

# BAY CROSSINGS

"The Voice of the Waterfront"

October 2019 Vol.20, No.10



**Fleet Week Returns to S.F.**  
Celebrating Our Maritime History

**Treasure Island Ferry Dock**  
Build Begins, But Service Unclear

**Seals Come to WETA Dock**  
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# BAYCROSSINGS

*"The Voice of the Waterfront"*

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## ON OUR COVER



This year's Fleet Week events will once again feature the spectacular United States Navy Blue Angels—the world's most talented aerial performance team—to thrill the public with its incredible aerial feats. A full airshow will be taking place over three consecutive days in the skies above San Francisco's waterfront and is the only airshow in the United States with a commercial airliner, a United Boeing 777, to perform a fully choreographed act.

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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October 2019 Volume 20, Number 10

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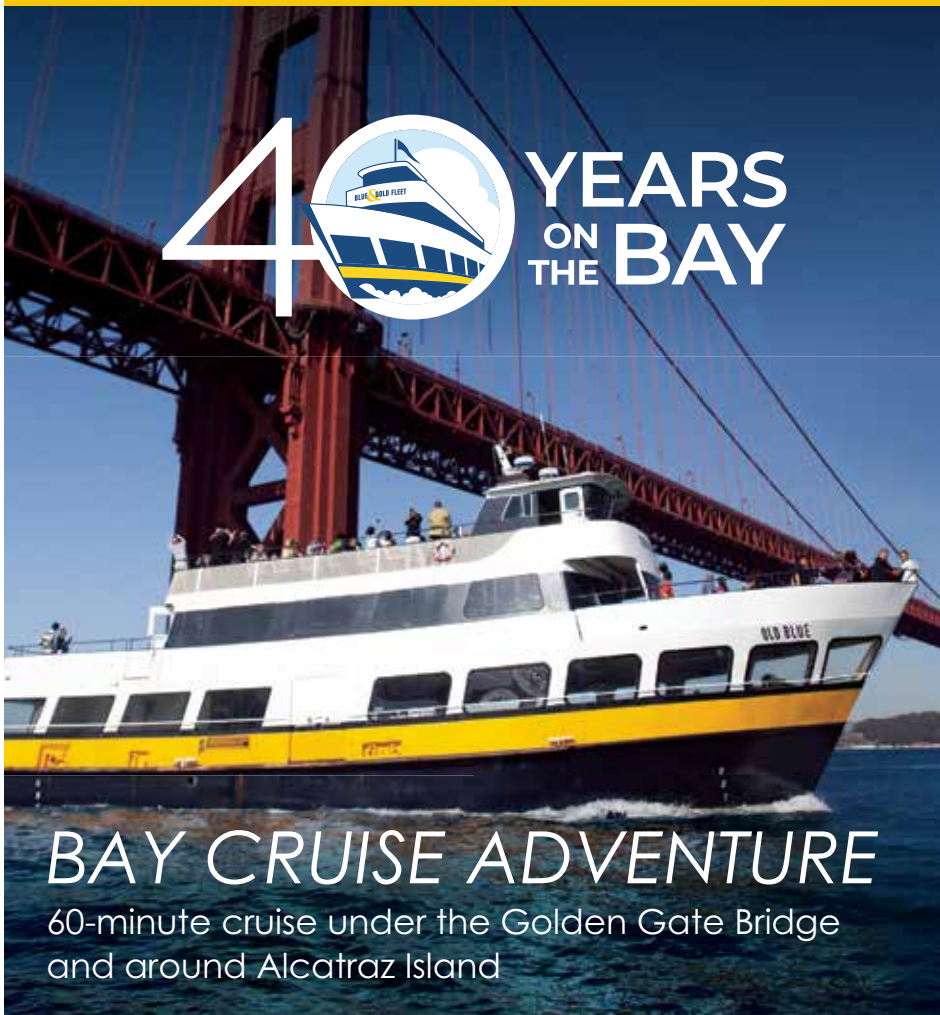
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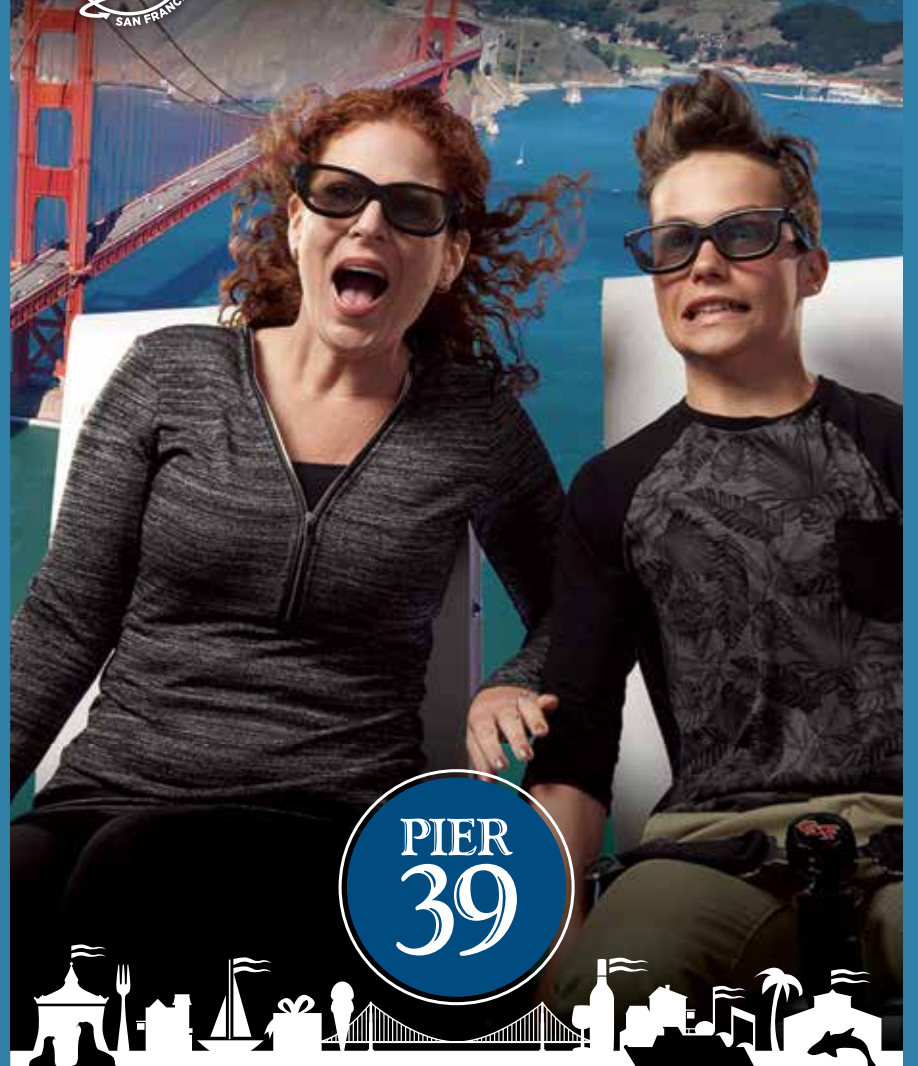
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# Bay Area Cargo Gateways Have Diverse Challenges

BY PATRICK BURNSON

The Port of Redwood City, a “niche” cargo gateway, recently received a 2019 Homeland Security Port Security Grant. The \$1.85 million grant is the largest in northern California and the fourth largest in the nation for a port entity.

The grant will fund transportation security infrastructure, training and operations programs that boost port resilience and recovery. This includes providing funds for increased port-wide risk management and capabilities to prevent, detect, respond to and recover from terrorist attacks.

“Receiving this grant underscores the federal government’s confidence in the port as a valued strategic partner in homeland security and a leader in emergency preparedness,” said Port of Redwood City Executive Director Kristine A. Zortman. “This grant further demonstrates to our community the significance that the port plays in security and disaster recovery for the region.”

The grant will specifically fund a new state-of-the-art interagency operations center, training activities,

and security infrastructure, including cameras, lights, fencing, a new jet dock and CBRNE (chemical, biological, radiological, nuclear, explosive) detection equipment for the local fire and police departments. These improvements strengthen the port’s collaboration with local, regional and federal first-responder partners involved in maritime security.

