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"The Voice of the Waterfront"

October 2015 Vol.16, No.10

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ON OUR COVER



Thousands of sharks live in San Francisco Bay, with many large sharks (including great whites) visiting the deeper waters of the Bay from time to time. Yet despite these large predators poking their heads into the front of the San Francisco Bay, there has never been a recorded white shark attack inside the Golden Gate. During the fall months, we see more sharks along the coastline and we pause to reflect on these amazing animals and their critical place in the ocean ecosystem.

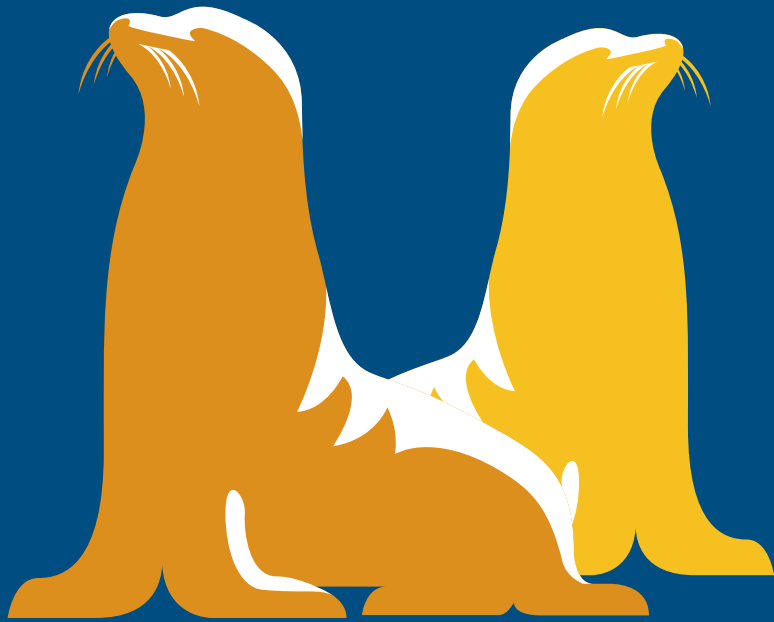
Photo by David McGuire, SharkStewards.org

Corrections & Letters

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

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San Francisco Bay Ferry

Bar Pilots Roll the Dice . . . and Lose

BY PATRICK BURNSON

The 58 members of the San Francisco Bar Pilots command salaries in the high six figures and other compensation without peer on the Bay Area waterfront. The California State Senate came to the conclusion, however, that enough is enough for this elite cadre by withholding pay raises that would have exceeded their current take-home pay of more than \$450,000 per annum.

Shippers and other industry stakeholders were relieved to learn that AB 1432 was moved to the Senate inactive file. The bill proposing the rate increase was opposed by a large coalition of vessel operators across the maritime industry as well as the business community and a wide variety of agricultural interests that rely on the ports of Oakland, Stockton and West Sacramento to move most of California's agricultural exports overseas.

The Pacific Merchant Shipping Association (PMSA)—which represents vessels, ocean carriers, and marine terminal operators doing business at all of the public ports in the San Francisco Bay and river system subject to the San Francisco Bar Pilot monopoly—offered several compromise proposals to the Bar Pilots during the legislative process, but was rebuffed. PMSA ultimately opposed AB 1432.

"In addition to their sky-high pay of over \$450,000 per pilot, oceangoing vessels—and ultimately their customers who rely on the ports in the Bay—also already pay for all the pilots' expenses, their pilot boats, their training, their licensing board's operations and 100 percent of their exceptionally generous and dangerously unfunded pension benefits," said Mike Jacob, vice president and general counsel of PMSA.

"These few dozen bar pilots already make more than any other pilots on the West Coast, but turned down an offer of an incremental three percent increase in rates to pay their expenses and for

new navigation technology equipment, which the pilots stated was necessary to ensure higher levels of marine safety on the San Francisco Bay. Obviously willing to risk losing the millions of dollars offered by industry to pay for expenses and enhanced maritime safety, the pilots instead gambled that the legislature would give them millions more in pay increases over and above their expenses. They've rolled the dice and lost."

This is the third time in the last five years that the San Francisco Bar Pilots have tried and failed to have rate increases passed by the Legislature.

Port of Oakland Sees Increased Import Volumes

With the approach of peak season, California's third largest container port reports increased import volumes. This is the sixth straight month of inbound growth, jumping 15 percent in August compared to 2014 totals.

Port of Oakland Maritime Director John Driscoll said this could be an indication that the season will be a strong one. "We are building momentum," he said.

Port spokespeople said overall container volume in August—imports, exports and empty boxes—was up six percent. Year-to-date total volume is still down 4.8 percent from a year ago, but that's a significant recovery from double-digit volume declines in winter.

Imports have led Oakland's volume rebound. The port said it lifted the equivalent of 82,492 20-foot containers (TEUs) last month. That was the most since March, when the port's import rally began. Import growth has been continuous since the February 20 tentative settlement of a West Coast waterfront labor dispute.

The port said an increase in longshore labor on the waterfront is helping to absorb volume growth. About 150 more dockworkers are being deployed at Oakland's five marine terminals. With added labor, the port said it has cleared a summer backlog of ships waiting to berth.

Bay Area Hosts Foreign Trade Zone Forum

The Port of San Francisco, grantee of Foreign Trade Zone #3, together with the City of Oakland, grantee of Foreign Trade Zone #56, held a free half-day forum last month at Oakland City Hall for people interested in learning about the benefits of the Foreign Trade Zone program.

The forum provided attendees with a good understanding of the program and how it can help businesses better compete in global markets. Topics discussed included an overview of the Foreign Trade Zone program, types of companies that can benefit, financial savings opportunities, the application process and compliance issues.

The Foreign Trade Zones program was established by Congress in the Foreign Trade Zones Act of 1934. Goods coming into the zones are considered to be outside of U.S. commerce even though they have physically entered through a port of entry. Duties are paid only when the finished product exits the zone and enters U.S. commerce. Foreign Trade Zones provide the opportunity to defer, reduce and even eliminate duties on imported and re-exported products.

Organizations attending the forum included manufacturers, distributors, third-party logistics companies, importing and exporting companies, freight forwarders, custom brokers, refineries, city economic development officials and members of economic forums and associations.

"This was an excellent opportunity for local businesses and community leaders to learn how Foreign Trade Zones can help reduce logistics costs and add to a company's bottom line," said Port of San Francisco Deputy Director Peter Dailey.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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Casual Relief Supervisor Dan Blythe

BY MATT LARSON

If you've biked to Sausalito or have commuted from Larkspur or San Francisco any time in the past three years, you may recognize Dan Blythe, a casual relief supervisor for Golden Gate Ferry. As a casual relief supervisor, it's Blythe's job to make sure the whole operation runs smoothly by supervising the terminal attendants, setting up the hydraulic gangways when boats come in to land and assisting with commuters' questions—when one of the full-time supervisors needs some time off, that is. "I consider us like substitute teachers," Blythe said. "When the real teacher can't be there, they call one of us."

