREE FREE			
2:50	3:25	3:30	4:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	4:00	4:30	Giants Ferry \$11.50			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

Direct ferry service is provided to all Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

SAUSALITO

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

For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>

Contact Information Toll free 511 or 711 (TDD)

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

No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES: Bay Cruise Adult (18+) \$30.00 Youth (5-17) \$20.00 Child (under 5) Free
10:00 a.m.	3:00 p.m.	
10:45	3:45	
11:15	4:00 #	
12:00 p.m.	4:15	
12:30 #	5:00	
1:10	5:45 #	
1:40	6:15	
2:15 #	7:00 ^	
2:30		

Bridge to Bridge
Adult (18+) \$38.00
Youth (5-17) \$26.00
^ Sunset Cruise
Adult (18+) \$64.00
Youth (5-17) \$44.00

All Ferry schedules subject to change.

For the most up to date information.

Visit:

www.baycrossings.com

Blue & Gold Ferry

TIBURON COMMUTE

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

TIBURON – Pier 41

Weekdays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
10:50 am	11:10am	11:15am	11:40am	11:45am	12:00pm
12:10pm	12:30pm	12:35pm	---	---	12:55pm
1:05	1:25	1:35	---	---	2:20
2:30	2:50	3:00	---	---	3:20
3:25	3:45	3:55	---	---	4:15
4:10	4:50	---	---	---	---
4:25	5:00	5:10	---	---	6:05
---	7:55	8:00	---	---	---

TIBURON – Pier 41

Weekends and Holidays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
---	---	---	---	9:20 am	9:35 am
9:45am	10:30am	10:40am	11:10 am	11:20	11:35
11:45	12:35pm	12:45pm	---	---	1:15pm
2:20pm	2:50	3:00	---	---	3:40
3:50	4:50	5:00	---	---	5:30
5:40	6:35	6:45	---	---	7:15
7:25	8:10	8:15	---	---	8:45

FARES:	One-way	Round trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

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

BAY CRUISE

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

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

FARES: All prices include audio tour.			
Adult	\$30.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at www.blueandgoldfleet.com

ROCKETBOAT

Daily, Monday - Sunday

Depart from Pier 39	
12:30 p.m.	FARES:
1:15	Adult \$26.00
2:00	Senior (65+) \$22.00
2:45	Junior (12-18) \$22.00
3:30	Child (5-11) \$18.00
4:15	Holiday schedule on Memorial Day (May 25), Independence Day (July 4) and Labor Day (Sept 7)
5:00	
5:45	
6:30	

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25
1:35	2:05	2:10	2:40
2:45	3:35	3:45	4:15
4:25	5:25	5:35	6:05
6:15	6:45	6:55	7:25
---	8:10	8:20	8:35

Weekends and Holidays

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

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

FARES:	One-way	Round-trip
Adult	\$11.50	\$23.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)

Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
9:15am	9:45am	10:10am	10:20am	---	---
---	1:05pm	1:45pm	1:55pm	---	2:20pm
---	---	3:10	3:20	---	4:15

Weekends & Holidays (Depart Pier 41)

9:20 am	9:45 am	10:10 am	10:20 am	11:10 am	11:35 am
11:20	11:45	12:15 pm	12:25 pm	---	1:15 pm
---	2:20 pm	3:10	3:20	---	3:40
---	---	4:20	4:30	---	5:30
---	---	---	---	6:00 pm	---

ANGEL ISLAND PRICES

S.F. Pier 41 (round-trip)	
Adult	\$18.00
Child (6-11)	\$ 9.50
Senior (65+)	\$ 9.50
Child (5 & under)	FREE

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

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends

Tiburon to Angel Island		Angel Island to Tiburon	
Monday - Friday		Monday - Friday	
10:00 am	11:00	10:20	11:20
1:00 p.m.	3:00**	1:20 p.m.	3:30**
Saturday - Sunday		Saturday - Sunday	
10:00	5:00 p.m. hourly	10:20	5:20 p.m. hourly