The award is part of Homeland Security’s FY 2019 Port Security Grant Program, which provides \$100 million for transportation infrastructure security activities to implement Area Maritime Transportation Security Plans and facility security plans among port authorities, facility operators and state and local government agencies required to provide port security services.

**The Port of Redwood City reported another historic year, generating \$9.3 million in revenue.**

The grant is another piece of good news in a banner year for the Port of Redwood City, which reported another historic year, generating \$9.3 million in revenue from over 2.65 million metric tons of cargo moving across the port’s docks. The port also recently announced that the U.S. Army Corps of Engineers will perform a dredging project to maintain and improve the federal shipping channel in Redwood City, facilitating and supporting existing shippers and growing operations.

## Lytle Receives Lifetime Achievement Award

Chris Lytle, the Port of Oakland’s recently retired executive director, received one of the shipping industry’s top honors last month. The Containerization and Intermodal Institute presented him its lifetime achievement award in recognition of his 53-year maritime career. The recognition came during the institute’s annual Connie Awards banquet.

As *Bay Crossings* reported recently, Lytle stepped down in July after six years at the helm in Oakland. He had previously served as executive director of the Port of Long Beach. Both are among the nation’s 10 largest container seaports.

“I’ve had a long and satisfying career and this recognition makes it easier to step away,” said Lytle. “I’m leaving the industry with great memories and pride in what I’ve accomplished alongside hundreds of wonderful colleagues.”

Connie Awards are presented annually to maritime industry leaders who’ve had substantial impacts on container shipping. Lifetime achievement awards recognize prolonged contributions to trade and transportation.

Lytle is credited with leading Oakland to record-high cargo volume in each of the past two years. His tenure was marked by the introduction of industry service innovations that included:

- Nearly round-the-clock cargo pickup and delivery for harbor truckers;
- Online transaction-time reporting at marine terminals; and
- Warehouse and distribution center development adjacent to the docks.



Photo courtesy of Port of Redwood City

The Port of Redwood City recently received a \$1.85 million Homeland Security Port Security Grant to fund security infrastructure, training and operations programs that boost port resilience and recovery.

Meanwhile, Lytle is serving as a consultant to the Port of Oakland through the end of 2019.

## Exclusive Interview With Port of S.F. Maritime Director Coming Next Month

Port of San Francisco Executive Director Elaine Forbes appointed Andre Coleman the new maritime director for the Port of San Francisco last February.

In an exclusive interview with *Bay Crossings* next month, Coleman will share his thoughts on the strategic oversight and implementation of the port’s maritime portfolio, including assets, services, operations and labor and client relations for the 7.5 miles of San Francisco waterfront that extends from Fisherman’s Wharf to Islais Creek.

In the meantime, Coleman will provide the executive director and port leadership team with high-level direction on maritime initiatives, goals and objectives as he leads the maritime division and the portfolios for 28 employees.

Patrick Burnson is the executive editor of *Logistics Management*.  
[www.logisticsmgmt.com](http://www.logisticsmgmt.com)

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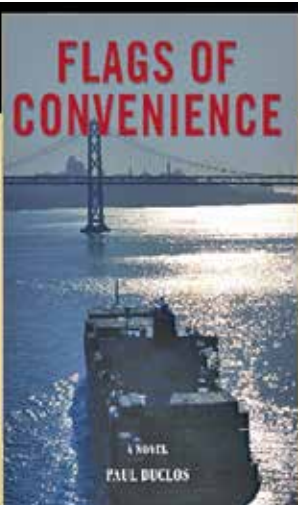
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# Jeff Russell

BY MATT LARSON

Jeff Russell is a new bartender on board the Vallejo ferry heading to San Francisco. When we met him he'd been at the job for about two months, and so far, he's very happy to be here.

"It's a lot better than my last job," he said. "I was a delivery driver for a company that delivered blood products to hospitals. The stress level was just through the roof." The prospect of working amidst the calming vibes of San Francisco Bay every day made this career move an easy choice.

"My favorite part of the job would actually be the people," Russell said. "They're just great to talk to and interact with."

Russell's previous bartending experience was 15 years ago in a not-so-great West Sacramento neighborhood, and he had a clientele that wasn't quite as friendly as our beloved Bay Area ferryboat riders.

Russell graduated from bartending school in 2003. "When I was a bartender in Sacramento I was told that I actually made the best margarita in town, and that seems to still be true," he said. "I got to serve a couple of them so far on board;

people have come back and they're just raving about it." His secret, aside from his seemingly perfect recipe, is to use real lime juice—unsweetened, fresh-squeezed lime juice.

What he's still getting used to is the venue, as previous bars he's worked at weren't in a room that's constantly rocking back and forth. "I'm still trying to get my sea legs," he laughed. "It's probably a good thing that I'm a musician

because I know that rock-star guitar player stance, where you put one leg forward. Standing like that actually helps the rocking motion."

Russell plays guitar and bass, among other roles, for a melodic hard-rock band called Heaven's Heels. "It's like the opposite of saying hell's heroes; it's like heaven's bad guys," he explained.

The band's style is modern classic rock, similar to Black Sabbath and Blue Oyster Cult. They released an album at the end of last year, recently released a live album from a show they played in Petaluma, and their second studio album is in the works. You can see them play at the Vallejo ArtWalk at Napa Smith Brewery on October 18.

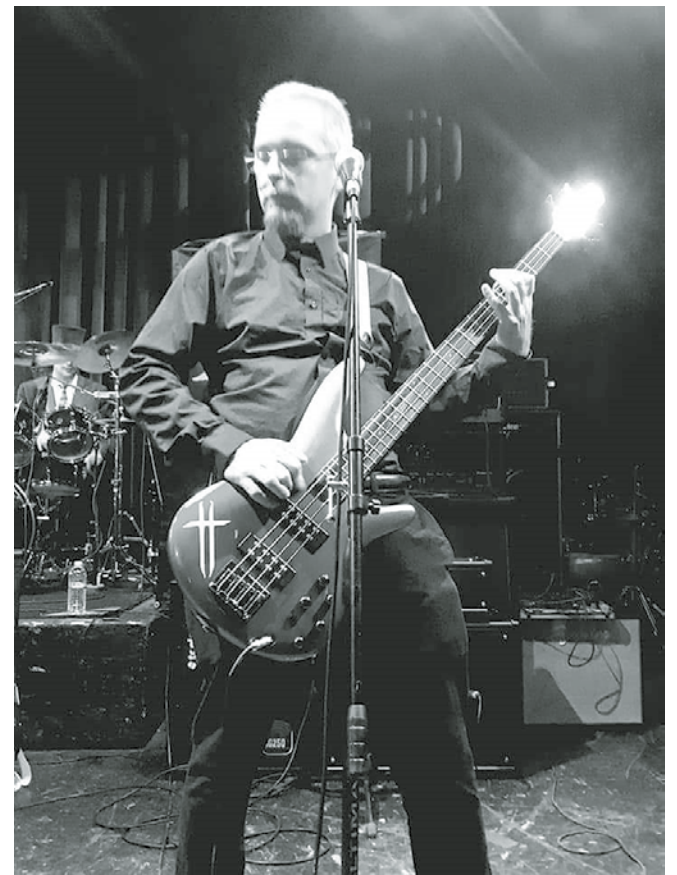
In addition to bartending on the ferry and rockin' out with Heaven's

Heels, Russell is currently pursuing a degree in audio production at SAE Expression College in Emeryville.

Russell also builds guitars in his spare time. "I buy old, broken down guitars and I refurbish them, put new parts in them and bring them back to life," he said. "I made an Eddie Van Halen Frankenstein guitar copy, part for part. It's a pretty fun thing." He still takes requests. To make an inquiry on his Facebook page, search for Russ's Rusty Guitar Restorations.

Russell grew up in Fairfield and lived in Vallejo for about 12 years before getting married and moving to Pacheco last year. Back in the day about 20 years ago, Russell remembers getting a day pass for the ferry to go into San Francisco for fun, and something he's noticed over the years is how the ferries have always provided a great service. "From a rider's perspective, they've been pretty consistent."

Now, after working on the boats, Russell would agree even more that the



Jeff Russell recently scored a gig serving drinks on the Vallejo ferry route, but his true passion is music. Here he is rocking out in his band, Heaven's Heels.

ferry is the way to go if you need to travel across the Bay. "You can actually sit down and have a drink, kick your feet up at a table and relax, you have wi-fi—it's like sitting in a diner while you're going to or coming home from work."

