



# BAY CROSSINGS

"The Voice of the Waterfront"

July 2019 Vol.20, No.7



## Ferry Departures

7 75

Ferry To	Gate	Remarks	Departing
VALLEJO	B		02:40PM
ALAMEDA OAKLAND	G	RAIL CONN	03:15PM
RICHMOND	F		04:30PM
HARBOR BAY	F		04:35PM
VALLEJO MARE IS	B		05:30PM
PIER 41			TU 10:30AM

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**The Future of the Ferries**  
Wunderman's Expansive Vision

**Hoverboats on the Bay**  
WETA Commissions New Study

**Vallejo Factory Plan Nixed**  
Public Opposition Kills Project

**S.F. Ferry Terminal Update**  
Expansion to Open Next January

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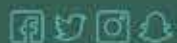


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# BAYCROSSINGS

*"The Voice of the Waterfront"*

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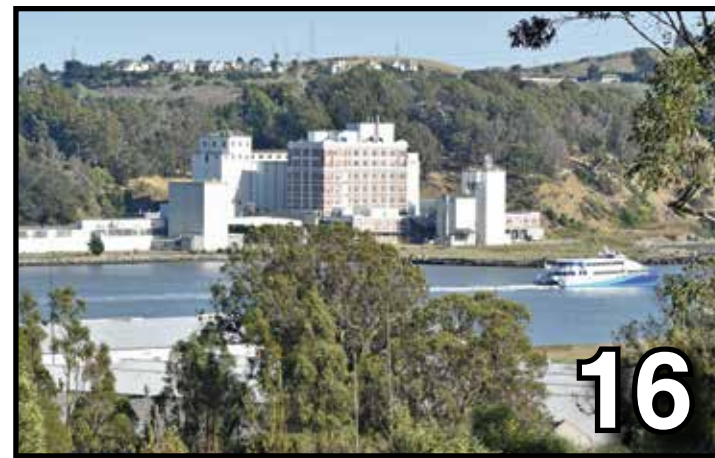
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Jim Wunderman, president of the Bay Area Council, has been instrumental in the region's ferry network since the very beginning. He has now seen his decades of work come to fruition in a successful and growing ferry system. Still, Wunderman favors a more aggressive approach to expansion, one that includes new technologies such as hovercraft and public-private partnerships to add routes to currently unserved areas.

Photo by Joel Williams

### Corrections & Letters

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

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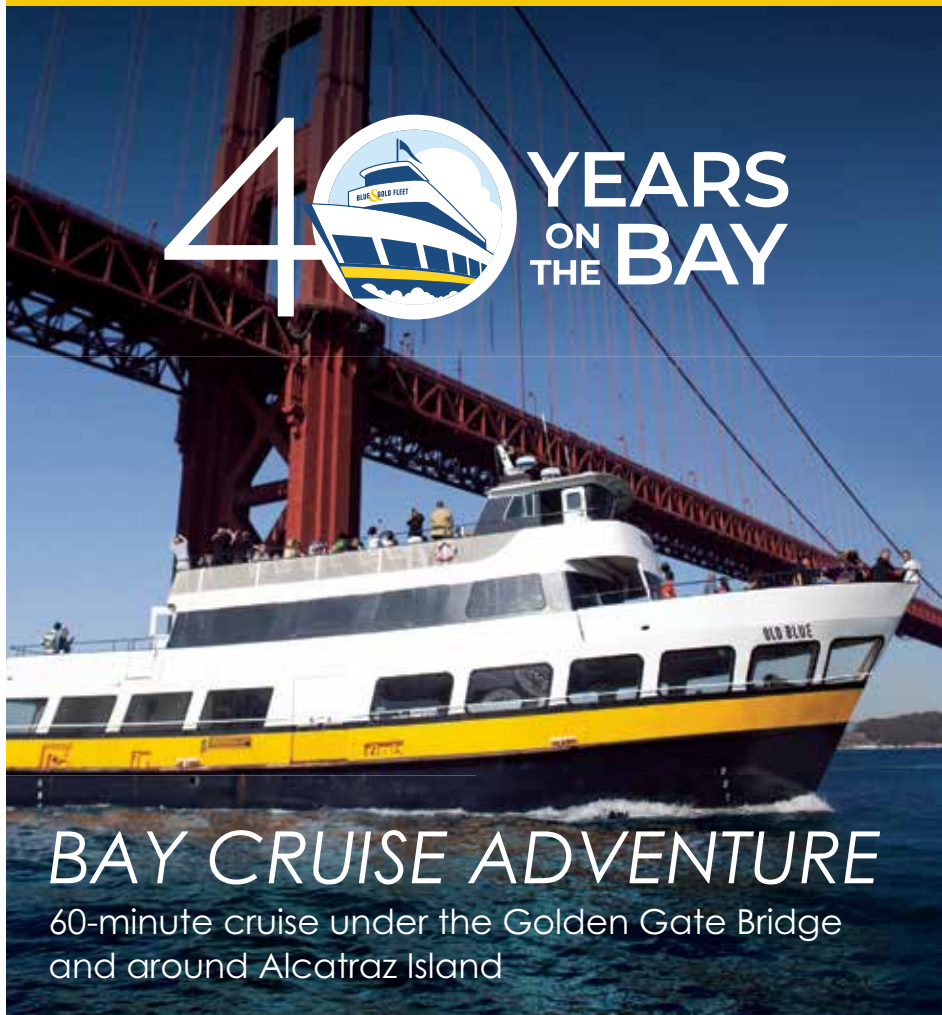
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# An Appreciation for the Jones Act on Independence Day

BY PATRICK BURNSON

As we celebrate Independence Day, it is well worth noting that the American Maritime Partnership (AMP) and federal lawmakers recently announced that California is the fourth largest domestic maritime state in the United States.

According to the findings of a new report conducted by PricewaterhouseCoopers on behalf of Transportation Institute, the Jones Act fuels a strong domestic maritime industry in the Golden State. The industry employs more than 51,450 individuals, produces \$12.21 billion for the local economy and generates \$3.6 billion in worker income in California alone.

Furthermore, this is an important shipyard state. A recent study of shipbuilding by the U.S. Maritime Administration, covering both commercial and military ship construction, found a \$3.67 billion annual economic impact in California with 34,810 associated jobs and more than \$2.38 billion in worker income.

The Jones Act is not only a vital anchor for economic strength and job creation in California, but also a pillar of the nation's security and military capability. Among other things, the law states that the transportation of merchandise between U.S. ports is

reserved for U.S.-built, -owned and -documented vessels.

The Jones Act study findings were announced last month in San Diego at the christening of *Lurline*, the newest combination container/roll-on, roll-off ("con-ro") ship of Oakland-based Matson and General Dynamics NASSCO shipyard. *Lurline* is the largest con-ro ship ever built in the United States.

"As a proud U.S. company and Jones Act carrier, our investment in this new ship is about much more than maintaining a high level of service to Hawaii," said Matson's chairman, Matt Cox. "It also helps drive substantial economic benefits and opportunities in communities around the Pacific, where this vessel will operate."

Cox also shared some insights regarding working waterfront imperatives. "These are all living wage jobs, supporting the families of American workers, the taxes they pay and the local impact they make all flow from this one ship," he said. "Multiply that by all the ships NASSCO and other U.S. shipyards are building, and you get a sense of the value of the maritime industry to our country and its economy."

## Container Volumes Surge at Port of Oakland

Bigger ships are challenging the Port



Photo courtesy of Matson

*Lurline*, recently christened in San Diego, is the largest container/roll-on, roll-off ship ever built in the United States.

of Oakland with never-seen-before container volumes. According to port spokespeople, the vessels typically load and unload the equivalent of 1,767 20-foot boxes (TEUs) each time they call. It's the highest container move count in port history, up almost 10 percent from 2018 and 50 percent over 2009.