Blythe can be called to work at the San Francisco, Sausalito or Larkspur ferry terminals, but he most enjoys spending time at the Sausalito terminal as it poses the greatest challenge. "That has become a very busy place with all the bikes," he said. Riding a bike across the Golden Gate Bridge has become a top tourist activity, and these bike riders mostly end up at Sausalito wanting to head back via ferry. "We handle about 2,000 bikes a day and can only put 150 bikes on each ferry," he said. "During peak times, riders may have to wait a couple hours to get a ferry back."

It can get a little tense with so



Dan Blythe has two waterfront occupations. When he is not helping load passengers on and off of cruise ships from Pier 27 (left), you can probably find him supervising terminal activities at one of Golden Gate Ferry's terminals (right).

many people in line, as there may be unexpected wait time for some tourists, but Blythe is a retired air traffic controller. After 32 years with the Federal Aviation Administration, there's little pressure he can't handle, Sausalito terminal included. "It can be frustrating, but at the end of the day it feels good that you were able to get the job done."

Speaking of jobs, despite retiring from the FAA in 2005 and working part-time for Golden Gate Ferry, Blythe also works a second job as a supervisor for Metro Shore Services, helping load 3,000 passengers off cruise ships at Pier 27, then helping 3,000 new passengers on. "It's quite a process when you think about it, handling 6,000 people in a matter of eight hours," he said. "But we have a pretty good system to do it." Blythe first started working these jobs to

stay busy after retirement. Now between the two, he said, "It's almost like I'm back to full-time work!"

But he's happy to be working on the water. "Whether it's a cruise ship or a Golden Gate Ferry, it's fun being around the water," said Blythe. "I grew up around boats since I was a kid. My parents had boats, I still have boats to this day, as a young teenager in the early sixties I'd work at the marinas selling bait and stuff like that."

He grew up in the Atlantic City area in New Jersey and currently lives in Novato with his partner of 35 years, whom he just recently married thanks to the Supreme Court's decision in *Obergefell v. Hodges*. In his free time, Blythe loves taking his boats out. From the lagoon in his Novato backyard, he can hop in his boat, head up the

Petaluma River and have lunch in Petaluma, or he can go for overnight trips to Benicia. Blythe also enjoys road trips to Yosemite or Southern California. An avid boater, traveler and cook who can make a mean crab cake, Blythe is enjoying his retirement to the max.

For those who aren't yet retired and still commute to San Francisco for work, Blythe highly recommends taking the Golden Gate Ferry. "For commuters it's the easiest way to get from Marin to San Francisco," he said. "You don't have traffic, you don't have bridge tolls, you can relax and do your emails, have a drink, have a snack—it's a great way to travel." So it may be hard to catch him, but if you see Blythe in the terminal for Golden Gate or by the cruise ships at Pier 27, make sure to say hello and ask about the crab cakes.



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Defending the Bay from Microplastics

BY SEJAL CHOKSI-CHUGH

Tiny plastic balls too small to see, fragments of plastic bottles, plastic pellets used in manufacturing—they're all in San Francisco Bay. It's an invisible problem that harms swimmers and sea life, but help is on the way.

In a victory for a cleaner Bay, a new law passed by the California Legislature bans one major source of this pollution—plastic microbeads in personal care products. As *Bay Crossings* went to press, Governor Jerry Brown was expected to sign the ban into law.

Microbeads are tiny balls of plastic used in facial scrubs, shampoo, soap, toothpaste, eyeliner, lip gloss, deodorant and sunblock. When these products are washed down a sink or shower drain, they are too small to be filtered out by wastewater treatment plants—so treated wastewater carries the microbeads into the Bay.

Once in the Bay, these tiny bits of plastic absorb toxic contaminants such as pesticides and PCBs. The Bay's smallest fish and other creatures eat the toxin-laden microbeads, which resemble plankton, one of their main food sources. Bigger fish and water birds eat the smaller fish and creatures. Eventually, the toxic chemicals get concentrated in fish that

people eat. Open-water swimmers can also swallow microbeads.

California's ban on microbeads starts in 2020, but microbeads may be gone sooner. In response to bans in our state and others, many manufacturers are already reformulating their products. In the meantime, you can help keep microbeads out of San Francisco Bay by avoiding any product with an ingredient list that includes polyethylene (PE), polypropylene (PP), polyethylene terephthalate (PET), polymethyl methacrylate (PMMA) or nylon. Safe alternative ingredients that provide scrubbing include ground apricot shells and cocoa beans.

San Francisco Baykeeper helped draft California's microbead ban, and we advocated for its passage along with our environmental partners, Clean Water Action and 5 Gyres. The law makes manufacturers take more responsibility for the environmental impact of their products.

The ban comes at a critical time. High levels of microbeads and small plastic particles are found in the Central and South Bay, according to new study conducted by the San Francisco Estuary Institute—who had help with sample collection from Baykeeper and our pollution patrol boat. The study also found high levels of pellets called nurdles that are used in the manufacture of plastic products.

Nurdle plastics get into the Bay when they are spilled or scattered in outdoor areas of manufacturing facilities. Once in the open, plastic pellets can be blown or washed into tributaries or storm drains that lead to the Bay. Baykeeper is investigating Bay Area industrial facilities to determine which are responsible for plastic pellet pollution and to take action to stop it.

Other sources of plastic particles in the Bay include larger items that have broken down into fragments, including cigarette filters, plastic bottles and Styrofoam.

Plastic particles in San Francisco Bay can and do get washed into the Pacific Ocean. And ocean pollution from plastic—from tiny microbeads to plastic bags to large plastic items—is at crisis levels. Scientists report that 90 percent of sea birds have eaten plastic. Keeping

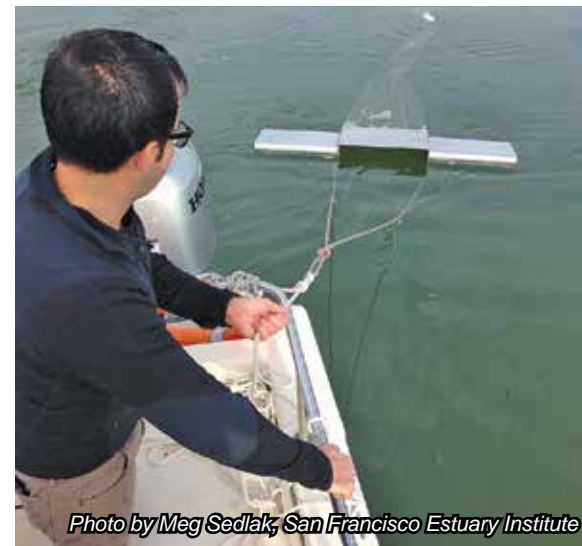


Photo by Meg Sedlak, San Francisco Estuary Institute
Baykeeper Staff Scientist Ian Wren, on the Baykeeper pollution patrol boat, uses a device called a manta trawl to collect samples of plastic microbead pollution in San Francisco Bay.

plastic pollution out of the Bay not only makes our local waters healthier and safer, it also reduces plastic pollution in the world's oceans. To learn more about Baykeeper and support our work, please visit www.baykeeper.org/donate.

Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols, science, advocacy and the courts to stop San Francisco Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail hotline@baykeeper.org, or click "Report Pollution" at www.baykeeper.org.



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Fleet Week Returns

BY BC STAFF

The City of San Francisco welcomes the return of Fleet Week to the Bay Area from October 5 to October 12. As the largest and most significant event of its kind in the nation, San Francisco's Fleet Week is now recognized by the United States Department of Defense as the model for fleet weeks across the country.

Fleet Week became an annual event in 1981 when then-Mayor Diane Feinstein led the nation in celebrating America's sea services. Since then, Fleet Week's air show, parade of ships and many community events have become a significant and integral part of the city's



Photo by Joel Williams

The Blue Angels will once again return to the San Francisco waterfront to dazzle spectators at this year's Fleet Week.

local culture and economy, with millions of residents and visitors celebrating San Francisco's long history of naval service and maritime tradition.

This year's events will include the return of the Blue Angels airshow and the Fleet Week Parade of Ships, and will also feature the Humanitarian Village. The Marina Green will host the Humanitarian Village, which will demonstrate the Marines' ability to support the Bay Area and the world.



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Fleet Week Schedule of Events

(Subject to change)

Thursday, October 8:

Ship Tours - 10 a.m. – 2 p.m.
Blue Angel Practice - 12 – 4 p.m.

Friday, October 9

Parade of Ships - 11 a.m. – 12:30 p.m.
Air Show - 12:30 – 4 p.m.

Saturday, October 10

Ship Tours - 9 a.m. – 4 p.m.
Humanitarian Village - 10 a.m. – 4 p.m.
Bark at the Park / K9 Heroes at Delores Park - 10 a.m. – 1 p.m.
Pier 80 Maritime Village - 10 a.m. – 5 p.m.
Air Show - 12:30 – 4 p.m.

Sunday October 11

Ship Tours - 9 a.m. – 4 p.m.
Humanitarian Village - 10 a.m. – 4 p.m.
Pier 80 Maritime Village - 10 a.m. – 5 p.m.
Air Show - 12:30 – 4 p.m.

Monday October 12

Ship Tours - 9 a.m. – 4 p.m.
High School Band Challenge - 10 a.m. – 12:30 p.m.

in response to natural disasters, with interactive demonstrations of U.S. military and civil capabilities.

The village will include an educational program for participants to learn about these capabilities. Guided by a "passport," participants will explore four different theme camps and receive a stamp from each: mass care and shelter, power and utilities, community response and rescue, and environmental management and decontamination. Participants who turn in a completed passport with four stamps will be eligible for a prize drawing.

On Friday, October 10 at 11 a.m., the Fleet Week Parade of Ships will sail into the San Francisco Bay beneath the Golden Gate Bridge. Many of the participating ships will be available for public tours from Thursday, October 8 through Monday, October 12. Thousands of visitors can climb aboard amphibious carriers, destroyers and cruisers docked at 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.

The Navy's Blue Angels will be back to dazzle with their thrilling high performance maneuvers over San Francisco Bay. They will perform during full air shows on Friday, Saturday and Sunday, October 9 to 11, from 12:30 to 4 p.m. each day.

A variety of family-oriented special events will be staged along the waterfront from PIER 39 to Marina Green. "Fleet Week is the most important fun you'll have all year," said Lewis Loeven, executive director of the San Francisco Fleet Week Association. "We're excited to bring this family-friendly event back to the San Francisco Bay Area."

For more information on San Francisco Fleet Week events and activities, visit www.fleetweeksf.org. The event is free, and premium paid tickets are available with an unobstructed view from Marina Green. Spectators can tune in to KSFO 560 AM for live event narration.

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Remembering Sharks' Critical Role in Nature During Sharktober

Photo by David McGuire, SharkStewards.org

Great white sharks are normally spotted off the coastline but have been known to enter San Francisco Bay. However, there has never been a recorded great white attack inside the Bay.

BY DAVID MCGUIRE

Shark! The fin breaks the surface of the San Francisco Bay beneath the Golden Gate Bridge, and the stunned swimmer suddenly turns and scrambles frantically away, seeking to escape the unseen predator. A scene out of *Jaws*? The fin turns out to be a flipper of a curious sea lion and, relieved, the Dolphin Club swimmer continues her swim unharassed.

As a local surfer, swimmer and shark conservationist, I frequently hear *Jaws*-inspired fears of coldblooded killers beneath our treading feet. During the shark film screenings at the San Francisco Ocean Film Festival, or during our Sharktober events with the Gulf of the Farallones National Marine Sanctuary and California Academy of Sciences, people constantly seek assurance that sharks do not swim in the Bay.

But there *are* sharks here. In fact, thousands of sharks live in San Francisco Bay, and I believe that is a good thing. Many large sharks visit the deeper

waters of the Bay, including great white sharks—from here on called “white sharks” because as California Academy of Sciences biologist Dr. John McCosker says, “They are great, and need no superlative.”

Yet despite these large predators poking their heads into the front of the San Francisco Bay, there has never been a recorded white shark attack inside the Golden Gate, with only one confirmed unprovoked shark bite from any shark species inside San Francisco Bay. This occurred in 1926 on a boy and his dog at a whaling station near what is now Oakland Airport. Both survived, and the behavior suggests that it was a sevengill shark, a species that lives and gives birth in the Bay.

This is time of year when most sharks are encountered off our coastline. We call the fall months Sharktober, when the white sharks are more commonly seen off our coastline, and the period when most human-white shark encounters occur along the West Coast. Yet these events are extremely rare, at approximately one fatality per year recorded over the last 100 years.

This summer, with the unusually warm sea temperatures, more juvenile white sharks have been spotted along the coastline. Fourteen white sharks were observed in an unusual aggregation near Santa Cruz in July, and a seal predation was observed by a surfer at Bolinas beach in September. Other kayak and paddleboard bumps have occurred along the coast, but there have been no white shark bites at the time of this writing.

Instead of bumps and bites, most of our sharks are swimming beneath us unseen and harmless. Many species use the Bay estuary to give birth to their pups, as a nursery for the sharks to develop and forage, and for some as a place to breed.

The most common is the lovely leopard shark, a hound shark that grows to about six feet and 70 pounds. These sharks feed on submerged worms, crabs and small fish. Commonly foraging along the bottom, leopards also live along our outer coastline in rocky habitat and kelp beds, and are a diver’s (and angler’s) favorite.

A close cousin, the brown



Photo by David McGuire, SharkStewards.org

smoothhound, is smaller and shares similar habitat and habits. A schooling shark, the spiny dogfish lives in the Bay and also lives in deeper waters offshore.