So say hi if you see Russell on board, maybe ask him to whip up one of his now-famous margaritas, and talk music with him—especially if you're a fan of Sammy Hagar, Van Halen, or Pink Floyd's *The Wall*.



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# Treasure Island Ferry Dock Build Begins, But Whose Boats Will It Use?

BY DAN ROSENHEIM

It is just around the corner—the time when Treasure Island development authorities had been expected to clarify their expectations for a promised ferry service between the island and downtown San Francisco. However, the situation remains muddled.

At issue is how ferry operations will be financed and whether initial service will be provided by a public agency, the Water Emergency Transportation Authority (WETA), or one of several private ferry boat operators on the Bay.

In his most recent appearance before the WETA board of directors last April, transit planner Eric Cordoba said he expected a scheme to crystallize this summer for a toll on cars and trucks coming onto the island. The toll structure, in turn, would help provide the financial basis for a concrete proposal this fall regarding ferry service.

But that timetable has “slipped,” island transportation planners say, adding that now they do not expect to have a plan until at least next spring. “Yes, our schedule has slipped, and we have not yet arrived at preliminary recommendations,” said Eric Young, a spokesman for the San Francisco County Transportation Authority.

Public transit, including a ferry service, is required under plans for the giant development project on Treasure Island, which has had only a small population and minimal commercial activity since its naval station was decommissioned in 1996. When the entire buildout is completed in 2035, the project will have dramatically transformed the island—adding 8,000 new residential units, 500 hotel rooms, 300,000 square feet of office and commercial space and 300 acres of open space. The resident population is expected to hit 25,000, compared to fewer than 2,000 today.

Along with ferries, transportation planners will encourage pedestrians and bicycles, add expanded bus service to the East Bay and San Francisco, and they even plan to test an autonomous shuttle bus to circumnavigate the adjoined Treasure and Yerba Buena islands.

The first ferries had originally been scheduled to run from the island in 2023, but the island’s developers, believing ferry service will be enticing to potential new residents, have pushed the date up two years. Construction of the first 286 homes began earlier this year, and some are expected to be occupied by 2021.

The absence of a visible plan for funding—and obtaining—ferry service has not deterred Treasure Island’s private developers from beginning construction of a new ferry terminal on the island’s western shore. Builders announced last week that they had broken ground on the new terminal, adding that they hope to begin “limited ferry service. . . as soon as 2021.”

“With all of the momentum and excitement building around Treasure Island and Yerba Buena Island, we decided to accelerate the timetable for building a ferry terminal,” Chris Meany, co-manager of the development project, said in a prepared statement.

But the delays in developing a specific proposal for ferry service raise questions that are anything but academic—for private operators, public agencies, labor unions and, at least nominally, taxpayers, all of whom have a stake in the outcome.

A critical—and highly sensitive—issue is whether and how to implement the much-discussed toll on vehicles coming to the island. Tolls are among a quartet of revenue streams envisioned by planners, with the others being new parking meters on the island (there currently are none), transit fares paid by bus and ferry passengers, and a \$30 million operating subsidy from developers (who are shelling out another \$30 million for the ferry dock).

But the tolls so far have gotten a

chilly reception from San Francisco’s Board of Supervisors, which must approve them. Some critics label the tolls a regressive form of taxation that would unfairly burden lower-paid employees commuting to the island, as well as lower-income island residents.

In an attempt to alleviate those concerns, transportation planners have toyed with the possibility of exemptions or reduced tolls for certain classes of commuters. “Tolling is a critical source of funding for ferry service,” the transportation planning agency’s Young told us. “We continue our community outreach and technical work efforts, including an affordability program.”

Several possible scenarios have emerged. These now include:

- **Tolls could be approved by the board in early spring**, sufficient time for WETA to build a ferry or shift ferry resources and begin service in early 2021; or,
- **Tolls could be approved too late for WETA** to meet the 2021 deadline for service. In this case, or in any case, developers might turn to a private operator—such as Prop SF (reportedly a favorite of the Treasure Island Development Authority) or Tideline. But maritime unions, which represent workers at WETA and Golden Gate Ferry, might object—forcefully—if regular ferry service were provided by a non-union company. The last thing developers would want is a picket line at the entrance to their new creation. Or,
- **Developers might turn to a unionized private operator**, such as Blue & Gold or Red and White Fleet, to provide initial service. This

is a remote possibility but it’s an intriguing one, because Red and White is slated to conduct three months of demonstration runs soon on its new hydrogen fuel cell ferry, *Water-Go-Round*. It’s hard to imagine a more compelling marketing vehicle than having the world’s first fuel-cell ferry providing commuter service. But *Water-Go-Round*’s owner, an East Coast maritime investment group called SW/TCH, isn’t saying what it will do with the boat after the demonstration period is over, other than that it will operate commercially within the Bay Area. Or,

- **Tolls could be rejected outright** by the supervisors. Should this happen, the Treasure Island project is sufficiently important and developers behind the project sufficiently muscular and well connected that WETA might end up eating the cost of ferry traffic itself. The public ferry agency would be hard-pressed to find money for such an undertaking, especially if long-awaited funds from Regional Measure 3 remain tied up in a court battle, but unless the Metropolitan Transportation Commission wants to allocate more of its existing budget for ferry service, WETA may have to shift resources from other runs.

At the moment, if Treasure Island’s developers and key transportation planners know which way they’re headed, they aren’t saying so for public consumption.

WETA Executive Director Nina Rannells said she reached out to the transportation planning agency in mid-August to request an update and still hasn’t had a reply. “I don’t know *what* they have in mind,” she said.

**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.





# Tideline Prepares a New Surge

BY DAN ROSENHEIM

On September 26, Tideline Marine Group launched its latest passenger craft, the 75-foot, 149-passenger *Peregrine*.

The new ferry boat is Tideline's fourth vessel and by far its largest. The Tiburon-based private operator, which has financial backing from investment banker Richard Blum, operates two 45-passenger craft, as well as a smaller 20-passenger catamaran called *Kestrel*.

The addition of *Peregrine* represents a significant expansion for Tideline. Danielle Weerth, Tideline's director of business development, said the new boat will be used initially for cruises but that it is slated eventually for a Jack London Square-to-Mission Bay service. To hear company executives tell it, however, that is just the beginning of several more substantial moves.

Tideline says:

- It is nearing agreement on a labor contract with two maritime unions, the Inlandboatmen's Union (IBU) and the International Organization of Masters, Mates and Pilots;
- It hopes to put two more boats in the water before the end of the year, with additional boats to follow;
- It is close to agreements with several new business customers about providing ferry service for their employees and is also talking to smaller municipalities about commuter service.

During the first week of September, Tideline began using its new landing space at Pier 52 in Mission Bay to begin ferrying passengers from Marin County and Berkeley for concerts at the new Chase Center. "The runs have been great, and people are really happy about the service," Weerth said.

Currently, Tideline is the only ferry company servicing Chase Center events, and along with concerts it will be running boats to Golden State Warriors games, starting with the preseason home opener on October 5. A temporary dock at Pier



Photo courtesy of Tideline

Last month, Tideline launched its fourth and largest ferry boat, *Peregrine*. The 75-foot, 149-passenger vessel is expected to eventually serve a Jack London Square-to-Mission Bay route.

48½, which will serve both WETA and Golden Gate ferries, has been delayed but is expected to be ready for the October 5 Warriors opener.

Last month, Tideline also received a six-month extension from WETA on an agreement that lets the private operator use the public Harbor Bay Ferry Terminal in Alameda for Exelixis employee commuter runs to Oyster Point in South San Francisco. While the extension was shorter than the one-year deal Tideline had requested, it gave the private operator important breathing room in which to firm up new business and labor contracts. Those two things are closely related, because Tideline says it is building higher labor costs into the new business deals.

A collective bargaining agreement at Tideline would represent a major breakthrough for organized labor on San Francisco Bay, and it would also remove a potential obstacle to Tideline's growth. "The belief is a maritime company needs union recognition to grow," Tideline CEO and founder Taylor Lewis said in a recent interview. "It's part of the industry."