The port said higher move counts result from shipping lines consolidating more cargo on larger vessels. It added that bigger loads test the port's cargo-handling capacity but that cargo continues to move briskly.

"Ships still depart within 24 hours of arrival and harbor truckers are usually getting in and out with their container loads in less than 80 minutes," said Port of Oakland Maritime Director John Driscoll. "It's a tribute to the marine terminal operators who've stepped up to meet our cargo demand."

The port said Oakland terminals—where vessels load and unload—keep big ships on schedule thanks to high productivity. The best example: Oakland ship-to-shore cranes can move as many as 30 to 40 containers per hour. That's the highest productivity level on the West Coast, the port added.

Higher vessel move counts are no surprise. That's because Oakland set a record in 2018 by handling the equivalent of 2.55 million TEUs. Volume is up another 5.5 percent so far this year. But the impact of all-time high volume is being magnified by greater ship size, the port said.

The port explained that as bigger

ships discharge more containers than in previous years, cargo handling intensifies. A greater number of exports must be loaded to vessels while simultaneously, more imports are taken off. Meanwhile, harbor truckers are arriving in greater number to haul containers to final destinations.

Big ships load and unload as many as 2,500 containers on Oakland visits. That's less than some ports where move counts can surpass 10,000 boxes per vessel. It's nevertheless an unprecedented challenge.

Earlier in this decade, ships carrying 4,000 to 8,000 cargo containers were standard in Oakland. Today, ships able to handle 10,000 to 14,000 containers are commonplace. "It's a matter of economics," said Driscoll. "By loading more cargo on bigger ships, the shipping lines can actually reduce the number of vessels they deploy."

Oakland vessel calls have declined 9.3 percent this year despite record volume. That's good for two reasons: there's less crowding at vessel berths and ship emissions are down.

Mike Zampa, the port's communications director, said dockside labor has responded well as volume continues to increase. "High labor productivity has become an Oakland hallmark," he added.

Patrick Burnson is the executive editor of *Logistics Management*.  
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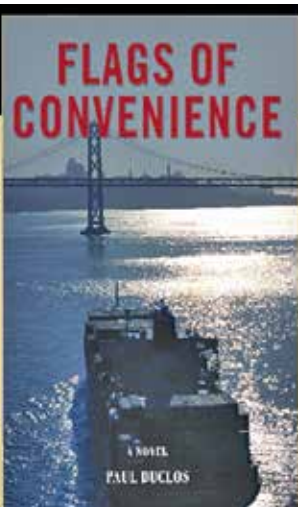
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# Gloria Freeman

BY MATT LARSON

If you exit the ferry boat in an exceptionally good mood, one reason could be that deckhand Gloria Freeman was working on board that day. Passengers may even do a little dance to match Freeman, who frequently dances a bit as she welcomes the passengers onboard with warmth and positivity.

"It's like a big happy family," she said. "We see each other every day! I know their names and they know mine." She always makes a point to reach out and actually talk to the commuters, get to know them, and help them feel comfortable as they cruise along the Bay. She said, simply, "I like to satisfy the passengers and make them happy."

Monday through Friday, you can currently catch Freeman on the San Francisco Bay Ferry with Blue & Gold Fleet on the Vallejo commute. Before life on the ferry boats, Freeman worked for Chevron for nearly 20 years. She then studied up on medical insurance billing and coding as

a potential career option, but changed course immediately after her husband, Ed, became a longshoreman.

"One of the girls out there told me about the IBU," Freeman recalled. "I signed up, got my credential within one week, and a month and a half later they called me in to do the training. It was like it was meant to be."

Once Freeman started working as a mariner, oftentimes she was able to spot her husband hard at work as she floated by on the ferry. "I used to do the Alameda/Oakland run," she said. "He would be on the dock and I would pass by on the boat. He would wave at me and I'd take his picture as we passed by." Pretty good vibes all around, which makes this a perfect job for someone like Freeman.

"I'm a people person," she explained. "I love brightening everyone's day because that's just who I am. That's what I do. And they brighten my day when they come on board as well." She's gotten to know many riders on a first-name basis. She loves the beautiful scenery of the Bay, the calmness of the water, her amazing team of co-workers;

but for Freeman the primary draw is the customers. "What I look forward to the most when going to work is being around our passengers," she said. "I'm glad to see them every day."

Freeman grew up in Oakland, was raised in Annapolis, Maryland, and currently resides in Suisun City. When she's not working on the ferries, Freeman likes to spend her time traveling, especially on the road.

"I love road trips. And I love family," she said. So naturally, road trips with her family are hard to beat. "I like to see the scenery, the trees, listen to music, and enjoy the fresh air." During her interview for this article, Freeman was on her way to Reno. Her longest road trip to date was from California back to her old stomping grounds in Maryland. At this writing, she's most looking forward to visiting New Orleans. "I love the south," she said. "That atmosphere is the best and their southern hospitality is just wonderful."

Freeman is happy to be working on the water, especially for such a company as Blue & Gold, and she believes that the ferry is the best way to travel in the Bay. "There's no other means of transportation like the ferry," she said. "It's comfortable, you can't beat the scenery. Plus, you have the people that go upstairs and play poker, people that get on their laptops, they go to the bar and get a glass of wine

**"There's no other means of transportation like the ferry. It's comfortable, you can't beat the scenery... it's just a beautiful atmosphere."**



Gloria Freeman decided to work in the maritime industry after her husband became a longshoreman. She is now a member of the Inland Boatman's Union (IBU).

on their way home from work—it's just a beautiful atmosphere."



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# Hovering Closer

BY DAN ROSENHEIM

**H**overcraft just got a major boost as a potential source of ferry service on the Bay as Water Emergency Transit Authority (WETA) directors voted to begin a formal evaluation of the boats that float on a cushion of air.

The decision to spend about \$500,000—and possibly more—on a hovercraft feasibility study was not unexpected. Interest in the flying boats has grown steadily in ferry circles since last fall when WETA's executive director and others joined a Bay Area Council tour of hovercraft operations in the south of England. But the 4-0 vote to invest in a study, which came at WETA's June 6 directors meeting, provides a tangible endorsement to a project that only a year ago seemed more like a pipe dream. And

the study that WETA will now fund is significantly larger than was originally envisioned.

WETA Planning Manager Kevin Connolly told the meeting the agency will now evaluate up to five potential hovercraft routes, compared to two routes when the study was first discussed by the board in April. Connolly said he expects to survey the viability of hovercraft to towns in the Carquinez Strait and South Bay, but also for a potential run from Treasure Island to San Francisco and conceivably even to replace or augment some existing central Bay ferry runs.

"We know that what we have now won't work across the whole Bay," said WETA Chair Jody Breckenridge. "Is hovercraft transit feasible? Is it economical? We've asked the staff to look at hovercraft operations across the globe to see what we can learn from them."

The study is expected to take a year and will incorporate the views of a wide variety of maritime industry, public policy and government organizations. Connolly said WETA plans to look at capital and operating costs, as well as potential maintenance facilities, and it will seek comparisons to traditional catamaran ferry costs.

Along with economic viability, proponents will have to convince regulators, including the California Department of Fish and Wildlife, that the boats floating on a cushion of air do not cause undue environmental harm. Noise pollution has been a concern, as have been emissions and disruption to wildlife. But traditional ferries and the dredging they often require come with an environmental cost as well. And the opportunities for hovercraft are many and varied, not only in broadening commuter service, but also in potentially

providing freight service between Bay Area airports and for use in emergency response.

The airboats have special value in an emergency because they can land just about anywhere there's a beach—dock or no dock. Coincidentally, just two days before the WETA meeting, the U.S. Navy launched two giant hovercraft from sea for a landing through the surf onto a beach in northern Oregon. The drill was meant to demonstrate the support hovercraft could provide in ferrying people and material in the event of a feared 9.0 Cascadia earthquake in the Pacific Northwest.

