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"The Voice of the Waterfront"

October 2017 Vol. 18, No. 10

Living, Floating History

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Earlier this summer, the *Balclutha* made a familiar journey from her home at the San Francisco Maritime National Historic Park to Alameda's Bay Ship & Yacht, right next to the Alameda Main Street Terminal, for regular servicing and a few repairs. The historic cargo ship and floating museum was built in 1886 and enjoys a unique and vibrant history. Our cover story this month traces its remarkable path.
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.

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Port of San Francisco Brings New Talent to Cargo Management

BY PATRICK BURNSON

The Port of San Francisco is unique in its ability to handle many types of cargo in an efficient and cost-effective way. For

example, Pier 80's auto-processing terminal is ideally located to serve the large network of car dealerships in Northern California.

Several harbor and cargo service facilities are also located near the port's terminals, offering access to tug and barge companies, heavy lift crane services, cold storage, warehousing and a Foreign Trade Zone (FTZ).

An FTZ is a specially designated area in or near a U.S. customs port of entry, but outside of any U.S. customs territory. In these specially designated areas, foreign and domestic merchandise can be stored and manipulated together. Goods can be brought into a zone without formal

customs entry or without incurring customs duties or excise taxes until they are entered into American commerce.

FTZs were created by the Foreign Trade Zones Act of 1934 in an attempt to promote U.S. participation in trade and commerce by reducing or eliminating the unintended costs or obstacles associated

with U.S. trade laws. Employment that might normally be shifted to a foreign country is thereby encouraged to remain in the United States.

In 1948, the Port of San Francisco received a grant of authority to establish, operate, promote and maintain Foreign Trade Zone #3 for the City and County of San Francisco. The geographic scope of FTZ #3 has since been expanded to include all of San Francisco, San Mateo, Marin, Contra Costa, and Solano Counties, and most of Napa and Sonoma Counties.

A noteworthy recent development at the Port of San Francisco was the hiring of Brendan O'Meara as the port's new maritime marketing director. A native

San Franciscan, he began his maritime career at the Port of Oakland in terminal operations for the bygone Ports America Outer Harbor, where he worked for five years.

In this exclusive interview, he outlines his goals for the Port of San Francisco and reflects on the current state of the working waterfront industry.



The Port of San Francisco recently hired Brendan O'Meara as the port's new maritime marketing director.

"My mission is to grow the port's cargo portfolio, which is in keeping with our 'Piers 80-96 Maritime Eco-Industrial Center Strategy.'"

— Port of SF Maritime Marketing Director, Brendan O'Meara

Bay Crossings: *How long have you been in charge of the port's maritime marketing division?*

Bredan O'Meara: I have been with the port for a year and a half.

BC: *What is your mission?*

O'Meara: My mission is to grow the port's cargo portfolio, which is in keeping with our "Piers 80-96 Maritime Eco-Industrial Center Strategy." I came onboard at a very exciting time for the port. On my second day, the San Francisco Port Commission approved our agreement with Pasha Automotive Services to open an auto processing terminal at Pier 80. I have thoroughly enjoyed being part of this project and working to grow a new line of business for the port.

BC: *A congressional watchdog agency has recommended that U.S. Customs and Border Protection take a more "holistic approach" to its compliance oversight of the nation's FTZs, rather than conducting these activities on a case-by-case basis. Is this a good idea for the Port of San Francisco?*

O'Meara: This could be a good idea but it is also important to have checks and balances for something as complex as FTZs. The involvement of multiple government agencies always makes it difficult to get the described "holistic

approach" but I am fully in support of making the process smoother.

BC: *What new developments have occurred at the port's FTZ?*

O'Meara: I think an important piece is just ensuring local companies are aware of FTZs and what the benefits are.

BC: *Do you anticipate new business there?*

O'Meara: We are always looking to help local businesses utilize the benefits of our FTZ area but I do not anticipate any unexpected growth. It takes a specific type of business case for an FTZ to make economic sense. There need to be substantial savings to justify the investment on the infrastructure needed to comply with the security standards.

BC: *What other new initiatives is the cargo division introducing?*

O'Meara: The cargo division is continuing to support the local construction industry with our dry bulk imports. This is an area we are targeting to expand and increase volumes.

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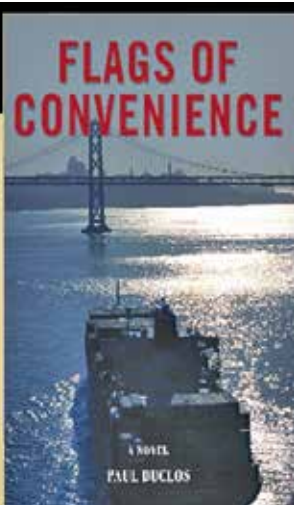
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Patrick Burnson is the executive editor of *Logistics Management*.
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Leslie Propheter

BY MATT LARSON

For the past 10 years at least, if you've been an avid ferry rider, you may have gotten to know Leslie Propheter. She has been a deckhand on Bay Area ferry boats for over a decade, but actually started out her maritime career in 1984 as a gourmet chef.

"My first ship was a cruise ship in Tahiti; I was fresh out of the California Culinary Academy on Fremont Street in San Francisco," she said. The ship was part of American Hawaiian Cruise Lines, and she ended up in Hawaii on the *Constitution* and the *Independence* cruise ships. "Then I graduated to chief steward on government ships and tankers, eventually cooking on tug boats in Alaska."

Working as a deckhand is a bit different than working as a chef. "The difference from cooking to being a deckhand is amazing," Propheter said. "There's very little comparison to be had." The absolute best part of being a deckhand, for her, is just being out there on the water, enjoying the scenery. "You never get tired of the view," she said. "This is a beautiful area, even when you're not on the water!"

When we met Propheter, she was working onboard the Vallejo ferry. That

day the boat just happened to have an all-female crew. "It's a new thing! It's awesome," she said. "There's very few women out here now, and there were even fewer when I started." She encourages other women to consider this line of work, as it might not be an occupation that comes to mind for most.

"I think women just don't really think about this kind of work as something women do," said Propheter. "Don't be afraid. You can get a really good job, and you don't have to have any experience as you get training when you come in." Propheter also mentioned the union that represents many ferry workers. "If I had anything important to convey, it would be to promote the very real chance of future jobs that are available with the Inland Boatman's Union (IBU)—sign up at 450 Harrison Street, San Francisco!"

Propheter also spoke about how WETA ferry service is expanding into more areas on the Bay, and that the union is in need of workers. "The pay is great, as well as the benefits," she said. "With a little investment in the proper Coast Guard paperwork (approximately \$350) a person can work full or part time, especially in the summer months with Giants baseball."