Currently, unions represent employees at both public ferry agencies, WETA and Golden Gate, as well as at the Bay cruise companies Red and White and Blue & Gold. But there are no unions at the privately held companies that provide

regular ferry service, Tideline and Prop SF, nor famously at Hornblower, which provides regular service to Alcatraz, as well as sightseeing tours and cruises on the Bay.

Lewis declined to discuss the details of negotiations and noted that progress was slowed during the summer when union leaders were focused on a strike by ferry workers in Alaska.

But he added: "We are confident of making an agreement and are optimistic we will do so in the very near future."

Lewis expressed more optimism about a deal. "This has been an educational process for both sides. We are not a common carrier that gets government subsidies and has big vessels," Lewis continued. "But I have no philosophical problem with the unions. It just comes down to the brass tacks of a deal."

Union officials are also circumspect about details, but Robert Estrada, IBU regional director, described bargaining as "cordial and positive."

And as negotiations proceed, Lewis said demand for his firm's services is burgeoning. With agreements to use landing positions at more than 35 locations on the Bay, Tideline is well positioned to take advantage of that demand. "I really can't get enough new boats," Lewis said. "My job right now is procurement."

A Greenbrae native, Lewis attended the California Maritime Academy and skippered yachts for the Pasha Group, where he was the personal captain for the late George Pasha III for seven years, operating his company vessel *Anticipation*. Tideline was formed in 2012 in response to a request for water taxi service by the Port of San Francisco. It began with a single six-passenger boat, but has gradually grown its fleet and services.

"It's one knot at a time," said Lewis. "Slow and steady wins the race."

Now, though, while he declines to provide specifics, the pace is quickening. Lewis said he is pursuing agreements for more commuter service to private businesses, expanded tours and commuter service to smaller municipalities, as well as freight, calling the latter "very exciting." And Lewis took pains to emphasize that he views expanded commuter service as complementing, not competing with, the ferries operated by WETA and Golden Gate.

"Our whole model is community based, and we see a lot of opportunities," he said. "We want to work with WETA and Golden Gate to optimize service, and we have had very good discussions about that. It's only going to help the people get where they need to go"





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Photo by Joel Williams

# Alameda Breaks Ground on Third Ferry Terminal

A group of Alameda government officials, WETA staff and builders gathered at the location of the the new Seaplane Lagoon ferry terminal site on the southern side of Alameda Point for a groundbreaking ceremony in September.

**BY DAN ROSENHEIM**

Ground was broken last month for Alameda’s third ferry terminal, the Seaplane Lagoon dock at Alameda Point. A group of builders, Alameda government officials and WETA staff gathered for the ceremony on the southern side of Alameda’s former naval air station. The terminal site, which will include a 400-vehicle parking lot, is expected to be completed next spring. Alameda Mayor Marilyn Ashcraft and

Community Development Director Debby Potter also addressed WETA directors early this month, stressing how important ferry service is to the huge new Alameda Point development, which will be adding thousands of jobs and residential units to the area over the next decade. Developers are contributing \$10 million toward the ferry terminal’s construction. It is unclear, however, when ferry service will start and how much service there will be. An original plan called for three morning and three evening trips between the site and San Francisco,

but the freeze on funds from Regional Measure 3 due to litigation has raised questions about WETA’s ability to finance service at that level while maintaining all the current runs to the two other Alameda docks, the Main Street and Harbor Bay terminals. WETA Board Chair Jody Breckenridge noted that funds may be needed for expansion at Mission Bay in San Francisco and Treasure Island, in addition to Seaplane Lagoon.



“There isn’t going to be enough money to fund all three of them,” she said. In light of these concerns, the board is expected to re-examine priorities for capital spending at its October or November meeting.

## Ferry Short Takes

**Hovercraft Study Gets OK:** WETA directors this month approved a \$475,000 contract to Los Angeles-headquartered AECOM to study the feasibility of using hovercraft for ferry service on the Bay. The giant engineering company has several Bay Area offices and employs more than 80,000 people worldwide. The study begins in October and is expected to last a year. There is considerable interest in hovercraft in ferry boat circles. The flat-bottomed boats that float on a cushion of air could provide long-awaited ferry

service to communities in the South Bay, where sedimentation makes it impossible to use traditional ferries. Proponents of the “air boats” will have to navigate a special set of challenges, however, including the need for new shoreline landing areas and specially trained crews, as well as environmental issues involving emissions, noise and disruption to wildlife.

**Ferry Building Makeover:** The Historic San Francisco Building will be restored to its original “Colusa sandstone grey”

color, in a two-year restoration project that is just beginning. Real Estate companies Hudson Pacific Properties and Allianz Real Estate, which acquired the building in late 2018 from Blackstone Group’s Equity Office, said the project will include repairs to the building’s weathered facade as well as a new paint job. Constructed in 1898 and designed by San Francisco architect A. Page Brown, the building was among the few downtown structures to survive the 1906 earthquake. In the 1970s, the

exterior was coated with a cement and acrylic agent that eventually discolored. It has been repainted more than once in the interim, but its colors no longer conform to its historic origins, and the real estate companies have hired the historic restoration firm Architectural Resources Group to oversee the latest project for historical accuracy. The restoration is not expected to affect ferry service or to have a significant impact on Ferry Building retail.



# Fleet Week Celebrates Bay Area's Rich Maritime Tradition

## BC STAFF REPORT

San Francisco's Fleet Week has been recognized by the United States Department of Defense as the model for fleet weeks across the country. This October 6 through 14 marks the 38th anniversary of the modern version of Fleet Week in San Francisco, but the origins of this event are much older.

San Francisco and Fleet Week share a long and storied history that began in 1908 with the arrival of President Theodore Roosevelt's "Great White Fleet" to the Bay during its round-the-world voyage. Consisting of 16 battleships of the Atlantic Fleet and various smaller vessels, this legendary flotilla featured hulls painted white except for the gilded scrollwork on their bows. The 14-month voyage from Hampton Roads, Virginia, to San Francisco was a showcase of American sea power with ships manned by 14,000 sailors. The fleet covered 43,000 miles and stopped at 20 ports on six continents.

The fleet arrived in San Francisco on May 6, 1908 from Magdalena Bay, Mexico, and was greeted by a huge celebration hosted by the City of San Francisco. As each ship passed Fort Point it fired a 21-gun salute, which was answered with a salute from land. Crowds flocked to San Francisco to see the fleet. Transbay ferry traffic from May 5 to May 17 exceeded the normal business by 450,000 passengers. The heaviest travel day was on May 6, when 186,000 passengers were taken across San Francisco Bay to see the arrival of the fleet. It was one of the largest crowds of Californians ever assembled at the time.

On January 18, 1911, the era of

naval aviation began in San Francisco Bay with the first-ever launch of an aircraft from the deck of a military vessel, the USS *Pennsylvania*. Throughout the 20th century, San Francisco was a major focus of naval operations and served as the headquarters of the United States Navy forces under Admiral Chester Nimitz during World War II. A generation of "Liberty ships" and other military vessels were built, launched, serviced and berthed at Bay Area historic sites, including Vallejo's Mare Island Naval Shipyard, Richmond's Kaiser Shipyard, the Marin Shipworks, Treasure Island, Hunters Point Shipyard, Suisun Bay and the Alameda Naval Air Station.

Under the leadership of Mayor Dianne Feinstein, the modern Fleet Week tradition began in 1981, honoring the dedicated men and women of the United States Armed Forces and their colleagues. Over the years, millions of San Franciscans have welcomed the United States Navy and Marine Corps, making Fleet Week one of the City's most treasured traditions.

This year's events will once again feature the spectacular United States Navy Blue Angels—the world's most talented aerial performance team—to thrill the public with its incredible aerial feats. A full airshow will be taking place over three consecutive days in the skies above San Francisco's waterfront and is the only air show in the United States with a commercial airliner, the United Boeing 777, to perform a fully choreographed act. This year's air show will also feature the Bay Area debut of the F-35 Demonstration Team, showcasing the most advanced air power of the U.S. Air Force.

In addition, throughout Fleet Week, thousands of visitors can climb aboard amphibious carriers, destroyers and



Photo by Joel Williams



## COVER STORY



Photo by Joel Williams

San Francisco's Fleet Week air show is the only one in the United States with a commercial airliner, a United Boeing 777, to perform a fully choreographed act.

cruisers docked along the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy, U.S. Coast Guard and Canadian Navy. All ship tours are free of charge.