"This opens up a whole new world for us," Jim Wunderman, BAC president and vice chair of WETA's board, said of the board vote. "It's completely appropriate for WETA to take the lead in looking at the viability of hovercraft, and it's very exciting."



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# Mission Bay Moves Ahead

BY DAN ROSENHEIM

It's a self-described "imperfect solution," but ferry operators and the Port of San Francisco have taken steps to ensure there will be ferry service when the new Chase Center Arena opens in Mission Bay this fall.

By unanimous vote at their June board meeting, Water Emergency Transit Authority (WETA) directors approved plans to move ahead with a temporary dock at Pier 48½. The dock will provide landing space for WETA and Golden Gate ferries to service events at the Chase Center.

The arena is scheduled to open September 6 with a concert by Metallica and the San Francisco Symphony. Along with many concerts, the center will host the Golden State Warriors, whose first event is a preseason game against the Los Angeles Lakers on October 5.

Plans for the temporary landing facility, located four-tenths of a mile north of the center, call for WETA to relocate a spare floating dock from Mare Island to the pier. The relocation and installation are to be financed by the Port of San Francisco, the Golden Gate Bridge District and an unnamed third party (reliably believed to be the

University of California).

The temporary pier was necessitated after a freeze on funding delayed construction of a permanent ferry terminal at the foot of 16th Street, just southeast of the Chase Center. That terminal, which would service both special-event and regular commuter service, is expected to cost nearly \$50 million, with \$25 million of that money to come from a toll increase enacted under Regional Measure 3. But opponents of RM3 have filed lawsuits against the measure. Pending the outcome of that litigation, the additional toll monies are being placed in an escrow account. Provided the litigation is resolved in RM3's favor this year, construction of the permanent terminal would begin in early 2020, with completion scheduled for late 2021.

Meanwhile, the temporary dock will require a delicate balancing act. A portion of Pier 48½ has been red-tagged, which will limit the floating dock to a single side—unlike the permanent dock, which will have two sides. As a result, WETA and Golden Gate boats will have to stagger their arrivals. Further complicating matters, Pier 45½ is shared by Westar Marine, a very active tugboat and barge company with 65 employees.

"It's a tight fit," said Kevin Connolly,

WETA planning and development manager. "The (ferry) service may not be fantastic, but it's getting things up and running."

Ridership levels to Mission Bay are difficult to predict, according to Connolly. "It's a new season with a new ticket base, (so) it's a bit of a mystery," he said. In addition, the demographics of Warriors attendees may not resemble those of concertgoers. For example, the largest block of tickets for a September 11 Eric Clapton concert has been bought from Los Angeles.

For now, an analysis of Warriors ticket holders shows a heavy concentration in the East Bay, so WETA will service people going to the games from Oakland/Alameda, while Golden Gate's ferry will run from Larkspur. For concerts, ferries will run on a select basis, depending on demand and the availability of vessels.

WETA fares for the run to Mission Bay are expected to start at \$9.60 for adults and \$7.20 for youth, senior and disabled fares—the same as is currently charged for ferry service to Giants games. Golden Gate spokesperson Priya Clemens said that service also expects to match its Giants fare at Mission Bay—\$14 for full fare.

## Ferry Short Takes

**Catch Your Ferry to Fly:** Starting July 29, SFO will be launching a free airport shuttle to connect the San Francisco Bay Ferry South San Francisco Ferry Terminal to the airport, meeting passengers on all arriving ferries from Oakland/Alameda in the morning and transporting them on a 15-minute ride to the SFO International Terminal. In the evening, the bus will pick up passengers at the International Terminal and arrive five minutes before ferries depart for the East Bay. In both directions, the shuttle will stop at a couple locations on North

McDonnell Road to offer convenient access to SFO employment hubs.

**Ferry Rate Hike:** On July 1, San Francisco Bay Ferry will implement the fifth of five annual fare increases in accordance with the FY2015-2020 Fare Program adopted by the WETA Board of Directors in September 2014. The Fare Program is intended to offset inflationary cost increases and rising operational costs. Base level adult fares increase approximately three percent. The FY 2015-2020 Fare Program is available at [sanfranciscobayferry.com/fare-program](http://sanfranciscobayferry.com/fare-program).

**New RM3 Complaint:** Exactly one year after 55 percent of Bay Area of voters

approved Regional Measure 3, which provides for staggered bridge toll hikes totaling \$3, two so-called watchdog groups have filed a new complaint against the measure. The Transportation Solutions Defense and Education Fund and the Bay Area Transportation Working Group filed their complaint with the Fair Political Practices Commission (FPPC) charging that MTC and other groups misused public funds in campaigning for RM3 and failed to file campaign expense reports. At stake in the legal maneuvering are billions of dollars for Bay Area transportation projects. MTC had no immediate comment on the latest complaint, and the FPPC will now have to determine whether to open an investigation.

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# San Francisco Ferry Terminal Expansion Update

The WETA Downtown San Francisco Ferry Terminal Expansion is on schedule for completion in January 2020. Gates F and G, along with the new over-water promenade and pedestrian bridge, are now both fully operational and have been since February 2019. Happening now and over the next few months is over-water construction of the 17,000-square-foot granite plaza and re-construction of Gate E.

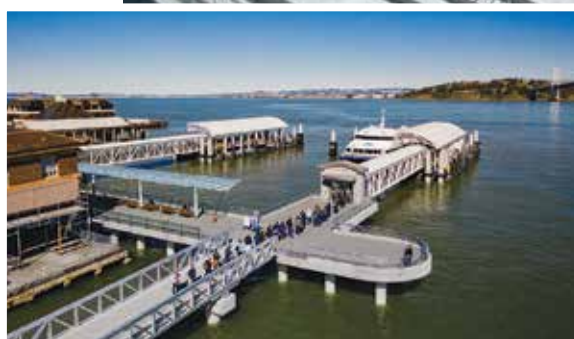
The plaza will be a treat for the public with its amphitheater stepped seating and planter landscaping. Because part of WETA's mission involves emergency response, the plaza also will serve as a gathering area in the event of a regional disaster.

Currently missing from the site, but returning soon, is the Gate E float. It was towed to Bay Ship & Yacht in Alameda, where it is being refurbished to top condition.

In the meantime, the deck for Gate E is being demolished so it can be upgraded and joined with Gate F and Gate G via the promenade, plaza and pedestrian bridge. All of the gates have been designed at a height to allow for sea level rise.



The 17,000-square-foot public plaza (above) just south of the Ferry Building, featuring amphitheater stepped seating, is beginning to take shape. New gates F and G (left) have been in service since February. The full expansion is scheduled to be completed in January 2020.



All photos courtesy of Power Engineering Construction Company.



WETA Downtown San Francisco Ferry Terminal Expansion, June 2017



WETA Downtown San Francisco Ferry Terminal Expansion, March 2019





Photo by Joel Williams

# What's Next for Ferry Service Expansion?

## An Interview With WETA Vice Chair and Bay Area Council President Jim Wunderman

BY DAN ROSENHEIM

What Bay Area Council (BAC) President Jim Wunderman thinks about ferries matters a lot. The BAC was there at the start 20 years ago, convening the so-called Blue Ribbon Committee that led to the formation of the Water Transit Authority. The WTA was, in turn, the predecessor to the Water Emergency Transit Authority, the agency that today operates the San Francisco Bay Ferry system.

Wunderman and the BAC's vision for comprehensive regional ferry service for the Bay Area required passing three state laws, including major bond funding and two regional bridge toll hikes. The political and financial wherewithal necessary for WETA simply wouldn't exist without them. Before taking the helm at the BAC, Wunderman cut a wide swath through Bay Area political and corporate circles, notably holding top roles with San Francisco mayors

Frank Jordan and Dianne Feinstein.

In a nutshell, Wunderman favors a more aggressive approach to expansion, one that includes new technologies such as hovercraft and public-private partnerships to add routes to currently unserved areas.