When not working as a deckhand, Leslie Propheter enjoys being an artist. She has even designed some protest posters on behalf of the IBU.

Raised in California, Propheter currently resides in Sonoma. When she's not assisting passengers on their daily commute, she's an artist in her free time, specializing in ballpoint pen drawings. "I'd love to be in an art studio, with lots of people around doing the same thing. That would be very inspiring," she said. Her work has been on display in galleries over the years. She describes her style as "cartoony" and "bizarre," and loves making caricatures of people. She even designed some protest posters on behalf of the IBU, and shared some of her work with us for this article.

After more than a decade working on the ferries in the San Francisco Bay, the biggest draw to using them, in

Propheter's opinion, is the reliability. "It's a lot safer, I believe," she said. "The relaxing part is very important as well. You can have a drink and relax; commuters are quiet so you can do work on your computer, or just stare out the window and enjoy the view."

Propheter said that while she's working as a deckhand, the atmosphere of being on the ferry is even relaxing for her as a crew member, just as it is for the passengers. Also, if you want to take Propheter's advice and get into maritime work, you can visit www.ibu.org for more information. If you or someone you know might be interested—spread the word.



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More Oil Tankers on the Bay are a Bad Idea

BY SEJAL CHOKSI-CHUGH

The oil company Phillips 66 wants to increase the number of tanker ships carrying crude oil across San Francisco Bay to its refinery—from 59 to 135 tankers per year.

More than doubling the number of oil tankers would increase the risk of oil spills in the Bay. Oil spilled in the water can kill birds and other wildlife, make the Bay unsafe for recreation and contaminate local beaches.

Plus, the company's proposal raises other concerns. The increased tanker traffic would likely carry dirty, heavy tar sands oil. This type of oil is difficult, if not impossible, to remove after a spill.

In 2010, when tar sands oil spilled into Michigan's Kalamazoo River, response crews were unable to remove the oil from the riverbed completely, even after five years of expensive cleanup efforts. If tar sands oil spilled in San Francisco Bay, it could harm wildlife in the water nearby and smother bottom-dwelling creatures that are critical to the Bay's food chain.

The Phillips 66 refinery, located in Rodeo on the Bay shoreline, already has a poor track record of oil spills. In September 2016, oil was spilled there during the unloading of a tanker ship, causing large oil slicks in northern San Francisco Bay. Over 100 residents near the refinery sought treatment at hospital emergency rooms for exposure to fumes that were later linked to the oil spill.

And then again, in September of this year, a small spill at the Phillips 66 refinery wharf put a 20-by-20 foot oil

sheen onto the Bay's water. The impacts of small spills like this can accumulate and harm the overall health and resilience of the Bay and its wildlife.

In communities near the refinery, public opposition to Phillips' expansion proposal is building. Baykeeper is working alongside community and environmental organizations to oppose any increase of oil tankers on San Francisco Bay. Over 24,000 Bay Area residents responded to our action alerts and told responsible agencies to reject the proposal.

A similar coalition effort succeeded in stopping two previous proposals for expansion of Bay Area oil refining. Along with partner organizations and many concerned community members, Baykeeper stopped Valero Energy Corporation's attempt to expand its rail yard and bring more oil by train to its Benicia refinery. That proposal would have led to a risk of oil spills and possible accidents along the Bay shoreline and in communities near railroad tracks. Our coalition also stopped a planned crude oil storage facility that was proposed by the energy infrastructure corporation WesPac for Pittsburg.

We hope these past successes indicate that community efforts in Rodeo will also have a good chance of stopping Phillips 66's proposed increase in oil tankers.

Whether we live close to or far from a refinery, every Bay Area resident has a stake in the number of tankers carrying crude oil that cross the Bay. Our communities and many local businesses rely on a healthy Bay. And for wildlife that depends on the Bay, it's a matter of life and death. By saying no to the risk of more oil spills on San Francisco Bay, we



Photo by rulenumberone2, Flickr/CC

More oil tankers on San Francisco Bay's waters would raise the risk of oil spills that can contaminate beaches and kill wildlife.

can make sure this place we call home is protected for future generations. To learn more about Baykeeper's work to keep San Francisco Bay healthy, visit us at baykeeper.org.



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Sejal Choksi-Chugh is the executive director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.





Fleet Week Returns With More Sensational Events

Photo by Joel Williams

BC STAFF REPORT

This year marks the 36th anniversary of San Francisco Fleet Week and, from October 3 to 9, the Bay Area will open its arms and piers to 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.

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.

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, berthed and later retired at Bay Area historic sites, including Mare Island Naval Shipyard, Richmond's

Kaiser Shipyard, the Marin Shipworks, Treasure Island, Hunters Point Shipyard, Suisun Bay and the Alameda Naval Air Station.

Over the years, millions more San Franciscans have welcomed the United States Navy and Marine Corps, making its Fleet Week one of San Francisco's most treasured traditions. 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.

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; this air show event typically attracts over a million people around the Bay.

The Marina Green will also once again host the Humanitarian Assistance Village, which will demonstrate the U.S. Marines' ability to support the Bay Area and the world in response to natural disasters, with interactive demonstrations

of U.S. military and civil capabilities. The 2017 version of the village will include an interactive educational program for participants to learn about these capabilities.

Guided by a "passport," participants will be encouraged to 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.

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

Following 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:

Tuesday/Wednesday, October 3-4:
Ship Tours – 10 a.m. to 2 p.m. at Pier 30-32
 USS *Essex* LHD 2, United States Navy Wasp-class amphibious assault ship

FLEET WEEK



Photo by Joel Williams

Thursday, October 5:

Ship Tours – 10 a.m. to 2 p.m. at Pier 15/17

HMCS *Winnipeg* FFH 338, Royal Canadian Navy Halifax-class frigate

Friday, October 6:

United Airlines Festival Center on Marina Green – 10 a.m. to 5 p.m.

Parade of Ships – 11 a.m. to 12 p.m. SF waterfront

It's a day to celebrate Fleet Week at sea and in the air! The grand Fleet Week flotilla will enter San Francisco Bay, led by San Francisco's own fireboat, *St. Frances*.

Airshow - 12 p.m. to 4 p.m. SF waterfront

Featuring the U.S. Navy Blue Angels and Canadian Snowbirds

Saturday, October 7:

United Airlines Festival Center on Marina Green – 10 a.m. to 5 p.m.

Ship Tours - 9 a.m. to 4 p.m.