Below is an overview of public events for San Francisco Fleet Week. An up-to-the-minute schedule of public events is available online at [fleetweeksf.org](http://fleetweeksf.org).

### Fleet Week Schedule of Events

(Subject to change)

#### Monday to Saturday through October 19

Veterans Art Exhibit

The Atelier Gallery of the Academy of Art University: 9 a.m. – 5 p.m.

#### Wednesday, October 9

Ship Tours – Day 1: 10 a.m. – 2 p.m.

Honor Our Fallen Tribute Concert – SFJAZZ Center: 6 – 8 p.m.

#### Thursday, October 10

Ship Tours – Day 2: 10 a.m. – 2 p.m.

#### Friday, October 11

Humanitarian Assistance Village: Marina Green: 10 a.m. – 5 p.m.

Parade of Ships: 11:00 a.m. – 12:00 p.m.

Air Show: 12 – 4 p.m.

#### Saturday, October 12

Ship Tours – Day 3: 9 a.m. – 4 p.m.

Humanitarian Assistance Village: Marina Green: 10 a.m. – 5 p.m.

Bark at the Park / K9 Heroes at Duboce Park: 11 a.m. – 1 p.m.

Air Show: 12 – 4 p.m.

#### Sunday, October 13

Ship Tours – Day 4: 9 a.m. – 4 p.m.

Humanitarian Assistance Village: Marina Green: 10 a.m. – 5 p.m.

Air Show: 12 – 4 p.m.

Blue Angels Meet & Greet at PIER 39: 6:15

#### Monday, October 14

Ship Tours – Day 5: 9 a.m. – 4 p.m.

High School Band Challenge: 10 a.m. – 2:00 p.m.



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# More Harbor Seals Call WETA Dock Home

BY DAN ROSENHEIM

First there was one, then three, then five, and now more than 70 harbor seals a week are “hauling-out” on the floating concrete dock built especially for them in Alameda Point Harbor.

Located a few hundred yards off WETA’s glistening new Central Bay Maintenance and Operations Facility, inaugurated just last December, the dock represents a successful collaboration between WETA, City of Alameda officials and local activists.

Planning for the maintenance facility began in 2008, wrapping up in 2012 after a robust environmental analysis had been completed. But it was only then, after all the plans were all set, that harbor seals began showing up and



Photo by Richard Bangert, Alameda Point Harbor Seal Monitors

The new cement float built especially for harbor seals in Alameda Point Harbor was placed close to the old location and sloped for easy access from the water.

hauling-out at a small old dock on the site of the project.

While no one is certain why the seals suddenly appeared, a prominent theory is that they came from Yerba Buena Island,

driven away by the construction of the Bay Bridge’s new eastern span. “It’s hard to say for certain,” said James Harvey, a marine mammal specialist with Moss Landing Marine Laboratories. “Seals move around a lot in general, but they also do respond to disturbances, especially when they’re prolonged.”

Having arrived at Alameda, however, the seals might have suffered a second rude eviction because the old dock—originally used by the Navy, which had a small marina at the site—needed to be torn down to make way for the new maintenance facility. But activists in Alameda organized a campaign to protect the pinnipeds, collecting thousands of petition signatures and speaking out at public meetings.

“The local community cared about the seals, and they let us know it,” says Michael Gougherty, senior planner and project manager at WETA. Spurred by those grassroots concerns and with a push from local government, WETA decided it needed to find a way to accommodate the seals. But the agency wasn’t immediately sure how to proceed.

“There was no precedent for how to re-create habitat for harbor seals,” Gougherty said. “They are more skittish by nature than, say, the sea lions that hang out at Pier 39, so we weren’t sure whether a new float would work.”

To improve its chances of success, WETA hired Harvey, the marine mammal specialist who has studied seals for more

than 40 years. Under his guidance, a new float was built close to the old location, sloped for easy access from the water.

Alameda environmentalists also took pieces of lumber from the old dock and placed them on the new one, so it would have a familiar smell. With the new float in place, the old dock was destroyed and, as Harvey had envisioned, the seals began migrating to their new resting spot—which was only gradually moved in stages to its current location away from shore.

“It happened just as I hoped, which doesn’t always work like that in my life,” said Harvey with a laugh. “Now we have more seals using the float than ever used the old site.”

Gougherty said Alameda city officials have been especially helpful in educating kayakers and small craft about the seals, creating a buffer zone around the dock that ferry boats observe as well. “It’s actually a perfect location,” said Gougherty. “People on land can see them without having to use binoculars, but they are far enough out not to be spooked by human presence.”

And having found a new site that works, the seals aren’t likely to go away anytime soon. “As long as they’re not disturbed,” said Harvey, “they’ll continue using it forever.”

For more info and for seal updates, visit the Alameda Point Harbor Seal Monitors Facebook page at [www.facebook.com/alamedaseals1](http://www.facebook.com/alamedaseals1).



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# Protecting the Bay From Trump's EPA

BY SEJAL CHOKSI-CHUGH

**T**he Trump administration has reached a new low in its assault on clean water. Trump's Environmental Protection Agency is claiming that San Francisco Bay water isn't water. The agency recently decided that the South Bay salt ponds are *land* and don't need Clean Water Act protection.

This bizarre decision is dangerous for San Francisco Bay.

Corporations created the South Bay salt ponds by building levees in the Bay before the Clean Water Act was enacted. In an abrupt reversal of its own 2016 draft opinion, EPA says the timing of those levees now means that the ponds are land instead of water.

It's a thinly veiled scheme to allow Cargill, the multinational corporation that owns the area, to pave over the ponds without worrying about meeting Clean Water Act safeguards. In reality, if the levees are removed, Bay waters will flood the area again and eventually return the ponds to their former wetland state.

That's why Baykeeper is suing the Trump administration in federal court, fighting to overturn this decision.

The areas at the heart of the battle are the brightly colored salt ponds you can see from the window of a plane flying over the Bay Area. Cargill's goal is to fill two square miles of these salt ponds along the Redwood City shoreline so that developers can build offices, homes and retail spaces.

Baykeeper is joining with Save the

Bay, Citizens Committee to Complete the Refuge and Committee for Green Foothills to defend this part of the Bay's shoreline. And our partners are also working to prevent Cargill from getting the state and local permits needed before construction can begin.

The salt ponds have been used for industrial-scale salt harvesting for over 100 years. But for centuries before, the ponds were salt marshes where the native people of the Bay Area harvested small amounts of salt for everyday use.

Erecting buildings on these former wetlands is a bad idea. In 50 to 80 years, sea level rise will put those buildings partly underwater. And the area is currently home to thousands of shorebirds and local wildlife that would be displaced if the ponds were paved.

Restoring the ponds to wetlands will help protect the Redwood City shoreline against sea level rise. Restored wetlands will also protect the nearby Silicon Valley tech campuses and infrastructure like sewage treatment plants that, if flooded, could badly pollute San Francisco Bay. Wetlands additionally provide food for seasonal and year-round birds, plus habitat for endangered species.

And there are even more reasons to overturn the Trump administration's giveaway to Cargill.

Because the Trump decision removes the need for a federal development permit, it increases the ponds' market value. That allows Cargill to profit even more by destroying the Bay. A higher market value also makes it harder, and more expensive, for taxpayers to save the Redwood City ponds through a public purchase.



Photo by Doc Searls, Flickr/CC

The watery red salt ponds on the Redwood City shoreline of San Francisco Bay. The Trump administration has made it easier to build offices, condos and retail spaces there.

And if the Trump decision stands, it will be easier for Cargill, and any other corporation, to pave other parts of the Bay, including salt ponds on the Newark shoreline.

If you want to protect the Bay from

the Trump administration's attempts to richly reward the Cargill corporation for destroying potential wetlands, join Baykeeper and support us in this fight. Find out more by visiting our website at

[baykeeper.org](http://baykeeper.org).



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*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).*





# Stakeholders Assemble to Discuss Bay Area Climate Change

BY BILL PICTURE

Bay Planning Coalition (BPC) hosted its annual Resources & Infrastructure Expert Briefing at East Bay Municipal Utility District's (EBMUD) Oakland headquarters last month. The panel of environmental experts, local policymakers, regulatory agencies and utility company representatives attempted to address the risks posed to Bay Area communities by growing climate-related dangers such as wildfires and heavy storms, and to brainstorm about ways to protect these communities and critical infrastructure moving forward.