FARES:	Round Trip	(**Limit one free child, ages 2 and under, per paying adult.)
Adult (13 - 64)	\$15.00	
Seniors (ages 65+)	\$14.00	
Children (ages 6 - 12)	\$13.00	
Small Children (ages 3 - 5)	\$5.00	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit www.angelislandferry.com / Schedule Subject to change w/o notice



San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

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

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	8:15	-----
7:00	-----	-----
7:45	-----	-----
9:30	10:40 #	11:00
10:30	11:40	-----
2:00 * p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45 *	6:00	-----
-----	7:15	6:55**

Weekends & Holidays

8:30 a.m. *	10:00 a.m.	9:40 a.m.
10:00	11:10 *	11:30
11:30	12:45	-----
2:30 p.m.	3:40 *	4:00
4:00 #	5:15 *	5:35
5:15	6:30	-----
7:30 *	9:00	8:40 **

To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.

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 *see below	Arrive Vallejo 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

Weekends Only

Depart Vallejo	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
8:30 am	9:30 am	9:45 a.m.	10:10 a.m.
Depart Angel Is.	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Vallejo
4:30 p.m	6:00 p.m.	6:30 p.m.	7:45 p.m.

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	8:20	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
11:45	11:35	12:15	12:30
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	4:50	5:30	---
5:50	5:40	6:20	---
6:20	6:05	---	6:50
6:55	6:45	---	---
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	8:20	8:10
---	8:05	8:50	8:40
---	8:40	9:25	9:15
10:15 a.m.	10:30	10:50	11:00
11:00	11:15	11:35	11:45
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
-----	-----	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	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

Weekends Only

Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:10 am
Leave Angel Island	Arrive Alameda	Arrive Oakland		
3:35 p.m.	4:20 p.m.	4:35 p.m.		

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

Adult	\$6.40
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

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

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45

Weekday to Alameda & Oakland

Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 **	5:50
7:00	7:50	7:35

*Boat departs from Oakland first. **Boat arrives Alameda first.

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 JULY



4th of July Waterfront Activities & Fireworks Displays

San Francisco

PIER 39 celebrates Independence Day with fun for the whole family, featuring musical entertainment and activities in the Entrance Plaza. The fun starts at noon with a performance from WJM, the world's youngest social cause band. Then dance into the night from 5 to 8 p.m. with Tainted Love playing all your favorites from the eighties. When the sun goes down around 9:30 p.m., stick around for the City of San Francisco's spectacular fireworks display over the Bay! View from PIER 39, Fisherman's Wharf, Aquatic Park or aboard the SS *Jeremiah O'Brien* (see page 11 for more info).

North Bay

Sausalito: Fourth of July parade at 10 a.m. followed by a celebration at Dunphy Park at noon with live music all day. Food, dancing, family

games, tug-of-war and the famous traditional egg toss help make this an exciting event for the whole family. The celebration continues as the City of Sausalito Parks and Recreation Department hosts an evening of celebration at Gabrielson Park from 6 to 9:30 p.m. The celebration will feature live entertainment and end with a spectacular show of fireworks on San Francisco Bay at 9:20 p.m.

Marin County Fair: Fireworks every evening July 2 through July 6 at 9:30 p.m. Concerts, educational exhibits, carnival rides, arts and crafts and barnyard features. Located at 10 Avenue of the Flags in San Rafael.

East Bay

Berkeley Marina: Fireworks start at 9:30 p.m. on July 4. Live entertainment from noon to 9 p.m. along with face painting, arts and crafts, adventure playground,

massages, dragon boat rowing and food from noon to 10 p.m. Located at 201 University Avenue in Berkeley.

Solano County

Vallejo Waterfront: The 162nd Annual Vallejo July 4th Parade begins at 10 a.m. travelling on its traditional route starting at Broadway and Tennessee, then turns left on Sonoma Blvd, then right on Georgia through downtown. Enjoy the day and return to the Vallejo waterfront for fireworks at approximately 9:15 p.m.