HMCS *Winnipeg* FFH 338, Royal Canadian Navy Halifax-class frigate - Pier 15/17

USCGC *Midgett* WHEC 726, U.S. Coast Guard 378 ft. (115 m) high endurance cutter - Pier 35

USS *Champion* MCM 4, Mine Countermeasures Ship - Pier 35

USS *Dewey* DDG 105, U.S. Navy Arleigh Burke-class guided missile destroyer - Pier 35

USS *Essex* LHD 2, U.S. Navy Wasp-class amphibious assault ship - Pier 30-32

AT&T K-9 Heroes: Bark at the Park –

10 a.m. to 1 p.m. at Duboce Park
Demonstrations include dogs trained in urban search and rescue, detection and more. Learn why these K-9s are heroes to so many.

Airshow - 12 p.m. to 4 p.m. SF waterfront

Featuring the U.S. Navy Blue Angels and Canadian Snowbirds

Sunday, October 8:

United Airlines Festival Center on Marina Green – 10 a.m. to 5 p.m.

Ship Tours – 9 a.m. to 12 p.m.

HMCS *Winnipeg* FFH 338, Royal Canadian Navy Halifax-class frigate - Pier 15/17

Ship Tours – 9 a.m. to 4 p.m.

USCGC *Midgett* WHEC 726, U.S. Coast Guard 378 ft. (115 m) high endurance cutter Pier 35

USS *Champion* MCM 4, Mine Countermeasures Ship - Pier 35

USS *Dewey* DDG 105, U.S. Navy Arleigh Burke-class guided missile destroyer - Pier 35

USS *Essex* LHD 2, U.S. Navy Wasp-class amphibious assault ship - Pier 30-32

Airshow – 12 p.m. to 4 p.m. SF waterfront

Featuring the US Navy Blue Angels and Canadian Snowbirds

Monday, October 9:

Ship Tours – 9 a.m. to 4 p.m.

HMCS *Winnipeg* FFH 338, Royal Canadian Navy Halifax-class frigate - Pier 15/17

USCGC *Midgett* WHEC 726, U.S. Coast Guard 378 ft. (115 m) high endurance cutter Pier 35

USS *Champion* MCM 4, Mine Countermeasures Ship - Pier 35

USS *Dewey* DDG 105, U.S. Navy Arleigh Burke-class guided missile destroyer - Pier 35

USS *Essex* LHD 2, U.S. Navy Wasp-class amphibious assault ship - Pier 30-32

High School Band Challenge – 10 a.m. to 2 p.m. at Golden Gate Park

The United States Marine Corps Band kicks off this event with a stirring performance of patriotic songs and a musical celebration. The thrill of the music continues as select Bay Area high school bands then take the stage, competing for prize money to support their school music programs.



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Balclutha's Bay Area Ties Run Deep

BY JOEL WILLIAMS

Earlier this summer, the *Balclutha* made a familiar journey from her home at the San Francisco Maritime National Historic Park to Alameda's Bay Ship & Yacht, right next to the Alameda Main Street Terminal, for regular servicing and a few repairs. The historic ship, built in 1886, is a 301-foot, triple-masted, steel-hulled, square-rigged ship built to carry cargo all over the world.

Most of the work consists of general maintenance items—sandblasting and

painting of the hull, inspection and testing of the rigging aloft and ultrasound examinations of the hull thickness. There is also some repair work being done, such as replacing many of the wood planks on the poop deck and installing a wheelchair lift to increase accessibility to the lower deck.

This is not *Balclutha's* first visit to Bay Ship & Yacht, however. Bay Ship has been performing restoration and maintenance service on *Balclutha* for over 30 years, dating back to the early 1980s. "It is one of the most historically significant vessels in the area and an extraordinarily beautiful piece of work that represents shipbuilding at its finest,"



Repairs being made include the replacement of many of the wood planks on the poop deck.

said Bay Ship & Yacht General Manager Alan Cameron. He added, “It has always been a great honor to work on her.”

The relationship between *Balclutha* and the San Francisco Bay—and Alameda in particular—runs deep. Her maiden voyage in 1887 was from Cardiff, Wales to San Francisco. After completing the 140-day journey, her cargo of coal was exchanged for California wheat. *Balclutha* would make the lengthy voyage three more times in as many years before calling on other ports around the world.

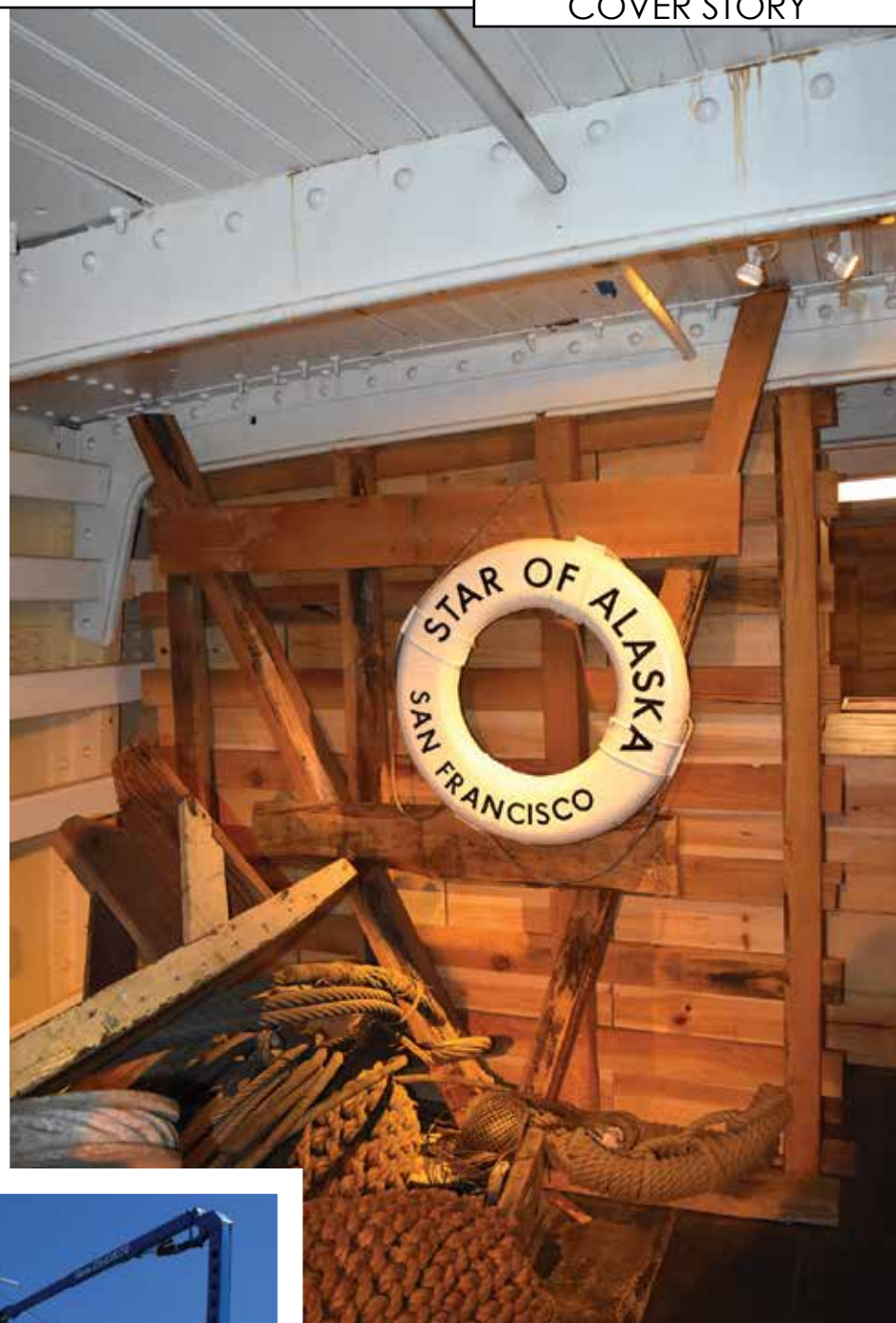
In the 1890s *Balclutha* carried wine, oil and coal from Europe and the east coast of the United States to Pacific ports like Australia, New Zealand, Chile and Burma, rounding Cape Horn 17 times. In 1902, she was chartered by the Alaska Packers’ Association and, after running aground near Kodiak Island in 1904, she was sold to the association for a mere \$500 and renamed *Star of Alaska*.