This shark, commonly called rock salmon, is caught commercially on the East Coast and exported as a favorite for fish and chips in the United Kingdom and France. Larger sharks also like the taste of spiny dogs, who get their name from their pack-like behavior and the two shark spines in front of the two



Photo by David McGuire, SharkStewards.org

The most common shark found in the Bay is the leopard shark, a hound shark that grows to about six feet and 70 pounds. These sharks feed on submerged worms, crabs and small fish.

dorsal fins. Fishermen hate the prick of these spines, but it does not deter the larger Bay sharks like the soupfin and sevengill sharks from eating them.

Soupfin or tope sharks were named by the Chinese immigrants who favored them for the fins to make shark fin soup. We have documented these sharks giving birth inside the Bay, although we do not know if they are seasonal or year-round residents. A slender six-foot shark, they resemble the pelagic blue sharks and range from British Columbia to Baja.

One of the larger sharks that also uses the Bay to reproduce is the enigmatic sevengill. This spotted, perpetually smiling shark has an unusual morphology with one dorsal fin and seven gills. During a tagging program inside the Bay, we have observed male and female sevengills, some over eight feet and over 300 pounds. Sevengill sharks tagged in the Bay have been observed as far south as Baja and as far north as Puget Sound.

Let's not forget the flat sharks. Several species of skates and rays also live in the Bay. Bat rays forage in the mud; most are around a foot wide but can grow to an enormous four feet in diameter and 130 pounds. Although they are equipped with a stinger, these rays forage in mud shallow on worms, clams and crabs, and human stings are rare. Other flat sharks like the torpedo

ray and big skate also live in the Bay.

Several species of large sharks like sixgills, salmon sharks and blue sharks visit the opening of the Bay and nearshore waters. The warm currents this year have brought subtropical species like mako sharks—the fastest fish—and even endangered basking sharks into our National Marine Sanctuary. Like whale sharks, their larger tropical cousins, basking sharks feed on plankton such as krill and larval fish.

What sharks all have in common is that they play an important role and provide important services to the ecosystems they inhabit. Large predatory sharks, in particular, are apex predators that act as architects controlling the populations of species lower in the food chain.

Studies have confirmed that decreasing shark populations can have a negative, domino effect on the health and the balance of the ecosystems they live in. Yet many species of sharks are threatened or endangered; the International Union for the Conservation of Nature has red-listed 25 percent of all species of sharks and rays as endangered. Much of this threat is from overfishing, and in the last few decades the demand for shark fin soup has been putting nails in the coffins of many threatened shark species. This demand, associated with a rise in affluence in China, has led to an oceanic gold rush

for the valued fin, killing as many as 100 million sharks a year.

Shark populations cannot sustain this rate of killing, and the loss is causing untold harm to our ocean ecosystems. That is why the organization Shark Stewards has been a leader in reducing the trade of shark fins and increasing restrictions on killing sharks, including passage of the California shark fin bill initiated here in San Francisco. Today, 10 U.S. states have shark fin trade bans and U.S. shark fin trade has been cut by an estimated 70 percent. Awareness and advocacy have reduced the demand and trade in China too, yet too many sharks are still being killed worldwide. There is still much work needed to save sharks.

As swimmers, surfers and sailors, we are fortunate to have many encounters with wildlife in the Bay, but very few of them are with sharks. If you are like me, you feel fortunate encountering an animal in the wild, and want to continue experiencing wildlife in their element. Sharks are primal, powerful and important to species extending far beyond their own kind. That is why Shark Stewards fights for sharks by stopping the shark fin trade and protecting critical marine habitat, and celebrating sharks through our Sharktober events (see page 22). To learn more about Sharktober and our local sharks, and to support us, visit SharkStewards.org.

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Planned Bay Developments Still in Path of Rising Waters

BY BILL PICTURE

Sea level rise isn't a possibility, it's an inevitability—and one with which waterfront communities still seem to be struggling.

Reporters at the San Francisco Public Press were curious how current predictions about rising sea levels are figuring into plans for new construction projects in the Bay Area, so they started digging. Their extensive public records search turned up 27 major projects that, if built as proposed, would be at the mercy of advancing waters in coming decades. The combined price tag for these projects comes to more than \$21 billion.

"It's pretty insane," said the San Francisco Public Press' Kevin Stark, who wrote the story and worked with UC Berkeley's Cartography and GIS Education (CAGE) Lab to create a map that spells out very clearly the impact of sea level rise on a region in the midst of a serious building boom with no end in sight.

"That dollar figure is staggering," he said, "and those are just the projects that we were able to find on our own." Stark added that his team only reviewed projects with an estimated cost over \$500,000.

Keeping tabs on waterfront development

One of the reasons that sea level rise isn't getting the attention it deserves from developers and the agencies that regulate

them is that determining exactly how much the water will rise is an imperfect science. Projections vary from three feet to eight feet by the end of this century, and without a firm number to work with, regulatory bodies are reluctant to put new rules on the books that could deter new investment.

What's more, buildings are going up so fast that regulation, which is notoriously difficult and slow to shape and get approved, is left trying to catch up. Stark pointed out that sea level rise wasn't really an issue when current building rules were drawn up, allowing the issue to slip through the regulatory cracks.

The San Francisco Bay Conservation and Development Commission is typically one of the first stops for developers seeking permission to build on Bayfront land. But this agency's jurisdiction ends 100 feet from the water, putting many of the threatened projects out of the commission's limited purview.

"And environmental impact regulation, as it's written now, is concerned only with the impact on the environment, not the other way around," Stark said. "So when a project is challenged, the legal argument being made is, 'Well, the law doesn't say we have to worry about how the environment will affect us. We only have to worry about how our project affects the environment.'"

That's what happened when environmental watchdogs challenged plans for Facebook's Menlo Park campus, which was built on land that's already just a smidge above sea level.