Here's an edited transcript of a conversation between Wunderman and Dan Rosenheim done for the June edition of *Waterfront Briefing*, a regular executive report of issues and events related to San Francisco Bay transit:

**Dan Rosenheim:** *Suddenly, ferry boats are very sexy. Ridership has increased steadily in the last few years, and there's growing demand for more boats, serving more communities. What would you like to see happen to ferry service in the coming years?*

**Jim Wunderman:** For ferry advocates like us at the Bay Area Council, who go back 20 years to the founding of WETA, it's all a bit disorienting! For many years, ridership was low, and we had to beg authorities not to cancel ferries and

convince the public of their value. But in the last few years it's spun completely the other way around; now our problem is keeping up with the demand for more service and new routes. A big part of this is growing congestion on our roads as well as crowding on BART. Ferries provide a fast, safe and reliable alternative.

So, ferry service needs to expand to meet demand! We do have a good core system, with regular routes among many central bay cities. But we need much more—more ferries running to more places more frequently.

In the coming years, and not that many years, ferry service should be extended to Berkeley and points north including cities along the Carquinez Strait, to Treasure Island, to Mission Bay and perhaps other new destinations in San Francisco and Alameda Counties, and importantly, to Redwood City and other communities in the South Bay.

**DR:** *That sounds like a vision for comprehensive regional ferry service. What stands in the way?*

**JW:** Well, for one, funding is always a challenge. We need to be sure we have sustainable funding sources so that when we start service it stays put. We'll need to find new sources of funds – and think more creatively about how ferry service is structured—who provides it and how. Most of our successful plans represent some form of partnership between WETA, local government agencies, and in some cases, developers. I see opportunity for private sector operators to make important contributions as we go forward, relieving the public sector of some of the capital burden.

Now, we've done pretty darned well securing ferry boats' share of public funding. Regional Measure 3, assuming legal challenges against it don't succeed, will provide an important new infusion of money. But it won't achieve the vision laid out above.

Going forward, we need to be flexible about the kinds of boats we use—some runs are appropriate for WETA's big boats and docks. But other runs demand smaller boats, different types of



schedules and newer technologies, such as hovercraft. And we need to find a way to move more quickly. Planning for ferry service, like funding, is complicated. It requires studies and reviews that can take years. The boats have to be safe, the docks accessible, the workforce engaged, and we need to be mindful of the environment. But the process can be streamlined without taking shortcuts.

**DR:** *Do you have some specifics in mind?*

**JW:** It's a complex problem and the answer is going to take hard work and consensus building.

For one, though, a small but important contribution can be made by so-called water-taxis and private-public partnerships. These partnerships need to be carefully thought out. Safety, the environment, and wages and working conditions for ferry boat employees can't get short shrift. But in some cases, private ferry companies can move more quickly when it comes to launching hovercraft and providing smaller-boat service to new communities. So it may make sense for big public agencies like WETA and Golden Gate to look for ways to collaborate with them.

**DR:** *What is the biggest challenge facing WETA in all this?*

**JW:** WETA is responsible for planning and helping to realize ferry service for the entire Bay. That's a tall order; we're already two decades in and there's far to go. WETA can and should play an important role in helping the region develop common policies involving the use of publicly funded docks, emergency preparedness and getting new services off the ground. There are a number of important regulatory agencies involved, like BCDC, the California PUC, Army Corps of Engineers, Fish and Game and others with whom we've built strong relationships. But the general public can't possibly know how much work it takes from conception to ribbon cutting when it comes to creating new terminal infrastructure needed to enable service to expand.

Also, remember that WETA has no control over landside decisions. To make water transit work, there needs to be a strong partnership and commitment to

action created and maintained between WETA and the cities who become the beneficiaries of new service.

This last is especially important. A useful model is how WETA worked with the City of Richmond to bring about ferry service. The mutual effort involved Richmond finding new revenue sources, identifying a place for a dock and parking, and getting the word out once service started. It all worked like a charm; that service is far exceeding expectations.

WETA and the Port of San Francisco have also shown great adaptability in the decision to build a temporary ferry dock for the new Chase Center. As you know, construction of the permanent dock has made progress but there are still funding decisions to be made. I think we'll work through those once RM3 clears its court challenges, but to their credit WETA and the port scrambled to come up with an interim solution just a few blocks away that will allow service to get started this fall as the arena opens.

**DR:** *What role should be played by privately-operated small ferry companies?*

**JW:** What's not to like about companies using water taxis to get their employees to work? It's really a lot like the shuttle bus concept, just on the water—and like the shuttle buses, it gets cars off the road. That said, there were important wrinkles that needed to be ironed out regarding the shuttle buses including shared use of pickup areas, and fair pay and working conditions for drivers. So, again, we need to ensure the same kinds of standards if private companies use publicly funded docks.

Safety is also critical. It's especially important that small boat crews have proper training. A bus can just pull over to the side of the road; the captain of a vessel has a whole different set of challenges.

**DR:** *Public-private partnerships aren't always easy to pull off. People have vested interests that they worry about.*

**JW:** I don't see why all that can't be figured out. I'm excited about water taxis helping to get new communities going on a path that ends up in them having full-blown WETA service like

Richmond and our other cities. I believe WETA should welcome working with smaller private companies if that can be the result.

**DR:** *OK, but if private ferry companies are to share publicly-funded facilities like docks with public ferries, what standards and expectations should be set?*

**JW:** I'll leave these all-important details to the experts, but I think we will want input from several groups, including the Coast Guard, the broader Harbor Safety Committee and organized labor.

Key issues will be crews with safety credentials, participation in water traffic safety and environmental protocols, participation in emergency preparedness and a shared understanding of wages and

working conditions. We may need to explore some type of tiered wage system but with a clear understanding that once sufficient ridership is achieved, providers observe the WETA standards for how employees are compensated and treated. I believe the expansion of water transit, establishing the Bay Area as the global leader in terms of providing robust ferry service, will provide great career opportunities for workers.

**DR:** *Lots to be done but sounds like you're optimistic.*

**JW:** I am. The need for new and better transit alternatives is there, and the public is ready to come onboard. It's exciting, and there's ultimately no reason at all we can't do it.

**Dan Rosenheim** is a veteran Bay Area journalist who recently retired after 18 years as Vice President/News for KPIX-5 TV. Prior to going into broadcast, Rosenheim worked as a reporter, city editor and managing editor at the San Francisco Chronicle. Dan and his wife, Cindy Salans Rosenheim, live in San Francisco.



**BAY PARADE**  
KAYAK | SUP SWIM | BOAT  
FOR A HEALTHY SAN FRANCISCO BAY  
SUNDAY, AUGUST 11, 2019  
BAYKEEPER.ORG/BAYPARADE

Photo: DrewBirdPhoto.com



# Celebrate the Bay on the Water—in the Bay Parade!

BY SEJAL CHOKSI-CHUGH

If you're a swimmer, kayaker, stand-up paddle boarder, boater—or someone who simply loves San Francisco Bay—you're invited to be part of the sixth annual Bay Parade.

This event is a once-a-year chance to celebrate a San Francisco Bay that's clean enough for recreation on and in the water. The Bay Parade is Sunday, August 11, with varied morning start times, depending how you choose to celebrate:

- Swim 6.5 miles, solo or in a relay team, along the San Francisco city

shoreline, from the Golden Gate Bridge to McCovey Cove; or

- Kayak or stand-up paddleboard two miles along the San Francisco waterfront; or
- Cruise aboard a beautiful yacht with lunch and wine served; or
- Volunteer with your motorboat, sailboat, or rowboat for swimmer support; or
- Volunteer on land and help put on the Bay Parade.

Costumes, noisemakers and musical instruments are encouraged! Everyone will come together for the spectacular Bay Parade finale in McCovey Cove.



Photo by Robb Most

The Bay Parade is a once-a-year chance to get out on the water and celebrate a San Francisco Bay that's clean and healthy for recreation.