For the next 26 years, she carried workers and supplies from her base in Alameda to Chignik Bay in Alaska in the spring and returned with a cargo of

canned salmon in the fall. She would spend her winters in Alameda, where she received regular maintenance. She made her last voyage to Alaska in 1930.

In 1933, *Star of Alaska* was purchased by Frank Kissinger for \$5,000 and once again renamed. As *Pacific Queen* she became a celebrity of sorts, appearing in the 1935 film *Mutiny on the Bounty*, which starred Charles Laughton and Clark Gable. She spent the next 20 years touring the West Coast, usually being exhibited as a “pirate ship.” Over this period, her condition deteriorated significantly and she was almost scrapped during World War II for the war effort.

She was purchased for \$25,000 by the San Francisco Maritime Museum in 1954, given her original name back, and the *Balclutha* returned to the familiar surroundings of San Francisco Bay for good. The museum restored her with much assistance from the local community, and, in 1978, *Balclutha* was transferred to the National Park Service, in whose care she became the showpiece that she is today. She was designated a National Historic Landmark in 1985.



Balclutha is one of the most historically significant vessels in the Bay Area, representing shipbuilding at its finest.

Balclutha also serves as a floating museum, with items from her past lives interspersed throughout the ship. *Star of Alaska* was one of her prior names.

All Photos by Joel Williams



Balclutha served as a cargo ship for the Alaska salmon industry in the early 20th century, carrying workers from her base in Alameda to Alaska, and bringing loads of salmon back to the Bay Area on her return trips.



Hundreds of Volunteers Clean Up the Bay's Shores

BY BILL PICTURE

More than 400 volunteers turned out on September 16 to help collect litter at two Port of Oakland properties. The shoreline sites—the East Creek Slough near Oakland International Airport and Middle Harbor Shoreline Park in the heart of the Oakland Seaport—were among dozens throughout the state that participated in the 33rd Annual California Coastal Cleanup Day, part of the even larger International Cleanup Day.

More than 60,000 volunteers were expected to participate in the statewide effort, part of more than 500,000 people around the world in 91 countries.

“I’ve been with the port for 17 years, and this was definitely the best turnout I’ve ever seen,” said Port of Oakland spokesperson Marilyn Sandifur. “I haven’t been around since the very first cleanup, so I can’t really say it’s the biggest ever—but it’s definitely one of the biggest.” Sandifur credited the turnout to the general public’s heightened sense of social and environmental responsibility.

“We certainly did a lot of outreach,” she said. “But I don’t think our recruitment efforts would do much good were there not already an awareness in our society about the importance of protecting the environment. People are a lot more aware and educated than they were 33 years ago. They want to do good, and they’re looking for ways to help.”

The problem of polluted shorelines and waterways is a serious one. According to the Ocean Conservancy, bits of plastic have been found inside 62 percent of all sea birds and 100 percent of sea turtle species.

“The plastic and styrofoam items that people toss break down into smaller pieces, and then the animals mistake those little pieces for food,” Sandifur



Photo courtesy of Port of Oakland

Mayor Libby Schaaf of Oakland joins volunteers in September to help collect litter on Port of Oakland properties.

said. “It’s awful. There’s so much of that stuff, and it’s really hard to pick up.”

During Coastal Cleanup Day, the items collected at each site are counted and recorded. To facilitate the count, the Ocean Conservancy developed the Clean Swell app, which allows volunteers to photograph and catalog each item they collect. The information is then added to a database that provides a big-picture view of the global problem of polluted oceans and waterways.

The Ocean Conservancy hopes the database can be used to inspire solutions and even influence action at a government level. A similar app, Litterati, allows users to add keywords such as brand names. The app’s creators hope this info can then be used to inspire sustainable practices in the corporate and industrial communities.

What’s in the bag?

This year, 842 food wrappers and to-go containers were collected at Middle Harbor Shoreline Park alone, along with 1,026 larger plastic and metal items, 210 plastic shopping bags, 285 cigarette butts and 714 plastic straws and lids.

Straws are among the 10 most-found items at cleanups, according to the Ocean Conservancy, whose volunteers have collected more than a half-million straws to date. Last year, volunteers found a sofa, a hair-curling iron and a Tamagotchi (a handheld electronic game). Among this year’s unusual items were some Dracula fangs, an old Christmas wreath, a couple of golf balls and some spent fireworks.

How do these items end up here? Sandifur said the reason is plain and simple—carelessness.

“The littering happens both on land and water,” she said. “I don’t think littering is always necessarily as conscious of an act as tossing something on the ground or into the water. If you’re not being conscientious and you accidentally leave trash behind or it blows away, that’s littering too.”