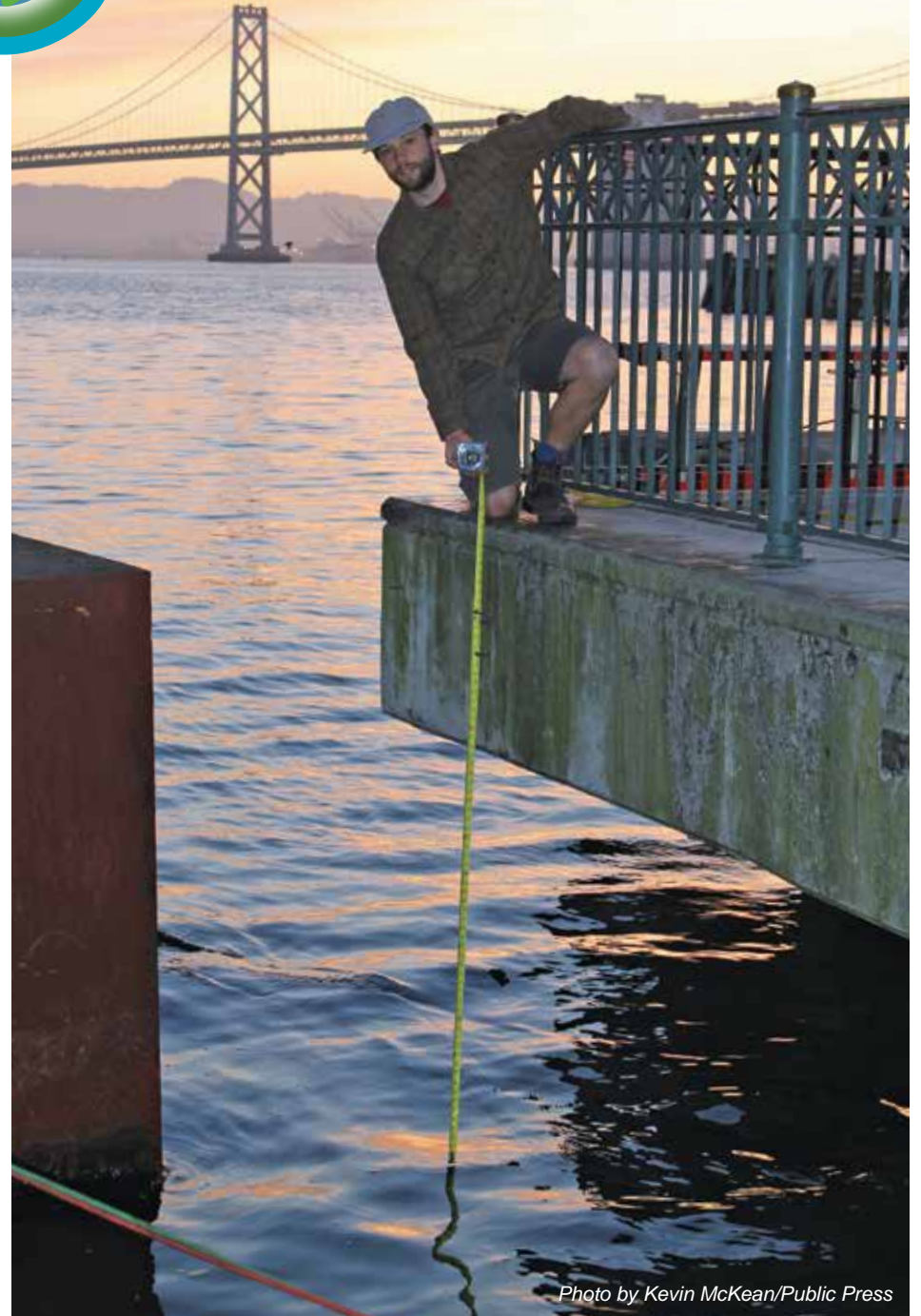


Photo by Kevin McKean/Public Press

Kevin Stark with the San Francisco Public Press taking field measurements at the San Francisco Ferry Building to demonstrate how much sea level rise would affect the piers along the Embarcadero.

Though currently protected by a levee, the issue of who will foot the expensive bill for maintaining that levee as the Bay rises—Facebook or the City of Menlo Park—has yet to be decided.

"It's short-sighted thinking, for sure," Stark said. "And interesting to see already very loose regulations regarding sea level rise being directly challenged."

And sea level rise received little more than a mention in an environmental report prepared by the company wishing to build an arena for the Golden State Warriors in San Francisco's Mission Bay.

The San Francisco Public Press reports that the impact of sea level rise was downplayed in the report, "citing lack of regulatory clarity."

San Francisco pulls ahead

It will come as no surprise that San Francisco is ahead of neighboring counties when it comes to addressing sea level rise. "San Francisco is ahead of the curve in that it's done a deep dive into the science," Stark said. "They're looking at the data and figuring out, 'What

number should we be prepared for?”

San Francisco has also established internal guidelines for public projects. That includes a matrix that planners can use for designing the roads and sewer systems that service new Bayfront developments. Still, there's little San Francisco can say about how private developers plan for sea level rise. As long as a project meets current environmental and safety standards, there's really no stopping it.

A good example is the plan for a mixed-used development at San Francisco's Pier 70. The 28-acre property sits at the edge of the water, just five feet above sea level in some areas. Add six feet of water to the Bay, which is what scientists are predicting will happen by the end of this century, and residents lucky enough to nab a unit on a higher floor could be able to fish from their windows. That's if nothing's



During king tides, which occur when the gravity of the sun and moon align, "We can get an idea of what a permanent rise in sea level might look like in our communities," says the California King Tides Project. In these stills from a time-lapse video, the water level at Ferry Building Terminal B changed about 8 feet over a period of 6½ hours. Photos by Eric Lawson // Public Press

done between now and then to keep the encroaching water at bay.

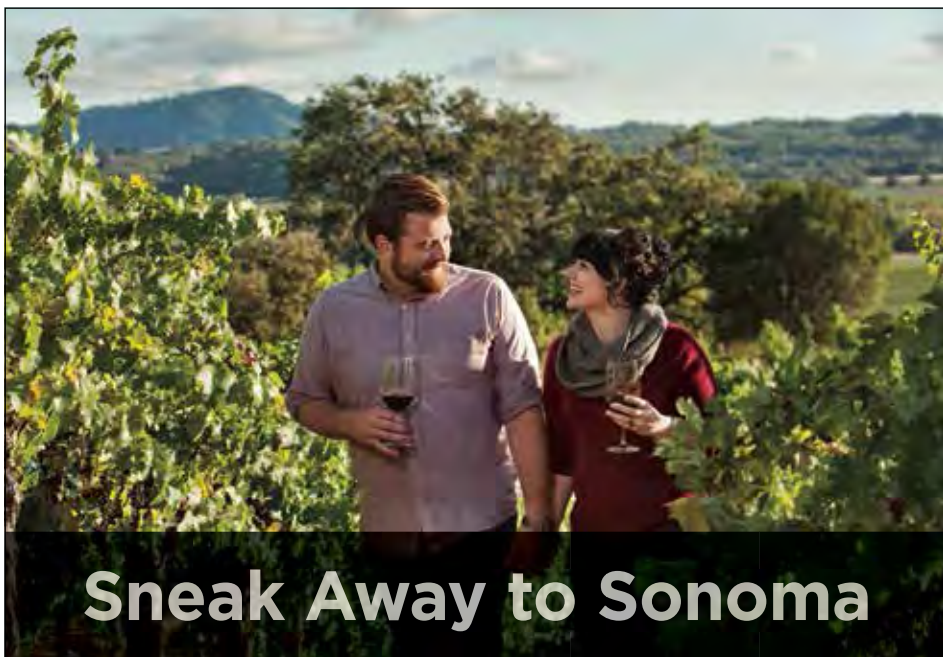
People moving into many of the condominium complexes being built on land already determined to be flood-prone have a Mello-Roos tax folded into their property taxes that will help pay

to protect them from sea level rise. It's a proactive effort to be prepared for the near future.

"The bottom line is, there needs to be a regional solution, and it's the state that would need to step in and help develop that," Stark said. "But honestly

I think we're years out from seeing that happen."