Vallejo (Six Flags): Fireworks shows from July 4 through July 6. Come for the rollercoasters, rides, animal exhibits and picnic in the park and stay for the fireworks. The park is open from 10:30 a.m. to 10 p.m. Located at 1001 Fairgrounds Drive in Vallejo.

Benicia: Fireworks start around 9 p.m. at the foot of First Street. A picnic in

the park precedes it with arts, crafts, hot food, live entertainment, and children's activities throughout the day from 12 p.m. to 7 p.m. at City Park on First Street and Military West in Benicia.

Fourth of July Cruises

Take a Fourth of July Fireworks Cruise with the Blue and Gold Fleet and see the San Francisco fireworks display from the Bay! A fireworks cruise departs at 8 p.m. from Pier 41, and a no-alcohol cruise for families leaves PIER 39 at 8:15 p.m. Advance tickets are \$80 for adults, \$60 for children ages 5 to 11. Blue and Gold also offers a family pack with two adult and two child tickets for \$240. Boarding begins 30 minutes before departure time. For more information and tickets, visit www.blueandgoldfleet.com.

The Art of Rock Legends

Art Works Downtown presents The Art Rock Legends, a group exhibition of celebrity musicians and their artwork to benefit DrawBridge, a Bay Area arts program for homeless children. The exhibit runs through July 24 in the main gallery of Art Works Downtown located at 1337 Fourth Street, San Rafael and is open to the public Tuesday through Saturday, 10 a.m. to 5 p.m. This benefit will be the largest display of original Jerry Garcia art work in the United States, provided by The Jerry Garcia Foundation, and will feature over 20 original artworks by Jerry, with many for sale. Original artwork has also been donated by Carlos Santana, Janis Joplin, Grace Slick, Jimi Hendrix, Joan Baez, Marty Balin, Commander Cody, Dave Getz, and more, with all of this work for sale. Top rock & roll photographers of the era will also be donating their work, including Baron Wolman, the first Chief of Photography for Rolling Stone magazine, Robert Altman, Graham Nash, Richard Pechner and Ed Perlstein. The exhibition will also include



Facets II, Jerry Garcia

outstanding rock posters from Stanley Mouse, Pat Ryan, Arlene Owseichik, and Shane Grogg. Iconic pop artist Peter Max is proving a personalized copy of his famous Grateful Dead lithograph for the benefit. For more information, visit artworksdowntown.org.

Benicia Waterfront Festival

The popular summer event is back with a splash on Saturday and Sunday, July 25 and 26 from 11 a.m. to 6 p.m.,

as Benicia celebrates its picturesque waterfront locale with two days of live music, craft beer tastings, tasty foods and a kids' activity area. Daily admission is \$10 for adults and \$5 for seniors with children under 12 for free with a paid adult. Adult weekend passes are also available for \$15. For more information and a full listing of musical acts, visit www.beniciamainstreet.org.

The 14th Annual Breastfest Beer Festival

Northern California's Premier Beer Tasting Event is moving to Fairground Island at the Marin Center in San Rafael on Saturday, July 18 from noon to 4 p.m. The Breastfest Beer Festival helps raise funds for the Charlotte Maxwell Complementary Clinic, a nonprofit health center that supports economically challenged women in their fight against cancer. Sample over 40 breweries, several cider houses and wineries while getting your groove on to live music. Tickets are \$55 in advance at \$65 at the door and can be purchased on the website www.thebreastfest.org or at