At the East Creek Slough, 150 bags of trash were collected on September 16, while 75 bags were collected at Middle Harbor Shoreline Park. “That’s a lot of trash,” Sandifur said. “But this isn’t about pointing fingers or making people feel bad. The goal is to raise awareness of the problem, and to educate people about how harmful these seemingly harmless things are when they enter the environment, so that they are more careful in the future.”



Four Bay Area Firms Benefit from EPA Grant Program

BY BILL PICTURE

The U.S. Environmental Protection Agency's (EPA) Small Business Innovation Research (SBIR) program awarded a combined total of nearly \$500,000 last month to four Bay Area companies that are developing technologies to address environmental issues.

Berkeley-based BioInspira is developing an inexpensive, color-based sensor that monitors methane emissions. Mountain View-based iSense is developing a low-cost, portable sensor that monitors indoor chemical

levels. Newark-based KWJ Engineering received one award to develop an inexpensive, low-power sensor that measures methane emissions, and a second award to develop a simple, low-cost at-home test for checking lead levels in tap water. Finally, SPEC Sensors, also in Newark, is creating a low-cost, low-power sensor that monitors in-home chemical levels.

"These small businesses have demonstrated the potential to create technologies that will improve our environment and our economy," said EPA Administrator Scott Pruitt in a written statement.

The SBIR program was created in 1982 to promote collaborations between

small businesses in the area of product testing and research to help boost local economies. The program also promotes technologies aimed at greening manufacturing materials. To compete for Phase I funding, companies must submit for review research that addresses key environmental issues.

EPA spokesperson Maria Soledad Calvino described the review process as "rigorous," with attention paid to both the technical and commercial potential of a project. Phase I money is intended to be used for performing proof of concept. Once proof of concept is completed, Phase I awardees may apply for up to \$300,000 in Phase II funding to help get their ideas to market.

Calvino said nearly all Phase I recipients go on to compete for Phase II funding, and roughly 40 percent will win a Phase II contract. EPA doesn't track how many Phase II recipients' ideas reach the market, but Calvino estimated that 40 percent eventually have sales resulting from their SBIR award.

"The focus of the program is to fund technologies that protect human health and the environment, so it is really geared toward moving green innovation forward," she said. "An SBIR award can be a great way for a small business to get its idea vetted through a rigorously competitive process and then to receive non-dilutive funding to move their technology towards commercialization."

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Traffic Busting Bill Passes Legislative Hurdle



Photo by Joel Williams

The addition of ferry service to Richmond in 2018 will help to alleviate some of the soul-crushing traffic that can build on the I-80 corridor in Berkeley.

BC STAFF REPORT

A bold plan to bust Bay Area traffic that has been in development for more than a year appears headed to the ballot in June or November 2018. Last month, the State Legislature approved SB 595 by Sen. Jim Beall authorizing a regional ballot measure—Regional Measure 3 (RM3)—to invest in major traffic relief projects and mass transit improvements across all nine Bay Area counties. The bill now heads to Governor Brown’s desk, where we are urging his signature.

The RM3 plan includes funding to replace BART’s obsolete railcars, extend

BART to San Jose and Santa Clara, ease some of the worst freeway bottlenecks in the East Bay and Peninsula, significantly expand and improve water transit service, accelerate planning for a second Transbay rail crossing and improve other critical regional rail systems like Caltrain and SMART in the North Bay, among others. The plan also calls for robust public oversight and accountability measures.

Ferries in particular secured \$300 million in capital for new vessels and terminals and up to \$35 million

This injection of new funds will enable the Water Emergency Transportation Authority to rapidly scale service and help deliver near-term congestion relief.

in annual operating costs to significantly enhance service on existing routes and expand to many new locations around the Bay. This injection of new funds will enable the Water Emergency Transportation Authority to rapidly scale service and help deliver near-term congestion relief.

The deal is not done though, as attention now turns to winning voter approval for RM3. The investments included in RM3 would be funded by a bridge toll increase of between \$1 and \$3—the final amount will be decided

in the coming months by regional transportation planners—that has drawn the ire of some critics who argue it places a heavy financial burden on commuters. Some critics argue the investments are not fairly distributed among the region’s nine counties. However, a review of the list of projects clearly indicates that every part of the Bay Area will derive huge congestion relief benefits.

Polling by the Bay Area Council in May found 56 percent of voters support a bridge toll increase to address the region’s soul-crushing traffic. A separate Bay Area Council Poll in April found 70 percent of voters wanted traffic declared an emergency and were willing to raise taxes to address the problem.

Dressing the Part

BY PAUL DUCLOS

Many Bay Area ferry riders celebrate Halloween every October with great spirit, fanfare and wild costumes. In a salute to a professional master of “dressing the part,” we recently interviewed Tony Gorzycki, the new head of wardrobe at San Francisco Opera.

Here, he discusses the difference between costume and wardrobe, and describes the Herculean task of outfitting all of those dancers and chorus members in SFO’s lavish production of *La Traviata* without losing or forgetting any of the most minor period details.

Bay Crossings: *How did your experience as a dresser prepare you for your job as head of wardrobe?*

Tony Gorzycki: All experiences are lessons, as we learn and grow personally and professionally. I learned from my mentors through silent observation because it was an apprenticeship. Humility is a huge asset for a dresser or anyone, for that matter. The two roles of dresser and head of department carry different responsibilities. As an example, you might compare the characters and roles from *Downton Abbey*—dressers are equivalent to a valet or a lady’s maid while the head of wardrobe is like a combination of Mr. Carson and Mrs. Hughes.

BC: *A lot can go wrong when a costume malfunctions, right? Any particular horror stories you can share?*

Gorzycki: During a New York City Opera tour of Donizetti’s *La Fille du Régiment*, we had one dress that had to fit two very different sized women. The alterations to make the dress smaller did not hold during one of the performances. Over the backstage paging system, I heard, “Tony! The marquise’s skirt is around her ankles!” Running to the stage, I see our diva singing her aria from behind a piece of the village church set, which stood about three foot tall. She had one hand on her skirt and the other was trying to push the set piece into the

wings. She peered around the corner to sing as I madly pinned her bustle back into place. Thank goodness she had a good sense of humor.

BC: *Can you describe how finding just the right costume informs a singer’s performance?*

Gorzycki: There are many people involved at different stages in the process. Essentially the costume designer brings ideas to help define a character and the costume shop then creates the garments. The artist completes the transformation when they wear the costumes. The wardrobe department keeps each garment and every detail in order for each performance.