Read Stark's story and see the sea level rise map created by San Francisco Public Press and UC Berkeley's CAGE Lab at sfpublicpress.org/searise.



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Coast Guard Auxiliary Begins Patrolling San Pablo Bay

BY TOMAS SARNICOLA

The U.S. Coast Guard Auxiliary—the volunteer, civilian branch of the U.S. Coast Guard—recently began helping to patrol San Pablo Bay as part of a partnership with the Richmond Police Department’s Marine Unit.

This is not the auxiliary’s first patrol assignment. Members also patrol Lake Sonoma and Lake Berryessa, the Napa

River and throughout the Delta, officials said. “Due to reductions in local marine police units and security manpower, the auxiliary now provides additional ‘eyes and ears’ on the water,” according to a statement from the auxiliary’s Division 5, which boasts more than 200 members in Contra Costa, Napa, Solano and Sonoma counties.

Auxiliary members will keep watch for suspicious activity, distress calls or disabled boaters to report to the Coast Guard at Sector San Francisco. A Division 5 leadership team recently met

with Richmond Police Sergeant Felix Tan to review local charts and devise a patrol schedule. Tan was also presented a certificate of appreciation for “his longtime dedication and tireless effort” in patrolling San Pablo Bay.

The U.S. Coast Guard Auxiliary was created in June 1939 in order to assist the active duty U.S. Coast Guard in ensuring safety on U.S. waterways. The organization sponsors boating safety classes, recreational vessel examinations and other tasks unrelated to law enforcement.

If you are interested in becoming a

member or learning more, visit www.cgaux.org or call (510) 685-5146. Prior military experience is not required.



Members of the U.S. Coast Guard Auxiliary are helping patrol San Pablo Bay to help make up for recent reductions in local marine police units and manpower.



U.S. Coast Guard Auxiliary members met with Richmond Police Sergeant Felix Tan to review local charts and devise a patrol schedule.



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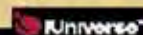
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Paul Duclos

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Destination: L.A.

BY PAUL DUCLOS

It's been more than two years since we explored the sublime pleasures of San Pedro Bay culture. This easy getaway for Bay Crossings readers deserves another look.

Virgin America provides frequent daily flights from SFO to LAX, but you may wish to opt for another airline this fall. We suggest this chiefly because LAX Terminal 3 is crowded and unpleasant, and still haunted by the murders committed there in November 2013. Virgin's "Loft" lounge, however, can offer some respite for the those willing to pay for it.

SFO's new Terminal 3, meanwhile, has been getting raves in the travel press, and appears to popular with passengers too. United Airlines also seems to be getting its act together, seasoned travelers tell us. American Express card holders should also check out the Centurion Lounge. "Thank you, Roman Soldier." For more info, visit thecenturionlounge.com.

Two major attractions in downtown L.A. this season inspired our visit: The opening of the Broad Museum and the Los Angeles Opera's season kickoff with *Gianni Schicchi* and *Pagliacci*.

Plácido Domingo starred in Woody Allen's offbeat staging of Puccini's comic masterpiece, and then Domingo conducted the conclusion of the double bill—Franco Zeffirelli's epic production of *Pagliacci*.

Critics for the Los Angeles Daily News rightly called this "one for the record books." We suspect that *Moby-Dick*, by San Francisco composer Jake Heggie, will be equally impressive. Performances begin on October 31.

www.laopera.org

For the first time in its 40-year history, the postwar and contemporary art collection assembled by philanthropists Eli and Edythe Broad was shown to

the public in its most comprehensive installation when the Broad Museum opened late last month.

Although many of the artworks in the internationally renowned 2,000-piece collection have been seen by the public in relative isolation through the Broad Art Foundation's 30-year lending library to museums around the world, the inaugural installation at the Broad's new landmark building on Grand Avenue in downtown Los Angeles features a sweeping, chronological journey through its contemporary art collection that has never before been possible in such depth.

Founding Director Joanne Heyler, who is curating the inaugural installation, has selected more than 250 works—by over 60 artists including Jasper Johns, Robert Rauschenberg, Ed Ruscha, Andy Warhol, Roy Lichtenstein, John Baldessari, Mark Bradford, Jeff Koons, Barbara Kruger and Kara Walker—that best represent the Broad collection's view of a half-century of contemporary art.

The three-story museum, designed by architects Diller Scofidio + Renfro in collaboration with Gensler, features 50,000 square feet of exhibition space on two floors. The inaugural installation will begin on the third floor, with its soaring 23-foot-high ceiling, filtered natural light and 35,000 square feet of column-free gallery space, giving visitors a constant and unobstructed view of the 318 skylights overhead. The third-floor installation presents a chronological journey from the 1950s through the 1990s, punctuated throughout by single-artist galleries. The installation will begin with classic 1960s works by Andy Warhol, as well as a luminous gallery of Cy Twombly painting and sculpture, and will track the Broad collection's extraordinary strengths through its many decades.

The installation continues in the first-floor galleries, bringing the journey through contemporary art to the present with some of the most recent acquisitions and artworks, including Yayoi Kusama's immersive *Infinity Mirrored Room – The Souls of Millions of Light Years Away* and a colorful, epic 82-foot-long painting by

Takashi Murakami, a meditation on the recovery of Japan from the catastrophic 2011 Tohoku earthquake and tsunami.

"This installation is an incredible opportunity to highlight the collection's breadth and demonstrate in full force the Broads' nearly five-decade engagement with art," Heyler said. "We are not only able to present exciting moments of the collection's well-known depth in artists like Twombly, Lichtenstein, Koons, and Warhol, but we also have explored interconnections between artists, and are showing works not previously associated with the collection and shared for the first time with Los Angeles audiences, including many of our most recent acquisitions."

www.thebroad.org

While we enjoyed our stay at the downtown Millennial Biltmore last time in L.A., we headed for another legendary

hotel in Hollywood this time: Chateau Marmont. Like the Biltmore, this is an old structure, and not particularly "family friendly"—something *Cultural Currents* prefers. Even smoking is permitted on the porticos and patios. In a word, civilized.

Modeled after an infamous royal residence in France's Loire Valley, Chateau Marmont caters to a highly discriminating, international clientele desiring an experience at once luxurious and unique.

Promoters here also speak of the "tarnished patina" as part of its charm, but others insist the place may be haunted. The list of guests damaged and or departed can be found on a routine search, but we did not witness any dark doings on our trip.