We'll raise a big banner showing our love for San Francisco Bay. And the finale will be broadcast on the ballpark Jumbotron at the start of the Giants home game.

The celebration continues on dry land at the Bay Parade party, with yummy refreshments and bottomless beer from Anchor Brewing.

Join this fun community celebration and show your commitment to the beautiful Bay we all love so much. Event proceeds will support Baykeeper's work to stop polluters and defend San Francisco Bay from the biggest threats. Find more



Photo by Clay Schmitz

Bay Parade kayakers and stand-up paddleboarders paddle along the San Francisco waterfront.

information and sign up at [baykeeper.org/bayparade](http://baykeeper.org/bayparade). See you on the water on August 11!



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Photo by Susanne Friedrich

Bay Parade swimmers start at the Golden Gate Bridge and swim along the San Francisco shoreline to McCovey Cove, solo or in relay teams.

Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and holding polluters accountable. To report pollution in the Bay, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org), or click "Report Pollution" at [baykeeper.org](http://baykeeper.org).





# Six Ways to Practice Green Boating

## ARTICLE COURTESY OF BOATUS NEWS

- 1. Cleaning and waxing:** When making your boat sparkle, understand that some general cleaning soaps may have harmful chemicals, so consider using alternate cleaning methods. You'd be surprised, for example, of how effective (and affordable) having a spray bottle with the proper mix of white vinegar and water can be as an all-purpose cleaner.
- 2. Waste management:** A simple thing like having a trash bin aboard can make a difference, especially in a crowded Saturday afternoon anchorage. Ensure it has a lid that can be secured to prevent trash from blowing overboard. The presence of a trash can, and ensuring everyone aboard knows where it is, will encourage guests be good environmental stewards as well.
- 3. Sewage handling:** If you have a head aboard, ensure it's in good working condition. Also familiarize yourself with how to use a pumpout correctly. Mistakes here can make it into family lore. Before you go to the pumpout location, call ahead to ensure it's operating, advise of your boat length and ask if there are any restrictions on getting access to the pump as it may be in a tight location. The good news is that many are inexpensive or free.
- 4. Fuel efficiency:** In addition to having the engine tuned, have you had last season's propeller dings fixed? You'd be surprised what a little time in a prop shop can do for a boat's fuel economy. Other places to look to save gas: Are you carrying around a bunch of extra junk (weight) in lockers? Are your trim tabs in good working order? Balancing the load, especially in smaller boats, not only improves efficiency but safety as well.
- 5. Fishing:** While everyone wants to have the biggest catch after a long day of fishing, it's important to practice selective harvesting. This encourages you to keep more midsized fish and release the biggest ones, as they're more likely to reproduce next season. Use circle hooks to minimize damage, and do your best never to leave fishing line in the water. Encourage your community's line recycling by making a monofilament fishing line recycling bin and start a recycling program at your boating and fishing club, launch ramp or marina.
- 6. Refueling:** Never use hands-free clips, and avoid any distractions while fueling. Fuel expands as temperatures rise, so don't top off your tank. Know how much fuel your tank holds and fill it to about 90 percent. Clean up fuel spills immediately with an oil-only absorbent pad. The U.S. Coast Guard must be notified if a spill creates sheen on the water. Call the Coast Guard National Response Center at (800) 424-8802 to report a spill. If you are refueling at a gas station, ensure you do not refuel your marine engine with E15 (15 percent ethanol) fuel or greater blends, as this is against the law and will void your engine's warranty.



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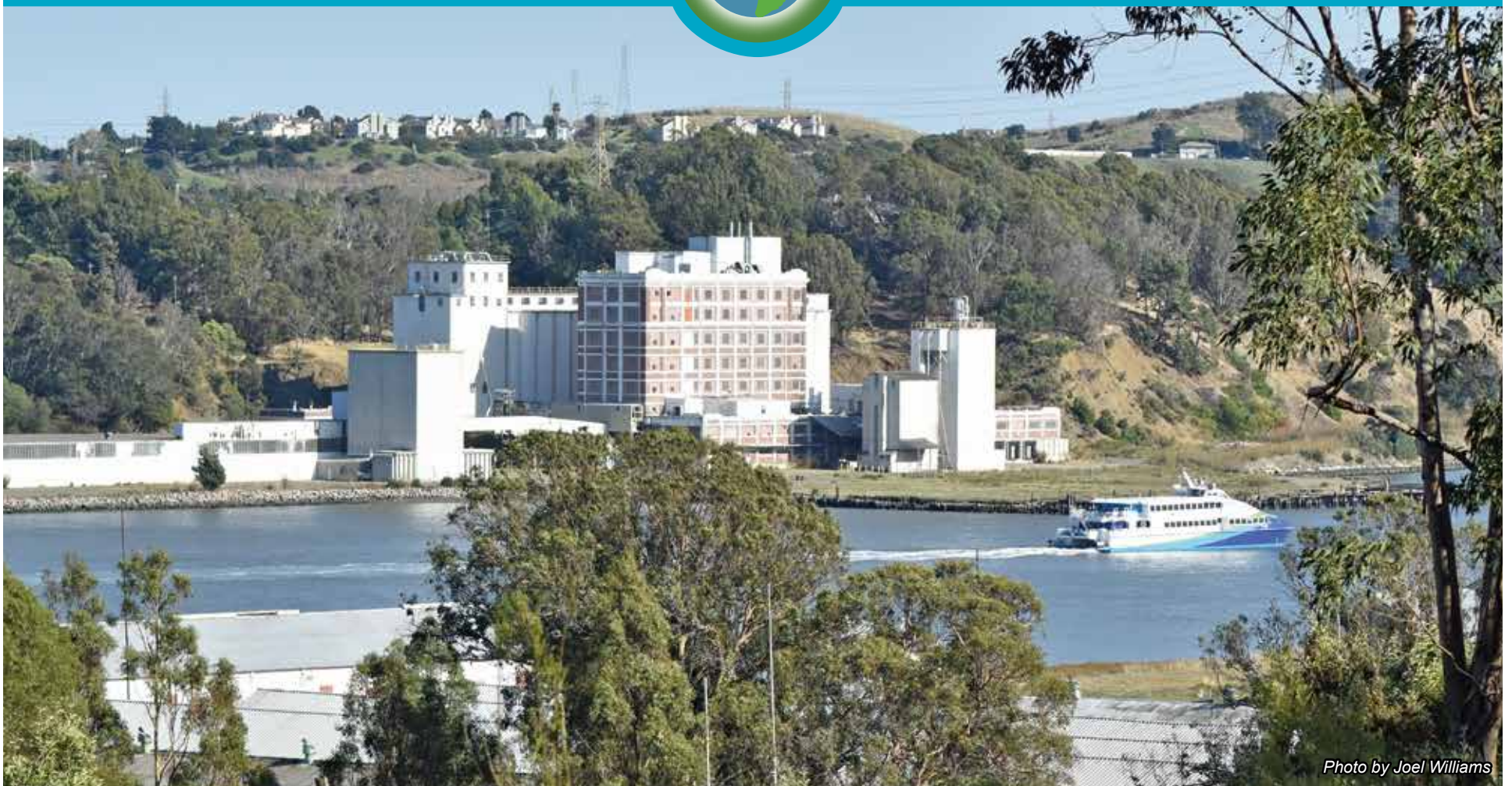


Photo by Joel Williams

The proposed location of the Orcem cement plant in Vallejo was on the site of the old Sperry Mill at the entrance to the Mare Island Strait. Residential homes are located blocks from the location and an elementary school is only a quarter-mile away. Citizens opposed to the project cited concerns over pollution and heavy diesel truck traffic in a residential neighborhood.

## Proposed Vallejo Waterfront Cement Factory Sleeps With the Fishes

BY JOEL WILLIAMS

The City of Vallejo announced in late May that Vallejo Marine Terminal (VMT) has elected to withdraw its appeal of the planning commission's 2017 denial of the VMT-Orcem cement plant, effectively killing the project.