BC: *Shoes must be awfully important for balance and comfort. What other articles of clothing play a crucial role?*

Gorzycki: Shoes are quite important; they must fit the foot and fit the role. Clothing, on the other hand—a cape, a crown, armor or basically any garment that is from another historical era or hasn’t been in fashion—can be tricky. Some costume elements are sent to rehearsal so the artists can practice moving in them. The hoop skirts worn in *La Traviata* are a great example of this. We even have special rehearsals just to determine how many dresses will fit on the set.

BC: *Can you tell us something to look out for in upcoming performances? Any “wow” moments related to costumes?*

Gorzycki: Without hesitation: *La Traviata!* The production is total eye candy. The ball gowns are beautiful and the men are dressed to the nines. When they start singing and dancing, it becomes magical. It has to be experienced in person.

BC: *Do the singers themselves ever suggest a costume detail for flourish?*

Gorzycki: LOL! Yes, many have made suggestions, but ultimately it is the costume designer’s decision.

BC: *How much improvisation takes place on the stage and behind the scenes with costumes?*

Gorzycki: Everything is choreographed backstage to the finest details,



Tony Gorzycki is the new head of wardrobe at the San Francisco Opera.

from the sets moving on the stage to the scenery flying in from above, to the movements of people getting to where they need to be during the opera. There is no room for improvisation. We have many technical rehearsals to find and work through the potential traffic jams backstage. Lots of planning, sometimes

years in advance, goes into what the audience sees on the stage.

Follow Paul Duclos’ Cultural Currents online with his blog at:
www.duclosculturalcurrents.com

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A Perfect Landfall

BY CAPTAIN RAY

Making landfall is always one of the most anticipated parts of any passage. It could be the music, hula and flower leis that often come at the end of several weeks spent getting to Hawai'i. Or it could mean pulling into warm and sunny Santa Cruz Yacht Harbor after a cool, foggy and very bumpy afternoon ride down the San Mateo coast from Pillar Point Harbor. Or it could simply be a cold beer in the cockpit after returning to your slip from a daysail on the Bay.

It can also be somewhat less pleasant. On a number of occasions, I've been greeted with, "Sorry, but you can't tie up here!" I remember struggling with the French paperwork on St. Barts. (For instance, I knew that *nom* meant name, but did the form want my name or the boat's name?) And there were those Greek officials on Mikonos directing me to the new yacht harbor, which was now located three miles from the town center.

Here though, I'd like to tell you the tale of one of the very best landfalls I've ever heard of.

It all started one Saturday afternoon at OCSC Sailing, the Berkeley Yacht Harbor sailing school where I work. It was our monthly BBQ sail, where members and guests go out for an afternoon sail on the Bay and return to the club for a BBQ dinner of burgers and brats with all the trimmings, coleslaw, potato and green salads, chili and chips, beer, wine and soft drinks. There's always something sweet for dessert too! You know the scene—it's classic "American" food.

While 100 or so folks were enjoying the spread, a small, single-masted sailboat sailed into the marina and tied up to the fuel dock. She was flying the red and white Japanese national insignia from the stern, the place that denotes a vessel's country of registry. In addition, she was flying the solid yellow "Q" flag from the starboard spreader. This indicated she was a newly arrived foreign vessel that had not yet cleared customs. She was perhaps 28 or 30 feet long and showed all the signs of having just spent a long time at sea: the sails were stained and faded, there was more than a little growth on her bottom, and her topsides were encrusted with salt.

The man who stepped ashore to secure the boat appeared to be Japanese and also showed all the

signs of having spent a long time at sea. His gait was a bit unsteady from not having walked on a solid surface for some time, his eyes were red from strain and lack of sleep, and his foulies were also heavily crusted with salt. It turned out that he had just completed a non-stop, single-handed voyage from Japan. If I recall correctly, he said it had taken over 40 days.

After he had sailed through the Golden Gate and into San Francisco Bay, he was uncertain where to go next. He continued to sail across the Bay until he saw the masts of the sailboats in the Berkeley Yacht Harbor. Upon entering the harbor, he saw the fuel dock. The one thing you know about a fuel dock is that if you tie up there, you are not taking someone else's slip. Once the man had tied up his boat, he turned to

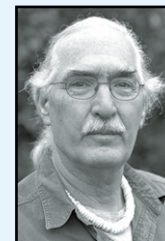
seek out the authorities. In his hand, he held a U.S. \$100 bill.

One of OCSC's Fleet Service personnel greeted him and tried to help, but he did not speak Japanese. However, as luck would have it, up in our office was Natalie, one of our customer service representatives. While not Japanese herself, she had been raised in Japan and spoke the language fluently. She quickly arrived down on the dock and was able to communicate with the new arrival.

And so, having been in the country for perhaps all of five minutes, this fortunate sailor had a burger and a beer and a beautiful woman speaking to him in his native tongue—and no one would take his money. A landfall doesn't get much better than that.

Welcome to America. What a country!

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



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WATERFRONT ACTIVITIES

- October 1** **2PM – 5PM - Summer of Love on San Francisco Bay, Call of the Sea (415) 331-3214, www.callofthesea.org**
October 1st marks the culmination of the 50th anniversary of the Summer of Love. Schooner *Seaward* will join 40-50 other water craft to celebrate on the water and view “The Love Plan Experience.” During the sail, we’ll head towards the Golden Gate Bridge, where two jets will be drawing hearts in the sky to commemorate the peace and love that the Bay Area proudly embodies. Adults \$60, Youth (6-17) \$30, Children under 6 free.
- October 7** **10AM – 5:30PM - Fleet Week Schooner Sail – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
This year the exciting events of Fleet Week will return to the Bay Area! The Navy Blue Angels will once again take to the skies above the Bay for several jaw-dropping airshows. Enjoy the awe-inspiring aerial acrobatics of the Canadian Snowbirds and Patriots Jet Team from the best seat in the bay area, aboard our 82’ Schooner *Seaward*. Enjoy a no-stress adventure on the beautiful schooner along with complementary light snacks and refreshments. Retail: \$235 Member: \$176.25
- October 14** **8:15AM – 11AM - Birding on the Bay – Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
Finally a sail specific to bird enthusiasts! Sail up Raccoon Strait, behind Paradise, and up to the Brothers rocks in search of our favorite bay birds. Cost: \$75
- October 15** **10AM – 12:30PM - Family Adventure Sail, Call of the Sea (415) 331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though everyone is invited! Adults \$60, Youth (6-17) \$30, Children under 6 free.
- October 16 - 20** **Able Seamen Course - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
The Able Seaman is an excellent starting point for one wishing to transition into the merchant marines. All those wishing to become upper level deck officers will be required to hold an AB ticket. The course also includes Marlinspike Seamanship as a bonus. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- October 19** **6:30PM – 9:00PM - Croatia Planning Party– OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Croatia’s fantastic climate, cuisine, endless activities, friendly people and superb sailing ensure the return of many vacation makers year after year. Discover beautiful bays ideal for swimming, lovely little rustic fishing villages, as well as its bustling nightlife. OCSC Flotillas are designed for you to enjoy an exotic location in a social and supportive atmosphere, whether you join as a crew, take command of your own yacht, or form a crew at our planning parties. Cost: free
- October 20** **6PM – 8:30PM - Sunset Sail, Call of the Sea (415) 331-3214 www.callofthesea.org**
Watch the sun set from the deck of our 82’ schooner *Seaward*. End your week with a relaxing sail! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Wine, beer, soft drinks and appetizers included. Adults \$60, Youth (6-17) \$30, Children under 6 free.
- October 21** **4PM – 6PM - OCSC BBQ– OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Cap off a great day of sailing with delicious food, refreshments and great company. OCSC’s BBQ member events are an OCSC tradition, and everyone is invited! Plan on having great music, cold refreshments and good company. These member events are also a good opportunity for anyone who is interested in getting into sailing to learn more about OCSC and all that we have to offer. We offer tours of our fleet and facilities and we’ll be happy to sit down with you and answer all your questions from how to get started with sailing lessons to scheduling and chartering sailboats from us. Cost: free
- October 28** **5:30PM – 8:30PM - 21+ Halloween Sail – Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**