Poolside cocktails and cigars, and no crying babies.

www.chateaumarmont.com

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



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A private yacht experience for only \$45, departs 3 times a day including two drinks: Beer, Wine, Soda or Water. Call (415) 378-4887 or go online to www.sailsf.com and book immediately. We sail by Alcatraz on every trip toward Angel Island, into Richardson Bay, parallel to the Golden Gate Bridge and along the City Front.
- Every Day** **5PM - 7PM - Sunset Sail - San Francisco Sailing Company, Pier 39 Marina, San Francisco, 415-378-4887, www.sailsf.com**
2-hour sailing cruise on a 41-foot sailing yacht. Leave from Pier 39 and sail the Bay with panoramic views of the City, Alcatraz and the Bridges while the sun sets. This cruise includes two beverages (Beer/Wine/Soda/Water). Cost is \$55 per person.
- Every Sat/Sun** **10AM – Noon – Golden Gate Champagne Sail - San Francisco Sailing Company, Pier 39 Marina, San Francisco, 415-378-4887, www.sailsf.com**
We depart from Pier 39, go straight to the Golden Gate Bridge and sail down through the entire central Bay past Alcatraz and toward the Oakland Bay Bridge. Enjoy the best panoramic views of the SF City front, Sausalito and Angel Island. Only \$60 per person including two drinks: Champagne, Mimosa, Beer, Wine, Soda or Water. Call or book online: (415) 378-4887, www.sailsf.com.
- Oct 10** **11AM – 5:30PM – Fleet Week Cruise on Seaward - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The Blue Angels air show is returning to San Francisco this year. Enjoy the awe-inspiring aerial acrobatics of the US Navy Blue Angels, this year's Team Oracle, The Patriots Jet Team and numerous other spectacles from the best seat in the bay area, aboard the 82' Schooner *Seaward*. Retail cost is \$175 and members \$131.25.
- Oct 10** **7PM - 9PM – Seminar Series: Weather - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Many of you are familiar with the westerly summer wind machine we have in the Bay. But do you know about central California's microclimates? Do you know why Sacramento's tule fog is more dangerous than San Francisco summer fog? In this course, learn about the anatomy of a winter storm, how to predict Santa Ana conditions on the Bay, and other useful weather information. Course is free: Call to RSVP.
- Oct 16** **6PM – 8:30PM – Sunset Sail - Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. \$55 per Passenger.
- Oct 17** **10AM – 1PM – Man Overboard Demo - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
You probably know how to reliably get back to a person in the water but what do you do next? How do you get the victim back on board safely? What do you need to take into consideration before recovering someone? What if the person is unconscious? What kind of equipment is available and how do you use it? Course is free: Call to RSVP.

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WATERFRONT ACTIVITIES

- Oct 17 6:30PM – 9PM – Planning Party : Baja - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us aboard the 82' Schooner *Seaward*, along the Pacific coast to warm weather, endless beaches and friendly people on a sailing adventure you'll never forget. While improving navigation and sailing skills, you'll also get the chance to explore local markets, practice Spanish, catch fish of the day, watch and study the abundant sea life and whales, swim and just relax. Free: Call to RSVP.
- Oct 19-30 Captain OUPV (6-Pack/100GT) Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- Oct 23 6PM – 8:30PM - Sunset Sail – Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. \$55 per Passenger.
- Oct 24 7:15PM – 10PM - Saturday Night Fireworks Sail - Schooner *Freda B*, Sausalito, (415) 331-0444, schoonerfredab.com**
See the Golden Gate Bridge and San Francisco Skyline lit up at night with a grand finale of fireworks over pier 39. Cost is \$99 per person.
- Oct 27 6PM – 8:30PM - October Full Hunter's Moon Sail - Schooner *Freda B*, Sausalito, (415) 331-0444, schoonerfredb.com**
Sail the San Francisco Bay and take in this month's spectacular full moon from the deck of the schooner *Freda B* Cost is \$79 per person.
- Oct 30 6PM – 8:30PM - Sunset Sail – Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. \$55 per Passenger.
- Oct 31 10AM – 1PM - Halloween Sail: Ghost Stories and Wicked Legends of the Bay - Schooner *Freda B*, Sausalito, (415) 331-0444, schoonerfredab.com**
Join the captain and crew of the traditional schooner *Freda B* for a special Halloween Sail all about the ghosts, the legends and the lore of the Bay Area. \$75 per person.

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


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LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:40	9:15	-----	-----	Larkspur Sausalito			
9:15	9:50	10:10	10:45	Daily Daily			
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64) \$10.00 \$10.75			
11:10	11:45	11:55	12:30 p.m.	Clipper \$6.50 \$5.50			
12:40 p.m.	1:15	1:25	2:00	Youth/Senior/Disabled \$5.00 \$5.25			
2:15	2:50	3:00	3:30	Children 5 and under (limit 2 per fare-paying adult) FREE FREE			
2:50	3:25	3:30	4:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	4:00	4:30	Giants Ferry \$11.50			
3:40	4:15	4:30	5:00	Direct ferry service is provided to all Giants games at AT&T Park.			
4:10	4:45	5:00	5:30	Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.			
-----	-----	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.
8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35 a.m.	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	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
3:20	3:50	4:00	4:30	5:35	6:05	6:00	6:30
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				
Contact Information Toll free 511 or 711 (TDD)							
Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.				No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.			

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

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

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

All Ferry schedules subject to change.

For the most up to date information.

Visit:

www.baycrossings.com

Blue & Gold Ferry

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

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

TIBURON – Pier 41

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

TIBURON – Pier 41

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

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

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

BAY CRUISE

Depart Pier 39		
Daily	Monday - 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 5:30

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

FARES: All prices include audio tour.

Adult	\$30.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at www.blueandgoldfleet.com

ROCKETBOAT

Wednesday - Sunday

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

SAUSALITO

FISHERMAN'S WHARF, PIER 41

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

Weekends and Holidays

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

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

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

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

ANGEL ISLAND - S.F.

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

Weekends & Holidays (Depart Pier 41)					
9:20 am	9:45 am	10:10 am	10:20 am	11:10 am	11:35 am
11:20	11:45	12:15 pm	12:25 pm	---	1:15 pm
---	2:20 pm	3:10	3:20	---	3:40
---	---	4:20	4:30	---	5:30
				6:00 pm	---

ANGEL ISLAND PRICES

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

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

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends			
Tiburon to Angel Island	Angel Island to Tiburon		
Monday - Tuesday 10:00, 1:00 p.m.	Monday - Tuesday 10:20, 1:20		
Wednesday - Friday 10:00, 11:00, 1:00, 3:00 p.m.	Wednesday - Friday 10:20, 11:20, 1:20, 3:30 p.m.		
Saturday - Sunday 10:00 - 5:00 p.m. hourly	Saturday - Sunday 10:20 - 5:20 p.m. hourly		
FARES: Adult (13 - 64) Seniors (ages 65+) Children (ages 6 - 12) Small Children (ages 3 - 5) Toddlers (ages 2 and under) Bicycles	Round Trip \$15.00 \$14.00 \$13.00 \$5.00 Free* \$1.00	(*Limit one free child, ages 2 and under, per paying adult.)	

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



San Francisco Bay Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

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

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	8:15	-----
7:00	-----	-----
7:45	-----	-----
9:30	10:40 #	11:00
10:30	11:40	-----
2:00 * p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45 *	6:00	-----
-----	7:15	6:55**

Weekends & Holidays

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

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

FARES: One-way		
Adult	\$13.40	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$10.10	
Youth (5-18)	\$ 6.70	
Senior (65+)/Disabled/Medicare	\$ 6.70	
School Groups	\$ 4.40	
Child (under 5)	FREE	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK

FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times

Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**

Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later

Weekday Night Games – Return Service Only 7:15 PM Game Start Times

Return-Only Service	Depart AT&T *see below	Arrive Vallejo 60 min. later
---------------------	------------------------	------------------------------

Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.