This announcement marked the end of a lengthy battle over the proposed facility, which would have been located at the entrance to the Mare Island Strait in Vallejo. VMT had applied on September 5, 2013 for a cement processing plant project on approximately 30 acres at the former General Mills factory. The

original project was denied a major use permit by the Vallejo Planning Commission on February 27, 2017 due to concerns over environmental and quality of life impacts.

Local opponents to the development consisted of citizens concerned about pollution and heavy diesel truck traffic in a residential area, which includes an elementary school located just a quarter-mile away. Regional and statewide organizations joined in the fight against the cement plant as more details were revealed, in many cases due to the tireless efforts of individuals and grassroots organizations like Fresh Air Vallejo, headed by Vallejo resident Peter Brooks.

*Bay Crossings* first became aware of

this project over three years ago, when Baykeeper submitted an article to us in early 2016 that warned the deep-water terminal being proposed in Vallejo could be used to ship coal to China. The article also described the cement plant being planned for the location by an Irish company called Orcem that used granular blast furnace slag (a waste product from the metal recycling process) as the main ingredient for their product. Overexposure to slag can cause chemical burns, irreversible skin and eye damage, lung failure and cancer.

Because the process used by Orcem required less energy than the process used to produce the more common Portland cement, Orcem advertised their product

as “green” cement. This ignored the potentially toxic elements found in the blast furnace slag that would be shipped in from Japan and stored on the Vallejo waterfront, as well as the environmental cost of the shipping.

It didn't take long for other groups (including the Sierra Club) to join the opposition as additional information regarding the project was exposed, which included clandestine meetings with several councilmembers before the project was announced to the public. It was those same councilmembers, who became labeled the “Orcem Four,” that upheld the VMT/Orcem 2017 appeal of the planning commission's six-to-one vote to deny permits for the project and





the fight continued for almost two more years.

In December 2017, Jay Gunkelman, who was on the Community Air Quality Monitoring Technology Advisory Panel for the Bay Area Air Quality Management District, called a news conference to present his findings. He stated, “Our scientific analysis of the Orcem cement factory shows that air pollution levels will be too high. The homes and school in this neighborhood would suffer from an illegal and immoral amount of diesel exhaust and cement dust.”

Gunkelman added, “Nowhere else has Orcem built a cement factory so close to a residential neighborhood. If there was ever a plant that shouldn’t be built, this is it. The City of Vallejo must stop this project now.”

In July of last year, Solano County Sierra Club Chairperson Joseph Feller warned, “After examining the current environmental impact report for the proposed factor, our attorneys have found major holes that would allow the applicant to ship coal through Vallejo if the city were to approve the project. Our children and citizens are at great risk from the potential of coal shipments through Vallejo.”

The 2018 elections changed the dynamics of the City Council when Jess

Malgapo, de facto head of the “Orcem Four,” failed to retain his seat and there was no longer a majority of the council to support the project.

Shortly after that, the California Department of Justice sent Vallejo city officials a letter arguing environmental documents prepared for the project were misleading and violated state law, stating, “The environmental documents for the project fail to provide adequate legal support for the City of Vallejo to approve the project.”

In the end, it was the efforts of the concerned citizens of Vallejo with a strong desire to preserve their precious waterfront and protect the health of their neighbors that finally brought an end to this project. It was a long and hard battle, but they never backed down. This time it was the underdog that defeated the well-funded and politically powerful opponent.

“It’s amazing how people from all across Vallejo—and all around the Bay—came together to keep a cement factory off our waterfront,” said Brooks. “It took nearly four years of struggle but we never gave up and we’ve set the stage for a better future.”

*Bay Crossings* congratulates the people of Vallejo on their victory.



Photo by Joel Williams

A group of concerned citizens gathered on the steps of Vallejo's City Hall in September 2016 to protest the construction of a cement plant on the waterfront. It would take over 2 1/2 years before the project was ultimately defeated.



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# At the SF Asian Art Museum: Tattoos and Taboos

BY PAUL DUCLOS



PR Asian Art Museum

A cursory look at fellow ferry passengers on any given day will reveal that scores of them are rather elaborately “inked” in some fashion or another. What was once the domain of sailors, longshoremen and old sea dogs has become so common that social scientists estimate nearly 50 million Americans are sporting some kind of tattoo these days.

The craze is not without precedent, however, as a new exhibition at the Asian Art Museum demonstrates. *Tattoos in Japanese Prints*, which runs through August 18, focuses on Edo (modern Tokyo) when it was a center for cutting-edge art in the 19th century.

With more than 60 superb works from Boston’s Museum of Fine Arts’ collection, *Tattoos in Japanese Prints* uncovers the complex interplay between ink on paper and ink on skin, revealing the origin of some of the world’s most enduring and popular tattoo motifs. The exhibition traces these designs to a famous set of prints by artist Utagawa Kuniyoshi (1797–1861), a series which was itself inspired by a popular 14th-century Chinese martial-arts novel.

“By putting the aesthetic genius of Japanese printmakers on full display, this exhibition underscores how the popular culture of late Edo-period Japan continues to influence how we express ourselves today,” said Jay Xu, Asian Art Museum director and CEO. “We’re excited to share such eye-catching prints with every kind of visitor—from

collectors and connoisseurs familiar with the technical virtuosity of these artworks, to audiences who want to understand more about the surprising history of their own personal ink.”

While searching for new subjects for his prints, Kuniyoshi hit upon the idea of a print series focused on hero-bandits from the famed *Water Margin* tale, which was first translated from Chinese and published in Japan between 1757 and 1790. Kuniyoshi called his series, published in the late 1820s, *One Hundred and Eight Heroes of the Popular Water Margin*. Significantly for the history of tattoo art, Kuniyoshi gave many of the heroes elaborate tattoos, even if the original text did not mention any inked embellishment on their bodies.

“*Tattoos in Japanese Prints* lets museum visitors see how creative ideas flowed from popular art into urban life, and back again,” said Laura Allen, Asian Art Museum chief curator and curator of Japanese art. “Scholars are uncertain whether Kuniyoshi’s series kicked off the 40-year tattoo boom that followed, or if a nascent fad for body art prompted Kuniyoshi’s artwork, but the ample prints we have from this period by Kuniyoshi and others, who freely imagined elaborate tattoos, probably both inspired and reflected the real-life trend.”

**New Book on Chinese Immigrants**  
Ferry riders who have paid a visit to Angel Island well know about the shameful treatment given to quarantined

immigrants from China in the 19th and early 20th centuries. A new work of scholarship provides yet more information on the remarkable resilience of the new citizens who were able to make it to San Francisco’s Chinatown to begin a new life under daunting circumstances.

Beginning in 1874, the Occidental Mission Home on the edge of San Francisco’s Chinatown served as a gateway to freedom for thousands of enslaved and vulnerable young Chinese women and girls. Run by a courageous group of female abolitionists who fought the slave trade in Chinese women, it survived earthquakes, fire, bubonic plague and violence directed against its occupants and supporters.

With compassion and an investigative historian’s sharp eye, Julia Flynn Siler tells the story of both the abolitionists who challenged the corrosive anti-Chinese prejudices of the time and the young women who dared to flee their fate in her new book, *The*

*White Devil’s Daughter: Fighting Slavery in San Francisco’s Chinatown.*

She relates how the women who ran the home defied contemporary convention—even occasionally breaking the law—by physically rescuing children from the brothels where they worked or by snatching them off ships as they were being smuggled in. The book also includes the story of how they helped bring the exploiters to justice. She also shares the moving stories of many of the girls and young women who sought refuge at the mission, and she writes about the lives they went on to lead. This is a remarkable chapter in an overlooked part of our history, told with sympathy and vigor.

The book is available online and at the SF Asian Art Museum. For more information, see [www.asianart.org](http://www.asianart.org).