"I think the general sentiment among the panelists was that we've passed the point of keeping these climate-related disasters from happening," said BAPC Policy Director Emily Loper. "That's the reality. Now we have to put our heads together and figure out how best to mitigate and reduce their impacts."

More than 90 people attended the September 17 meeting. That's the biggest turnout BAPC has ever had. "I think that has a lot to do with all of the national and global attention on this topic," Loper said. "And some communities not far from us have been hit hard by recent storms and fires in recent years, so it's on people's minds. Not only was the room pretty packed; people were very engaged, and lots of good questions were asked."

## Fire a hot topic

Next month marks the one-year anniversary of the Camp Fire that devastated the foothill town of Paradise, just a few hours' drive north of the Bay. The fire was the most deadly and destructive in California history, and a May finding that the fire was caused by an increasingly more common perfect



California wildfires are increasing in size and severity due to the effects of climate change. Last year's Camp Fire was the most deadly and destructive in California history.

storm of high winds, power lines and dry vegetation has people concerned.

"It's a real threat," said BAPC Senior Policy Associate Roman Berenshteyn. "You may say to yourself, 'Oh that's happening hundreds of miles from me.' But the reality is that a disaster like that can impact local utilities, and air and water quality." One example Berenshteyn gives is the water that EBMUD supplies to parts of Alameda and Contra Costa Counties.

"That water comes from reservoirs as far away as the Sierras, and it gets pumped through areas that have become increasingly fire-prone," he said. "So EBMUD is exploring ways to change how they operate to be more resilient, including working as fast as possible to replace old infrastructure."

"As California wildfires increase in

frequency, size and severity, the threat to water quality, watershed lands and critical infrastructure grows as well," said EBMUD Senior Public Information Representative Andrea Pook.

Pook said that among the lessons learned from the 1991 Oakland firestorm was the need for agencies to coordinate their efforts, and EBMUD now works with other multi-jurisdictional agencies to develop fire safety standards and codes, improve incident response, and educate the public about fire prevention strategies, including clearing vegetation that can fuel a fire.

## Proactive or reactive

A major topic of discussion at the September 17 meeting was whether fire prevention or fire suppression gives

the most bang for a community's buck. Suppression—that is, firefighting—has proven to be the higher priority among members of the general public, who feel more secure knowing that the bodies and equipment necessary to fight a blaze are available and at the ready should one erupt.

"Prevention is more difficult in some ways," said Berenshteyn. "One speaker told us that there are more than 150 million dead trees just sitting around as fuel for wildfires. The problem is, it takes two years to remove just one million trees and it's very expensive, so we can't just focus on removal. It's not really feasible."

Setting aside money to address the threat of wildfires is a tall order for stakeholders trying to keep budgets balanced. But some policymakers, like





State Senator Bob Wieckowski, who represents parts of the East Bay and South Bay, believe there is no choice, given there are 11 million Californians living in areas considered to be at very high risk for wildfires.

Wieckowski, chairman of the Senate Budget and Fiscal Review Subcommittee 2 on Resources, Environmental Protection, Energy and Transportation, allocated \$1 billion in the 2019-2020 budget to enhance the state's capacity to respond to such emergencies.

The money is allowing the California Department of Forestry and Fire Protection (CALFIRE) to hire 228 more firefighters and emergency responders, as well as purchase more fire engines and air tankers and add more fire detection cameras.

Wieckowski said, in a January statement: "The state has ramped up resources and funding because as our

climate is changing, our policies must change too. Although California has more than 30 million acres of forests, and the state only owns three percent of those, we have no choice but to responsibly combat these wildfire emergencies."

## Tough lessons

PG&E says it learned a lot from the Camp Fire, and has stepped up efforts to reduce wildfire risk. For example, the utility has expanded its vegetation management program and is clearing overhanging limbs and branches and hazardous vegetation such as dead or dying trees from around power infrastructure. It's also meeting state standards for minimum clearances around power lines. PG&E is focusing on high-risk areas right now and hopes to complete the work over the next few years.

PG&E has also accelerated safety inspections in high-risk areas. As of July 21, 99.99 percent of the nearly 700,000 distribution poles in or adjacent to high-risk areas had been inspected, as had 98.75 percent of the nearly 50,000 transmission structures and 100 percent of the 222 substations.

Whatever balance of prevention and suppression efforts Bay Area stakeholders end up agreeing is the best path forward, time is of the essence, said Michael McMahon, senior hydrometeorologist at HDR, a Los Angeles-based team of scientists and builders that consults with city agencies and developers on building smart infrastructure.

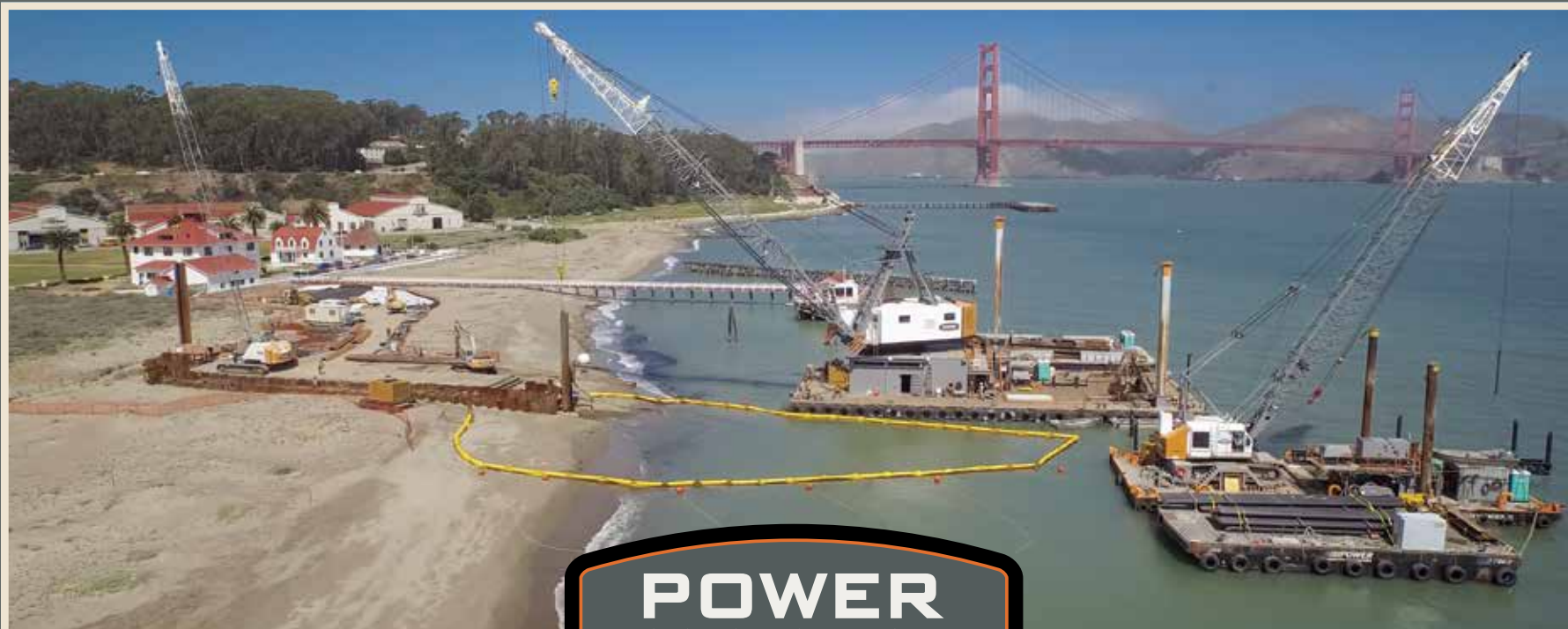
"Climate change and climate variability are only beginning to impact the Bay Area and surrounding regions," he said. "The increasing threat of wildfires is a situation that is going to require proactive response through both

mitigation and adaptation. The benefit-to-cost of proactive response has shown itself time and again to be a far more robust option than reliance on reactive methodologies."

McMahon applauded BAPC for bringing so many of those stakeholders to the table last month.

"It's the breeding ground for collaboration and policy development that will make a difference over time."