Pirates and Monsters are invited to come aboard for our first annual Adult Halloween Sail. Costume Contest with KILLER prizes. 21 and over please. Cost: \$65

- October 29 11:30AM - 2:30PM – Nautical Nightmares Sail – Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
This is a great sail for the whole family! Come aboard and hear tales of shipwrecks and questionable characters around the San Francisco Bay. Costume Contest with prizes for all ages. Cost: Child \$29 / Adult \$49

- Oct 30 - Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Nov 10 Alameda, CA, (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



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San Francisco Bay Ferry

VALLEJO			
VALLEJO – SAN FRANCISCO			
Travel time between Vallejo and San Francisco is approximately 60 minutes.			
Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	9:30	10:40	-----
-----	10:30	11:40	11:00
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:40	3:00	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
-----	6:45	7:15	-----
-----	-----	8:15	-----
Weekends & Holidays			
8:10 a.m.	8:30 a.m.	10:00 a.m.	9:40 a.m.
---	10:00	11:10	11:30
---	11:30	12:45 p.m.	---
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:40	4:00	5:35	5:15
---	5:15	6:30	---
---	7:30	9:00	8:40
FARES: One-way			
Adult	\$14.20	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$10.70		
Youth (5-18)	\$ 7.10		
Senior (65+)/Disabled/Medicare	\$ 7.10		
School Groups	\$ 4.70		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.60		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

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

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
2:15	1:55	2:40	2:55
3:15	2:55	3:40	3:55
4:15	3:55	4:40	4:55
5:15	4:55	5:40	5:55
6:00	5:40	6:25	6:40
7:00	6:40	7:25	7:40
7:55	7:40	---	8:25
9:25	9:10	9:50	10:05
11:05	10:50	11:30	---
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
8:15 a.m.	---	9:05 a.m.	8:45 a.m.
9:30	9:45 a.m.	10:05	10:20
10:00	10:15	10:35	10:50
10:45	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
1:15	1:30	1:50	2:05
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
6:00	6:15	6:35	6:50
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	\$6.80	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult (Clipper Only)	\$5.10		
Youth (5-18)	\$3.40		
Senior (65+) Disabled	\$3.40		
Child under 5	FREE		
School Groups	\$2.20		
Short Hop - Adult	\$1.60		
Short Hop - Youth	\$0.80		
Short Hop - S / D	\$0.80		

GIANTS BASEBALL AT AT&T PARK

Service will resume for 2018 Season



Illustration from 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.
7:30	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
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
---	---	7:35	8:00
FARES: One-way			
Adult	\$7.10		
Adult (Clipper Only)	\$5.30		
Youth (5-18)	\$3.50		
Disabled / Seniors (65+)	\$3.50		
School Groups	\$2.30		
Children (under 5)	FREE		

SOUTH SAN FRANCISCO		
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
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 \$8.30	Seniors (65+ yrs), Disabled \$4.10
Adult (Clipper Only)	\$7.60	School Groups \$2.70
Youth (5-18 years)	\$4.10	Children (under 5) (with an adult) FREE

Angel Island Ferry			
TIBURON – ANGEL ISLAND			
Weekdays and Weekends			
Tiburon to Angel Island	Angel Island to Tiburon	FARES:	Round Trip
Monday - Tuesday	Monday - Friday	Adult (13 - 64)	\$15.00
10:00 am 1:00 pm	10:20 am 1:20 pm	Seniors (ages 65+)	\$14.00
Wednesday - Friday	Wednesday - Friday	Children (ages 6 - 12)	\$13.00
10:00 am 1:00 pm	10:20 am 1:20 pm	Small Children (ages 3 - 5)	\$5.00
11:00 3:00	11:20 3:30	Toddlers (ages 2 and under)	Free*
Saturday - Sunday	Saturday - Sunday	Bicycles	\$1.00
10:00-5:00 hourly	10:20-5:20 hourly	* Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups	

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

Red & White			
BAY CRUISE Pier 43½			
10:00 a.m.	1:10	3:45	FARES:
10:30	1:40	4:15#	Bay Cruise
11:15	2:15 # p.m.	5:00	Adult (18+) \$32.00
11:45	2:30	6:00 ^	Youth (5-17) \$22.00
12:30 p.m. #	3:00		Child (under 5) Free
			# Bridge to Bridge
			Adult (18+) \$40.00
			Youth (5-17) \$28.00
			^ Sunset Cruise
			Adult (18+) \$68.00
			Youth (5-17) \$46.00

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	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			
8:45	9:20	-----	-----	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) \$11.50		\$12.00	
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 7.50		\$ 6.50	
12:40 p.m.	1:15	1:25	2:00	Youth (5-18)/Senior/Disabled \$ 5.75		\$ 6.00	
2:15	2:50	3:00	3:30	Children 4 and under 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	Contact Information Toll free 511 or 711 (TDD)			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

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	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	-----	-----	6:00	6:30
4:45	5:15	5:30	6:00	5:35	6:05	---	---
6:10	6:35	6:45	7:10	6:45	7:15	---	---
7:20	7:50	7:55	8:20				