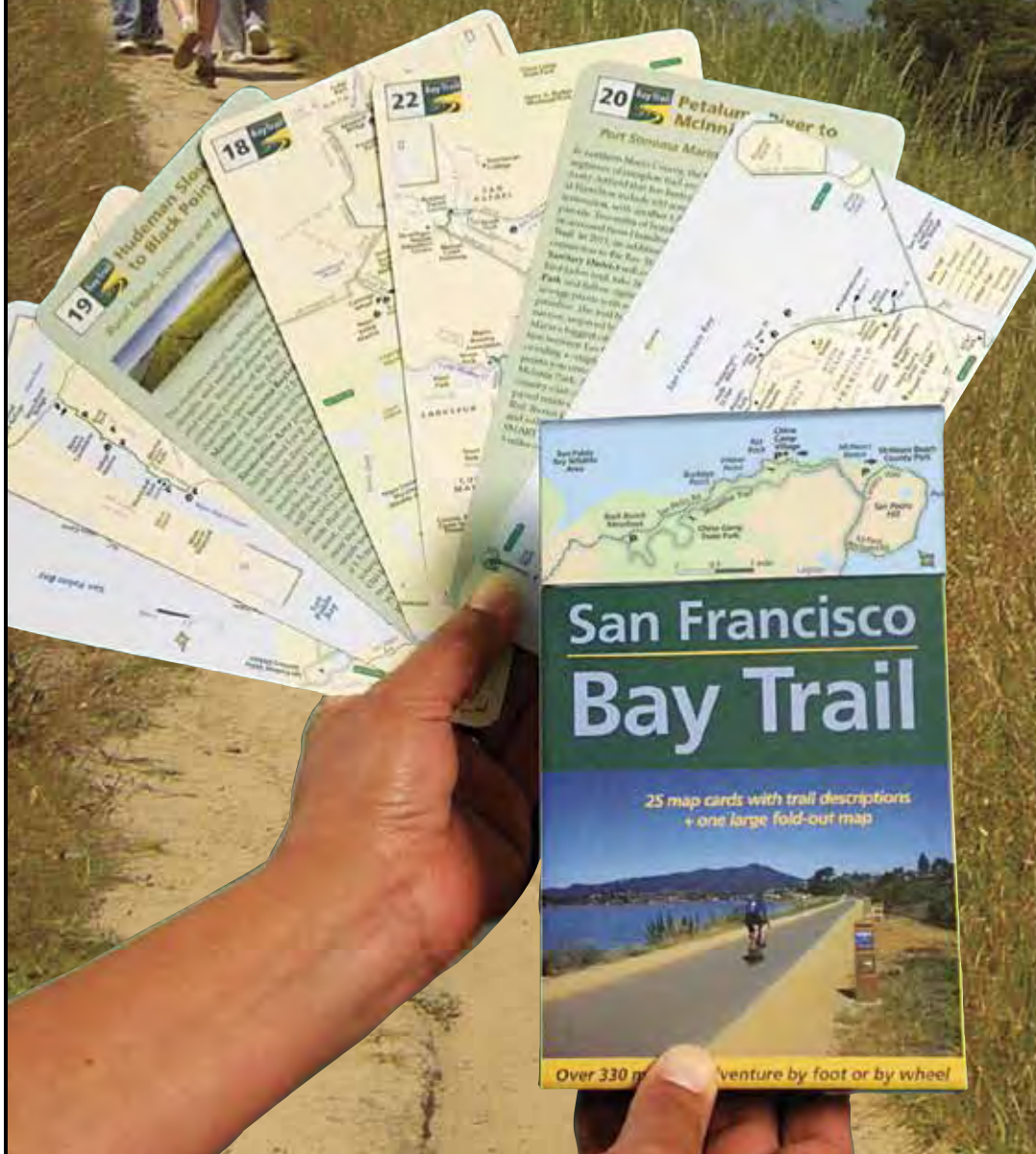
Marin Brewing Company in Larkspur or Moylan's Brewing Company in Novato. Ticket price includes live music, food, unlimited tasting and a Breastfest commemorative cup. For additional information, call (415) 461-4677.

Summer Beats Concert Series Returns to Alameda

The popular Summer Beats Concert Series will kick off Saturday, July 18 with Beatles tribute band Sun Kings. The free, family-friendly concert series showcases many of the area's most notable performers, with musical styles ranging from surf to Sinatra. After the series' opening event, the concerts take place every other Saturday through Labor Day weekend. All performances take place in the South Shore's Center Court from 5 to 7 p.m. Along with outstanding musical performances, the concert series features fun activities for kids including face painting, a bounce house, raffles and much more. Local wine will be poured for adults to enjoy. For more information, visit www.alamedasouthshorecenter.com.

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