"The next step for BAPC is to continue to work with policymakers to advocate for better solutions to address wildfires and other climate-related risks," said Berenshteyn. "The state released its fourth climate assessment last fall, and the scientific data points to this problem only getting worse. So as much as the briefing is intended to promote a dialogue about these issues and be informative, I hope it's also a call to action."



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## Latest Online Course from America's Boating Club and BoatUS Foundation

### ARTICLE COURTESY OF BOATUS NEWS

Whether you're looking to charter this winter season, join a boat club or plan your first cruise aboard your own vessel, the new online course "Cruising Boats and Systems" will help you have a safer and more enjoyable cruise.

Offered in partnership by America's Boating Club, the United States Power Squadrons, and the nonprofit BoatUS Foundation for Boating Safety and Clean Water, "Cruising Boats and Systems" is great for first-time cruisers and can be taken anytime from home, office or mobile device by going to [BoatUS.org/courses](http://BoatUS.org/courses).

The online course covers both powerboats and sailboats. It covers how

to select your cruising vessel and goes over a boat's mechanical and electrical systems, navigation systems and safety gear, anchoring and electronic communications. Short quizzes help students understand key points and a downloadable handout is included.

"There is no single boat that's perfect for cruising," said BoatUS Foundation Director of Education Amanda Suttles Pérez. "We'll help you look at what you may want to consider for a cruising boat and how to address your specific type of cruising needs. We'll also show you everything you'll need to have a fun, stress-free multi-day cruise." Most course takers will complete the course in about two hours.

Normally \$30, "Cruising Boats and Systems" can be taken for an introductory

price of \$19.95 by using the coupon code "CRUISING" when registering. All BoatUS Foundation/America's Boating Club online courses can be completed at your own pace—started, stopped, and picked up again at any time, which makes them easy to fit into busy schedules.

The BoatUS Foundation for Boating Safety and Clean Water is a national leader promoting safe, clean and responsible boating. Funded primarily by donations from the more than half-million members of Boat Owners Association of the United States (BoatUS), the nonprofit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America's waterways and keeping boating safe for all.

You can find a wide range of boating



Photo courtesy of Beneteau

A new online course, "Cruising Boats and Systems" helps boaters have a more enjoyable cruise.

safety courses—including "Planning Your Cruise," "Weather for Boaters," "Modern Marine Navigation," "How to Use GPS" and 36 free state courses—at [BoatUS.org/courses](http://BoatUS.org/courses).

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# Two New Exhibits Carry Chilling Narratives

BY PAUL DUCLOS

Just in time for All Hallows' Eve come several exhibits as haunting as the journey of a midnight ferry.

*A Gothic Tale*, a newly commissioned film and mixed-media installation at the Legion of Honor by Alexandre Singh, draws inspiration from the Gothic literary tradition of 19th century Europe, as well as San Francisco's place in the cinematic history of film noir—think Orson Welles' *The Lady from Shanghai* and Alfred Hitchcock's *Vertigo*.

*A Gothic Tale* is Singh's first solo presentation in a West Coast institution. Staged in the Legion of Honor's galleries of medieval art, *A Gothic Tale* introduces Singh's imaginative universe through his debut short film, *The Appointment*, a playful thriller that unfolds with the fatalism of film noir.

Embracing the twisted and fantastical traits of Gothic literature from E.T.A. Hoffmann to Roald Dahl, the film is a darkly comic tale of doubling and mistaken identity. Henry Salt, an *enfant terrible* of letters, wakes from a nightmare to find a disturbing entry in his diary: "12 o'clock at the restaurant La Folie."

But whom is Henry meeting, and why doesn't he remember making this appointment? When no one shows, Henry becomes obsessed with solving the mystery. Charging through a series of surreal encounters, he discovers that the truth is more disturbing than he could have possibly imagined.

Conceptualized and designed by Singh with art historian Natalie Musteata, *A Gothic Tale* begins with a selection of works from the Fine Arts Museums' encyclopedic collection that embody one of the key tropes of the Gothic tradition, the *doppelgänger*.

In this eerie presage to the film, works that appear to be duplicates, such as prints of Roman tombs by Giovanni Battista Piranesi and biblical scenes by Albrecht Dürer, will be exhibited in a striking scenography of mirrored walls in which the works of art, and



Alexandre Singh, film still from *The Appointment*. Courtesy of The Artist Galerie Art. Concept and monitor image provided courtesy of The Fine Arts Museums of San Francisco. <https://legionofhonor.famsf.org/>

viewers alike, are endlessly reflected. Together, these works resonate with the founding and history of the Legion of Honor, itself not only a copy of the Palais de la Légion d'Honneur in Paris but also a funerary structure, located atop a former cemetery and built to commemorate the fallen soldiers of World War I.

"*A Gothic Tale's* installation of works from the collection pays tribute to the legacy of the Legion of Honor's groundbreaking curator Jermayne MacAgy," said Claudia Schmuckli, curator of contemporary art at the Fine Arts Museums of San Francisco. "In the 1940s, MacAgy revolutionized the practice of exhibition making through her innovative installation designs, that emphasized transcultural and transhistorical narratives."

## Fraenkel Gallery Stages Anniversary Exhibition

Fraenkel Gallery is staging *Long Story Short*, an exhibition and book marking the gallery's 40th year.

Featuring 60 photographs spanning almost 18 decades, *Long Story Short* is both an unconventional slice of photography's rich history and an x-ray of the gallery's idiosyncratic approach to the medium.

On view from October 24 through January 18, the exhibition examines photography's essential role in the evolution of art over the last 180 years and highlights links between the medium's early pioneers and multi-disciplinary artists of today.

*Long Story Short* begins with an anonymous daguerreotype, circa 1849, of a young woman holding a daguerreotype in her lap and continues with pivotal photographs by Charles Aubry, Carleton Watkins, Eugene Atget and E.J. Bellocq.

The story develops with photographs by Berenice Abbott, Alfred Steiglitz, Man Ray, and lesser-known 20th-century works by Helen Levitt, Romare Bearden, Diane Arbus and William Eggleston. The evaporation of walls separating photography and other media is reflected in more recent works by Sophie Calle, Janet Cardiff & George Bures Miller, Mel Bochner, Wardell Milan, Elisheva Biernoff and Liz Deschenes—artists whose work is not strictly, or not at all, photography.

As Jeffrey Fraenkel explained, "*Long Story Short* is essentially images about

which we know almost nothing. Here, in the thick of our digital era, we still believe that the sliver of photography's tasty pie, a tight group of objects that includes works by established masters as well as flea-market finds. Viewers may recognize many of the names, but most of the images will be surprises—and quite a few are anonymous. They demonstrate how the physical presence of artworks can affect a person in the deepest ways.

*Long Story Short* aims to convey that visceral sense of experiencing a work of art for the first time, in ways that defy words.

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

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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
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-----	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.

## 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

### Weekends

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

### 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

## GIANTS BASEBALL AT AT&T PARK

Service will resume for  
2020 Season



Illustration from [www.tuscolatoday.com](http://www.tuscolatoday.com)

## 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

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

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

All Ferry schedules subject to change.

For the most up to date information. Visit: [baycrossings.com](http://baycrossings.com)



# 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			
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	
12:40 p.m.	1:15	1:25	2:00	Youth (5-18)/Senior/Disabled		\$ 6.25	
2:15	2:50	3:00	3:30	Children 4 and under		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	Visit goldengateferry.org for updates.			
3:40	4:15	4:30	5:00	Contact Information Toll free 511 or 711 (TDD)			
4:10	4:45	5:00	5:30	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.			
-----	-----	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.	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
8:15	8:45	10:00	10:30	12:45 p.m.	1:15 p.m.	1:25	1:55
10:55	11:25	11:35	12:05 p.m.	2:10	2:40	2:50	3:20
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	3:50	4:20	4:40	5:10
1:55	2:25	2:35	3:05	---	---	6:00	6:30
3:15	3:45	4:00	4:30	5:35	6:05	---	---
4:45	5:15	5:30	6:00	6:45	7:15	---	---
6:10	6:35	6:45	7:10				
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 Adelphian 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**  
Humboldt 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.
11:20	12:05 p.m. *	12:15 p.m.	1:05 p.m. ^
1:15 p.m.	2:00 *	2:10	2:55 ^
3:05	3:50 *	4:00	4:45 ^
4:55	5:45 ^	5:55	6:25
7:15	7:45	8:00	8:30