Follow Paul Duclos’ Cultural Currents online with his blog at: [www.duclosculturalcurrents.com](http://www.duclosculturalcurrents.com)



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# San Francisco Bay Ferry

## VALLEJO

### VALLEJO/SAN FRANCISCO - Weekdays

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

### Weekends & Holidays

8:10	8:30	9:50	10:00	9:30	9:40	11:00	-----
-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
-----	11:30	12:30	12:45	-----	-----	1:45	2:00
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
3:40	4:00	5:25	5:35	5:00	5:15	6:35	-----
-----	5:15	6:15	6:30	-----	-----	7:30	7:50
-----	7:30	8:50	9:00	8:30	8:40	10:00	10:15

### FARES: One-way

Adult	\$15.10	Child (under 5)	FREE
Adult (Clipper Only)	\$11.30	Mare Island Short Hop Adult	\$1.70
Youth (5-18)	\$ 7.50	Mare Island Short Hop Youth	\$0.80
Senior (65+)/Disabled/Medicare	\$ 7.50	Senior (65+)/Disabled/Medicare	\$0.80
School Groups	\$ 5.00		

Call (707) 64-FERRY or visit [www.sanfranciscobayferry.com](http://www.sanfranciscobayferry.com) for updated information.

## Take the Ferry to GIANTS BASEBALL AT ORACLE PARK FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive Oracle	Depart Oracle	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 Oracle	Depart Oracle	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 ORACLE	Arrive Vallejo	
	*see below	60 min. later	

\* Ferry departs Oracle Park 20 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 Oracle Park no earlier than 20 minutes after the conclusion of the display but in no case later than 12:00 midnight.

FARES:	One-way	Roundtrip
Adult	\$15.90	\$31.80
Youth (5-18)/Senior (65+)/Disabled	\$11.80	\$23.60
Child (under 5) (when accompanied by an adult)	FREE	FREE

## FROM OAKLAND/ALAMEDA

Weekday Night Games 6:45 PM and 7:05 PM Game Start Times				
Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
5:15 p.m.	5:30 p.m.	6:00 p.m.	*see below	30-35 min. later

Weekday Night Games 7:15 PM Game Start Times				
Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see below	30-35 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times				
Leave Oakland	Leave Alameda	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see below	30-35 min. later

FARES:	One-way	Roundtrip
Adult	\$ 9.60	\$19.20
Youth (5-18)/Senior (65+)/Disabled	\$ 7.20	\$14.40
Child (under 5) (when accompanied by an adult)	FREE	FREE

\*Ferry departs Oracle Park 30 minutes after last out, but no later than 11:30 PM. Fireworks: When there is a fireworks display, the ferry departs Oracle Park 30 minutes after the conclusion of the display, but no later than 11:30 PM.

## ALAMEDA/OAKLAND

### Weekdays to San Francisco

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

### Weekdays from San Francisco

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

• To S.F. via Oakland > To Alameda via Oakland

## ALAMEDA/OAKLAND

### Weekends and Holidays to San Francisco

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

### Weekends and Holidays from San Francisco

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

### FARES: One-way

Adult	\$7.20
Adult (Clipper Only)	\$5.40
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$3.60
Child under 5	FREE
School Groups	\$2.40
Short Hop - Adult	\$1.70
Short Hop - Youth (5-18 years), Seniors (65+ yrs), Disabled	\$0.80

## RICHMOND

### Weekdays

Depart Richmond	Arrive SF Ferry Bldg.	Depart SF Ferry Bldg.	Arrive Richmond
6:10 a.m.	6:45 a.m.	6:25 a.m.	7:00 a.m.
7:10	7:45	7:55	8:30
8:15	8:45	4:30 p.m.	5:05 p.m.
8:40	9:15	5:20	5:55
5:15 p.m.	5:50 p.m.	6:40	7:15
6:05	6:40	7:10	7:45

### FARES: One-way

Adult (cash fare)	\$9.30
Adult Clipper Card	\$7.00
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.60
Children under 5	FREE
School Groups	\$3.10

## SOUTH S.F.

### Weekday to SSF/Oyster Point

Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50

### Weekday to Alameda & Oakland

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

### FARES: One-way

Adult	\$9.40
Adult (Clipper Only)	\$8.10
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.70
School Groups	\$3.10
Children (under 5) (with an adult)	FREE

## 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.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
9:00	9:30	---	---
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

### FARES: One-way

8:30 a.m.	8:55 a.m.	Adult	\$7.50
		Adult (Clipper Only)	\$5.60
		Youth (5-18)	\$3.70
		Disabled / Seniors (65+)	\$3.70
		School Groups	\$2.50
		Children (under 5)	FREE
6:30 p.m.	6:55 p.m.		

## Red & White

### BAY CRUISE Pier 43½

Monday - Friday			Saturday - Sunday			
9:15 a.m.	1:10 p.m.	3:45 p.m.	9:15 a.m.	12:30 p.m.#	3:00 p.m.	5:30# p.m.
10:00	1:40	4:15 #	10:00 a.m.	1:10	3:45	6:15
10:30 #	2:15 #	5:00	10:30 #	1:40	4:00#	7:00^
11:15	2:30	6:15	11:15	2:15 #	4:15	
12:30 #	3:00	7:00 ^	11:45	2:30	5:00	

### FARES:

Bay Cruise	^ Sunset Cruise
Adult (18+) \$34.00	Adult (18+) \$70.00
Youth (5-17) \$23.00	Youth (5-17) \$48.00
# Bridge to Bridge	
Adult (18+) \$44.00	
Youth (5-17) \$30.00	Child (under 5) Free



# GET THERE BY FERRY

## Golden Gate Ferry

### LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45 a.m.	6:15 a.m.	6:20 a.m.	6:50 a.m.	9:30 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	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	<b>One-way Ferry Fares</b>			
8:50	9:20	-----	-----	Larkspur		Sausalito	
9:20	9:55	10:10	10:45	Daily		Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64) \$12.50			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 8.00			
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled \$ 6.25			
12:40 p.m.	1:15	1:25	2:00	Children 4 and under FREE			
2:15	2:50	3:00	3:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
2:50	3:25	3:30	4:00	Visit goldengateferry.org for updates.			
-----	-----	4:00	4:30	Contact Information Toll free 511 or 711 (TDD)			
3:40	4:15	4:30	5:00	Giants Larkspur Ferry: \$14 each way per person. Advanced purchase of tickets at goldengateferry.org or (877) 473-4849 is required. Ferry departure times vary.			
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

### SAUSALITO

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

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

### Bay Area Ferry Terminal Locations

**Alameda Ferry Terminal**  
2990 Main Street

**Berkeley**  
K Dock at Berkeley Marina in front of Harbormaster's office

**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

**Richmond**  
1453 Harbour Way South

**San Francisco:**  
SF Ferry Building @ foot of Market Street  
Pier 41 @ Fisherman's Wharf  
Pier 1½ just north of SF Ferry Building  
Pier 52 in Mission Bay

**Sausalito Ferry Terminal**  
Humbolt Street & Anchor Avenue

**South San Francisco**  
911 Marina Boulevard

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

**Vallejo Ferry Terminal**  
289 Mare Island Way in Vallejo

### TIBURON COMMUTE

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

FARES:		One-way	
Adult (19-64)		\$13.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.50	
Child (age 4 & under)		FREE	

TIDELINE			
BERKELEY/SAN FRANCISCO			
Weekdays			
Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:10 a.m.	7:40 a.m.	8:00 a.m.	-----
8:35	9:05	9:25	10:00 a.m.

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
3:55 p.m.	4:30 p.m.	4:45 p.m.	-----
5:15	5:50	6:05	6:35 p.m.

Advance reservations recommended, purchase tickets at [www.tidelinetickets.com](http://www.tidelinetickets.com).