FROM OAKLAND/ALAMEDA

Weekday Night Games 7:15 & 7:35 pm Games

Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
6:05 p.m.	6:20 p.m.	6:55p.m.	*see below	25-30 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**

Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below	25-30 min. later

*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants

VALLEJO - ANGEL ISLAND

Weekends Only

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

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

Weekday Commute

Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
---	---	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

FARES: One-way

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

ALAMEDA/OAKLAND - ANGEL ISLAND

Weekends Only

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

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

Adult	\$6.40
Adult (Clipper Only)	\$4.80
Youth (5-18)	\$3.20
Senior (65+) Disabled	\$3.20
Child under 5	FREE
School Groups	\$2.10
Short Hop - Adult	\$1.50
Short Hop - Youth	\$0.75
Short Hop - S / D	\$0.75

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

SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point

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

Weekday to Alameda & Oakland

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

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

South San Francisco / San Francisco

Weekday Service - Monday through Friday

Depart S. San Francisco	Arrive Ferry Building
9:00 a.m.	9:30 a.m.
Depart Ferry Building	Arrive S. San Francisco
3:30 p.m.	4:00 p.m.

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

AROUND THE BAY IN OCTOBER



Waterfront Weekend Returns to Vallejo

Vallejo's annual Waterfront Weekend comes to the city's beautiful waterfront on Saturday and Sunday, October 3 and 4. The 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 10 a.m. to 10 p.m. on Saturday and 10 a.m. to 8 p.m. on Sunday. A 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, triathlon, kayak races, a 5K Glo Run/Walk with costume contest, children's activities, celebrity dunk tank, 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. Sol Trans will be offering free shuttle service all weekend for attendees to visit 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.

Marin's Classical Mystery Tour

The Marin Symphony is proud to announce the return of its Waterfront

Pops concert on Saturday, October 3. Now in its third year, the Marin Symphony's Waterfront Pops concert has quickly become a Marin favorite, both with committed symphony fans and new audiences who have never been to a traditional symphony concert. The event has grown from 2,500 attendees the first year to roughly 3,000 people at

last year's concert. Taking place at Lagoon Park at the Marin Civic Center grounds, this year's presentation is *Classical Mystery Tour: A Tribute to the Beatles*. What would the Beatles have sounded like if they had had the chance to perform live in concert with a symphony orchestra? Find out when *Classical Mystery Tour* performs live with the Marin Symphony. The evening ends with a spectacular fireworks show over the lagoon. Tickets are now on sale at the Marin Center box office. General Admission/grass seating starts at \$35 per adult, and kids 12 and under are free. Limited chair seating and VIP tickets will also be available. Gates open at 3 p.m. and the program begins at 6 p.m. Patrons are welcome to bring their own food, and alcoholic beverages will be permitted. Additionally, food and beverages will be offered for sale. For more information, visit www.marinsymphony.org or call (415) 479-8100.

Rock n' Roll Cinderella

The New Conservatory Theatre's *Rock n' Roll Cinderella* is a fun and imaginative blast from the past. Set in the 1950s, this version features toe-tapping music, iconic fashion and a touch of magic. Cinderella loves to dance, but her evil stepfather and stepsisters never let her have any fun. Even Cinderella's mouse friends, Dean and Martin, can't help her get to the biggest social event of the season, the Debutant's Ball. In this twist of a classic tale, a mysterious and magical woman from the "Make a Wish Come

True" society arrives to turn Cinderella into the princess of her dreams. The show runs on Saturdays and Sundays, 2 and 4 p.m. from October 3-18. Tickets are \$10 for students, \$15 for adults. Best for ages six and up. The New Conservatory Theatre Center is located at 25 Van Ness Avenue in San Francisco. For more information, visit www.nctcsf.org.

Cal Maritime Festival

Check out one of the Bay Area's hidden gems at California State University Maritime Academy's 2015 Festival. There will be food, music, sailboat rides, tours of the school's 500-foot training ship, classic Corvettes and fun activities for the whole family. Admission is free. The event is Saturday, October 10 from 11 a.m. to 3 p.m. on the Vallejo waterfront campus of Cal Maritime. For more information or to RSVP, visit www.csum.edu/maritimefest.

See the Angels from a Tall Ship

The brig *Lady Washington*, the official ship of the State of Washington, begins its 2015-2016 tour of California ports October 8 when it arrives at Jack London Square in Oakland. The ship will host two days of activities on the Saturday and Sunday of 2015's Fleet Week celebration. On October 10 and 11, *Lady Washington* will welcome guests for a cruise into San Francisco Bay to watch the U.S. Navy Blue Angels perform its world-renowned air show. Guests at this public event will also enjoy a catered lunch and entertainment from a high school jazz band. After the Fleet Week events, *Lady Washington* will deliver hands-on history education programs to local schools, and it will open to the public for walk-on tours from 4 to 5 p.m. on Tuesday, October 13. A \$3 per person donation is appreciated. No reservations are required for the tours. Call (800) 200-5239 or visit www.historicalseaport.org for more information.

Support Strokes Paddle

Join the fun for a great day of kayaking on the Oakland Estuary on October 10 from 9 a.m. to 3 p.m. The event is hosted by California Canoe & Kayak, located in Jack London Square, to benefit the Charlotte Maxwell Clinic. There is a course for every skill level. The beginner course takes you to Coast Guard Island and back. The intermediate course takes you around Coast Guard Island and back, and the epic expert course takes you to the Bay Bridge and back. Pre-register fee to paddle is \$10, day of registration is \$20, Kayak/SUP Rentals are \$10 (kids under 16 free). Then stick around for a fun post-race gathering with refreshments, awards and raffle prizes. If you've never paddled before, California Canoe & Kayak is providing free paddle clinics October 3 to 4 from 8:30 to 9:30 a.m. Space is limited, and you must register at calkayak.com to attend the free clinics.

SharktoberFest Saturday

Join SharktoberFest Saturday, October 17 at San Francisco's Crissy Field Beach from 11 a.m. to 4 p.m. for a free celebration of white sharks. The event features shark expert educators and exhibits, research updates, hands-on activities, other shark conservation partners, an ocean-themed costume contest and parade, live music and other special "sharky" programs. Find out why they're called "great" and why these ocean predators need your help! Sponsored by the Farallones marine sanctuary and Shark Stewards.

Boo! Bark, Brews & Bites

Bring your four-legged friends to Oakland's waterfront from 11 a.m. to 4 p.m. for a free Halloween celebration on Saturday, October 31 throughout Jack London Square. There will be tricks, treats, frights and delights. Dress your pooch for a creative canine costume contest, dabble in paw painting, pet pampering and pet psychic, pooch photo booths and more. Call (510) 645-9292 for more information.

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

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