### TIBURON - Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:10 a.m.	12:20 p.m. **	12:30 p.m.	12:55 p.m.
1:05 p.m.	1:55 ^	2:05	2:35
2:15	3:25 **	3:30	3:55
3:35	4:25 *	4:35	5:25 ^
4:50	5:20	5:30	6:20 ^
7:15	8:10 ^	8:20	8:50

\* Via Angel Island ^ Via Sausalito

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 - Thursday	Friday - Sunday	
10:15 a.m.	10:15 a.m.	2:15 p.m.
1:15 p.m.	11:00	3:15
3:15	12:15 p.m.	4:30
4:30	1:15	5:45
5:45		

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

Monday - Thursday (depart PIER 39)	
11:30 a.m.	
Friday - Sunday & Holidays (depart PIER 39)	
11:30 a.m.	3:45 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
11:20 a.m.	12:25 p.m. **	12:40	1:05 p.m.
1:15 p.m.	2:20 * +	2:30	2:55
3:05	4:10 * +	4:20	4:45
4:55	5:25	5:35	6:25 +

#### Weekends and Holidays

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

\* Via Tiburon, + Via Angel Island

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.	10:15 a.m.	10:20 a.m.	11:10 a.m. *
11:20	11:45	11:55	1:05 p.m. **
1:15 p.m.	1:40 p.m.	1:50 p.m.	2:25 **
---	---	3:40	4:45 **

#### Weekends & Holidays (Depart Pier 41)

9:45 a.m.	10:15 a.m.	10:25 a.m.	10:55 a.m.
11:10	12:00 p.m. +	12:10 p.m.	12:55 p.m.
---	---	3:15 +	3:55
---	---	4:15	5:25 **

\* Via Tiburon + Via Sausalito

#### ANGEL ISLAND PRICES

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

All prices include general state park entrance fee.

## Red & White

### BAY CRUISE Pier 43½

Schedule thru Oct. 13				Schedule Effective beginning Oct. 14			
Monday - Thursday		Friday - Sunday		Monday - Sunday			
10:00 a.m.	2:15 p.m. #	10:00 a.m.	1:10 p.m. 3:45 p.m.	10:00a.m.	2:30 p.m.		
11:15	3:45	10:30	1:40 4:15 #	11:15	3:30#		
12:30 p.m. #	5:00	11:15	2:15 # 5:00	12:00 p.m. #	4:15		
1:10	6:00 ^	11:45	2:30 6:00 ^	1:10	6:00 ^		
2:30		12:30 p.m.#	3:00	1:40			

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

# AROUND THE BAY IN OCTOBER

## **Waterfront Weekend Returns to Vallejo**

Vallejo's annual Waterfront Weekend comes to the city's beautiful waterfront on Saturday and Sunday, October 5 and 6. The free event is held to celebrate life in Vallejo as well as to show what the city has to offer to out-of-town visitors. Event hours are 9 a.m. to 8 p.m. on Saturday and 9 a.m. to 4 p.m. on Sunday. The Whaleboat Regatta is the signature event of the weekend. As many as 30 teams will row full-size whaleboats up and down the Mare Island Strait between Vallejo and Mare Island as they compete over the two-day event. Other events during the weekend include a chili cook-off, 10K/5K half marathon, paragliding demonstration, GloRun, children's activities, a car show, food and crafts vendors, an art village and various nonprofit information booths. The Vallejo Waterfront Weekend unites downtown



Vallejo and the waterfront communities and also celebrates the historic significance of the Mare Island Naval Shipyard. SolTrans will be offering a free hop-on hop-off bus tour with live commentary of both downtown Vallejo and Mare Island as well as all the activities along the waterfront. For more information about Vallejo's Waterfront Weekend, visit [www.VallejoWaterfrontWeekend.com](http://www.VallejoWaterfrontWeekend.com).

## **Castro Street Fair**

Head over to the Castro District on Sunday, October 6 to celebrate the 46th anniversary of the Castro Street Fair. This fun festival features mouth-watering gourmet food, live music performers from around the world and plenty of dancing in the streets. Founded by the original "Mayor of the Castro," Harvey Milk, this local tradition celebrates the LGBT community. It's a time when everyone comes together and enjoys the diversity within the city. This lively event is held the first Sunday in October from 11 a.m. to 6 p.m. in the heart of San Francisco's Castro District; along Castro Street between Market and 19th, Market Street between Noe and Castro, and 18th Street between Noe and Diamond. Donations are suggested of \$5 or \$10 at the entry gates the day of the fair. For more information, visit [castrostreetfair.org](http://castrostreetfair.org).

## **Fleet Week Cruise**

The SS *Jeremiah O'Brien's* annual San Francisco Fleet Week Cruise is coming up on Saturday and Sunday, October 12 and 13, sailing from 10 a.m. to 5 p.m. both days. The *O'Brien* S.F. Fleet Week Cruise travels around San Francisco Bay out under the Golden Gate Bridge, around Alcatraz, the Bay Bridge, along the San Francisco waterfront to

view both the visiting Navy ships and the air show featuring the U.S. Navy Blue Angels. Food and drink are provided with your ticket; hamburgers and hotdogs will be provided by Bistro Boudin and beer and wine will also be served. Live music is provided on Saturday by the Brassworks Band. Tickets are \$150 for adults and \$90 for children ages 5 to 16, or \$400 for a family of two adults and two children. Boarding is at 9 a.m. For more information or to order tickets, visit [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org).

## **Italian Heritage Parade**

The Italian Heritage Parade in San Francisco is the city's oldest civic event. It's also the nation's oldest Italian-American parade, dating back to 1868. This annual event is part of the Columbus Day celebration. It starts in Fisherman's Wharf and makes its way from block to block until it reaches San Francisco's North Beach District—an area also known as Little Italy. The parade begins at 12:30 p.m. on Sunday, October 13 at the foot of Jefferson and Powell Streets in Fisherman's Wharf, proceeds south through North Beach on Columbus Avenue and ends in Washington Square Park. At the park, there will be a family-friendly festival. For more information, visit [sfitalianheritage.org](http://sfitalianheritage.org).

## **China Basin Brew Fest**

Enjoy a perfect San Francisco autumn experience while celebrating the Northern California craft beer scene at the First Annual China Basin Brew Fest taking place on Friday, October 25 at the Waterfront Esplanade at China Basin campus, next to the Giants Ballpark. Guests are sure to enjoy



a thoroughly delicious and delightful late afternoon and evening of craft beer, friends and fun along the beautiful San Francisco waterfront. Tickets to the China Basin Brew Fest include tastings of over 25 craft beers from some of Northern California's favorite breweries, great live music and more. Tasty bites from local food trucks will be available for purchase. The Brew Fest takes place from 3 to 7 p.m. at China Basin, 185 Berry Street. Ticket are \$20 and available on Eventbrite. Tickets can also be purchased at the Brew Fest for \$25.

## **Happy Sharktober!**

This is the season of the shark. Adult white sharks are returning to our Sanctuary following a migration of over 4,000 miles. Don't hate, celebrate—it's Sharktober! Join Shark Stewards celebrating sharks in a series of educational events or on an expedition to the islands of the great white shark. Since 2008, Shark Stewards has been hosting Sharktober outreach and educational events each fall. As a kelp roots organization, Shark Stewards rely on the power of volunteers to share the word on shark and marine protection. Pitch in or join them at one of their Sharktoberfest events, or host your own shark party and help advocate for shark protection wherever you live. See [sharktoberfest.org](http://sharktoberfest.org) for a full listing of shark education events and activities.

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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# RIDE LARKSPUR FERRY TO CHASE CENTER EVENTS

Starting soon, Golden Gate Ferry will provide service to and from basketball games and events at the arena!



**For more information, visit [goldengate.org](http://goldengate.org) or call 511/711 (TDD)**





Photograph by Max Roth

# Congratulations

To Michael Morazadeh, David Ritchie, and the **Oaxaca** crew on an outstanding performance in the 2019 Transpac!



Photograph by Max Roth

Oaxaca placed first in its class of 11 other Santa Cruz 50/52s, by a margin of over 11 minutes. Oaxaca's recent upgrade was completed by Svendsen's Bay Marine in 2018, and included opening the cockpit, the addition of a transom scoop, and relocation of the rudder.



We are proud to have been a part of this effort, and to support so many of today's talented sailors!



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