## Blue & Gold Fleet

### TIBURON – Pier 41

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

**NO 8:20PM FERRY ON THURSDAY, JULY 4TH**  
• Via Angel Island ^ Via Sausalito

### TIBURON – Pier 41

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

FARES:		
One-way	Round-trip	
Adult	\$13.00	\$26.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

### BAY CRUISE

Depart PIER 39	
Daily Monday - Sunday (depart PIER 39)	
10:00 a.m.	2:00 p.m.
10:40	3:20
11:20	4:40
12:00 p.m.	6:00
12:40	7:00
1:20	---

**NO 7:00PM FERRY ON THURSDAY, JULY 4TH**

For the most current schedule, visit [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)  
Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.			
Adult	\$34.00	Child (5-11)	\$23.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

### ESCAPE FROM THE ROCK

Daily: Monday - Sunday (depart PIER 39)			
11:00 a.m.	1:00 p.m.	3:00 p.m.	5:00 p.m.
Ticket Prices: Adult	\$42.00	Child (5 - 11)	\$28.00
Junior (12 - 18)	\$31.00	Senior (65+)	\$31.00

### 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.
12:25 p.m.	12:55 p.m.	1:10 p.m.	1:45
2:00	2:25	2:40	3:10
3:20	3:45	4:00	4:25
4:45	5:10	5:25	5:55
6:15	6:40	6:55	7:45 •
8:20	9:00	9:10	10:05 •

**NO 8:20PM FERRY ON THURSDAY, JULY 4TH**

Weekends and Holidays			
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.
12:25 p.m.	12:55 p.m.	1:10 p.m.	1:40
2:10	2:35	2:50	3:20
3:40	4:10	4:30	5:25 +
3:40	4:35 •	4:55	5:25
5:40	6:10	6:25	6:50
5:55	6:50 •	7:00	7:30
8:20	9:00	9:10	10:05 •

FARES:		
One-way	Round-trip	
Adult	\$13.00	\$26.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

For the most current schedule, visit [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

There will be no Sausalito / Tiburon / Angel Island service on Thanksgiving Day. The day after Thanksgiving, all services will operate on a Holiday schedule. There will be no Blue & Gold Services on Christmas Day. On New Year's Day, Sausalito / Tiburon / Angel Island will operate on a Holiday schedule. On President's Day, all services will operate on a Holiday schedule.

### ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 p.m. *
1:45 p.m.	2:10 p.m.	2:20	3:05 *
---	4:20 *	4:35	5:05

Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 p.m. *
1:45	2:10	2:20	3:10 *
---	4:45 +	4:55	5:25

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

All prices include general state park entrance fee.

**BAYCROSSINGS**  
"The Voice of the Waterfront"

All Ferry schedules subject to change.  
For the most up to date information.  
Visit: [www.baycrossings.com](http://www.baycrossings.com)



# AROUND THE BAY IN JULY



## 4<sup>th</sup> of July

## Waterfront Activities & Fireworks Viewing

Watching a waterfront fireworks display from a boat, the shoreline or hillside overlooking the water is always a unique and special treat for Bay Area residents. The following is a list of waterfront fireworks displays (or those that can be viewed from the water) in the Bay Area to help you plan your holiday, along with some of the activities leading up to the evening pyrotechnics.



The Marin County Fair features nightly fireworks July 3-7.

### San Francisco

PIER 39 celebrates Independence Day with fun for the whole family. Rock out at the Entrance Plaza Stage featuring Mustache Harbor - Yacht Rock Explosion from 3-6 p.m. At 9:30 p.m. look to the sky for the City & County of San Francisco's spectacular fireworks display.

### Berkeley

Berkeley Marina – Live entertainment all day, face painting, arts & crafts, Adventure Playground, and food from noon to 8 p.m. The day culminates with the grand fireworks over the water near the end of the Berkeley Pier at 9:30 p.m. Viewing is best along Frontage Drive south of the Pier or from Hs Lordship's parking lot.

### Sausalito

Fourth of July Parade/Picnic/Fireworks – 10 a.m. parade followed by picnic at Dunphy Park from noon

to 6:30 p.m. with live music plus food and games. The celebration continues at Gabrielson Park (next to the Ferry Pier) from 6:30 to 9:30 p.m. featuring more live entertainment and ending with a spectacular show of fireworks on San Francisco Bay starting at 9 p.m.

### San Rafael

Marin County Fair – Fireworks over the lagoon every evening July 3-7 at 9:30 p.m. Also enjoy concerts, educational/interactive exhibits, carnival rides, arts and crafts, contests and plenty of food. 10 Avenue of the Flags in San Rafael.

### Benicia

From noon to 7 p.m., City Park (First Street at Military West) will be bustling with arts and crafts, delicious hot foods, live entertainment, children's activities, and more. Around 9 p.m., fireworks will blaze the sky at the foot of First Street.

### Suisun City

Fourth of July Celebration – From 11 a.m. to 10:30 p.m. Enjoy free live music, craft vendors, family entertainment

and a huge fireworks display over the waterfront at 9:15 p.m.

### Vallejo

Six Flags Discovery Kingdom has fireworks every evening June 30 through July 4 at 9:30 p.m. There will also be the 166th Annual Fourth of July Parade in downtown Vallejo starting at 10 a.m. followed by the Mad Hatter Celebration at the waterfront and a fireworks display at Waterfront Park starting around 9:15 p.m.

### Fireworks from the O'Brien

The SS *Jeremiah O'Brien*, the famous WWII Liberty Ship berthed at Pier 45 in Fisherman's Wharf, invites you to come aboard to view San Francisco's Independence Day fireworks extravaganza. Many people consider the *O'Brien* to have the best fireworks seats on the wharf. Events aboard the ship are from 6:30 to 10 p.m., including hot dogs, chips, beverages, live music and a whole lot of fun. For tickets and more details, visit [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org).

### Hops & Vines Stroll

The first annual Downtown San Rafael Hops & Vines Stroll is on Saturday, July 13 from 2 to 7 p.m. Celebrating the craft beer and premium wine scene in Marin, the festive tasting event will take place along the San Rafael Downtown Fourth Street corridor through the West End Village and feature music, numerous downtown breweries, bars and restaurants, merchants and businesses offering wine and beer tastings as well as light refreshments inside their establishments. Advance tickets are available for \$25 at [sresproductions.com](http://sresproductions.com) or for \$30 at the event. Eventgoers

can hop on and off the free trolley to easily cruise the full length of the event. The ticket price includes wine and beer samples at all of the sampling locations.

### The 18th Annual Breastfest Beer Festival

Northern California's best beer tasting event is returning to Fairground Island at the Marin Center in San Rafael on Saturday, July 20 from 1 to 5 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 30 breweries and eat barbecue for free throughout the festival, listen to live music under the huge tent, win many, many great prizes and enjoy a relaxing afternoon in the sunshine—all while raising money for a great cause. A limited amount of advance tickets are available at \$50 and can be purchased on the website [thebreastfest.org](http://thebreastfest.org) or at Marin Brewing Company in Larkspur or Moylan's Brewing Company in Novato or regular admission is \$65 at the door. The ticket price includes live music, food, unlimited tasting and a Breastfest commemorative cup. For additional information, call (415) 461-4677.

### Benicia Waterfront Festival

This popular summer event is back with a splash on Saturday and Sunday, July 27-28 from 11 a.m. to 6 p.m., as Benicia celebrates its picturesque waterfront locale with two days of live music, craft beer and wine tastings, tasty foods, a vendor village and a kids' activity area. Daily admission is \$10 for adults and \$5 for seniors, with children under 12 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](http://www.beniciamainstreet.org).

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





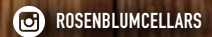
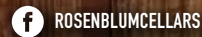
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**GO GIANTS!**



For ticket, reservation, and schedule information  
call toll-free **511** (TDD 711) & or visit **goldengate.org**





## **SVENDSEN'S RIGGING**

BAY MARITIME GROUP

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**COME MEET ANDY AT OUR**

**1<sup>ST</sup> ANNIVERSARY CELEBRATION, AUGUST 2<sup>ND</sup> - 4<sup>TH</sup>**

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