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

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

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.	6:05 a.m.	6:35 a.m.
6:45	7:15	7:20	7:50
7:55	8:25	8:35	9:05
9:10	9:35	---	---
---	---	4:25 p.m.	4:45 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:			
Adult (19-64)		\$12.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.00	
Child (age 4 & under)		FREE	

Blue & Gold Ferry

**ALL B&G SCHEDULES GOOD THROUGH OCTOBER 29, VISIT
WWW.BLUEANDGOLDFLEET.COM FOR UPDATES.**

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.	11:05 a.m.
11:15	12:05 p.m. ^	12:10 p.m.	12:35 p.m.
12:25 p.m.	1:15 *	1:25	1:55
1:35	2:15 ^	2:25	2:55
3:30	4:15 ^	4:25	4:55
5:05	5:35	5:45	6:15
6:25	7:10 *	7:15	7:45
8:20	9:20 *	9:25	10:05
10:15	10:55	11:00	11:40

^ Via Angel Island, * Via Sausalito

TIBURON – Pier 41

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
9:45 a.m.	10:30 a.m.*	10:40 a.m.	11:05 a.m.
11:15	12:05 *	12:10 p.m.	12:35 p.m.
12:25 p.m.	1:15 p.m. ^	1:25	1:55
1:35	2:15 *	2:25	2:55
3:45	4:30	4:40	5:25
5:10	5:40	5:50	6:20
6:30	7:15	7:25	8:10
8:20	9:20 ^	9:25	10:05
10:15	10:55	11:00	11:40

^ Via Angel Island, * Via Sausalito

FARES:	One-way	Round-trip
Adult	\$12.50	\$25.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:30 a.m.	11:45 am	12:15 pm
11:00 am	11:35 am	11:45 am	12:15 pm
12:25 pm	12:55 pm	1:05 pm	1:55 *
2:05	2:35	2:45	3:15
3:05	3:35	3:45	4:15
4:45	5:15	5:30	6:00
6:25	6:50	7:00	7:45 *
8:20	9:00	9:10	10:05 *
Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 am	11:35 am	11:45 am	12:15 pm
12:25 pm	12:55 pm	1:05 pm	1:55 *
2:10	2:45	2:55	3:25
3:45	4:20	4:30	5:00
---	4:40 ^	5:00	5:30
5:40	6:10	6:20	6:50
6:30	6:55	7:05	7:35
8:20	9:00	9:10	10:05 *

* Via Tiburon, ^ Via Angel Island (times in parentheses are via Angel Island)

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	\$12.50	\$25.00
Child (5-11) SENIOR (65+)	\$7.50	\$15.00

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

BAY CRUISE

Depart Pier 39	
Daily Monday - Sunday	
10:45 a.m.	3:15 p.m.
12:15 p.m.	4:30
1:15	5:30
2:15	6:30
For the most current schedule, visit www.blueandgoldfleet.com	
Bay Cruise does not operate during inclement weather.	
FARES: All prices include audio tour.	
Adult	\$31.00
Junior (12-18)	\$25.00
Child (5-11)	\$21.00
Senior (62+)	\$25.00
Discount fares available at www.blueandgoldfleet.com	

RocketBoat

WEDNESDAY - SUNDAY		
12:15 p.m.	4:00 p.m.	FARES:
1:00	5:00	Adult \$28.00
1:45	6:00	Senior (65+) \$24.00
3:15		Junior (12-18) \$24.00
		Child (5-11) \$20.00
ROCKETBOAT CLOSERS FOR THE SEASON ON OCTOBER 30		

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 am	10:10 am	10:20 am	11:05 *
11:15	11:45	11:55	12:35 pm*
1:35 pm	1:55 pm	2:05 pm	2:55 *
---	---	4:05	4:55 *
Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:10 a.m.	10:20 a.m.	11:05 a.m.
11:15	11:45	11:55	12:35 pm*
1:35 p.m.	1:55 p.m.	2:05 p.m.	2:55 *
---	---	4:25	5:30 ^
* 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 State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)			

BAY CROSSINGS

"The Voice of the Waterfront"



All Ferry schedules subject to change.

For the most up to date information. Visit: www.baycrossings.com

AROUND THE BAY IN OCTOBER

Castro Street Fair

Head over to the Castro District on Sunday, October 1 to celebrate the 44th 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. Initially 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. at the intersection of Market and Castro Streets. Here you will find two live music stages, two “dance alleys,” and Kink Karnival Way. For more information, visit castrostreetfair.org.

Wine Walk

The Seventh Annual Union Street Harvest Wine Walk returns on Thursday, October 5 from 4 p.m. to 8 p.m. The tasting event will include merchants offering wine samples inside their stores on Union Street from Gough to Steiner and on Fillmore Street from Union to Lombard. Attendees wishing to participate in the sampling program may purchase on-site tickets for \$25 or advance tickets for \$20 via the website at www.sresproductions.com. The on-site tickets sales location is 2040 Union Street (across from the Metro Theater). Participants will receive a wine glass and map with all of the tasting locations. Ticket sales on the day of the event will be cash only.

Fleet Week Cruise

The SS Jeremiah O’Brien’s annual San Francisco Fleet Week Cruise is coming up on Saturday and Sunday, October 7 and 8, sailing from 10 a.m. to 5 p.m. both days. The O’Brien SF 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, hot dogs and clam chowder will be provided by Boudin Bakery and handcrafted ales from Beach Chalet will be served. Live music is provided on Sunday by the U.S. Naval Sea Cadet Corps’ Band of the West. Tickets are \$140 for adults and \$85 for children 5-16, or \$330 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.

Waterfront Weekend Returns to Vallejo

Vallejo’s annual Waterfront Weekend comes to the city’s beautiful waterfront on Saturday and Sunday, October 7 and 8. 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 10 a.m. to 9 p.m. on Saturday and 10 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, triathlon, kayak races, the 5K Glo Run/Walk, the Glo Boat Parade, 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. Sol Trans 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.

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—the area also known as Little Italy. The parade begins at 12:30 p.m. on Sunday, October 8 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 that includes a Ferrari sports car display. For more information, visit sfitalianheritage.org.

Marin Music Festival

The Second Annual Marin Music Festival returns on Saturday, October 14 from 11 a.m. to 6 p.m. to the Marin Rod & Gun Club. The event features live local bands, arts and crafts booths, food booths, craft beer and wine, kid’s activities and more. Music lovers will enjoy the sounds of local bands with a beautiful waterfront view in Marin, an area with a rich music history. This event is free and open to the public. Marin Rod & Gun Club is located at 2675 Francisco Blvd., just west of the Richmond-San Rafael Bridge, in San Rafael. Visit sresproductions.com for additional information.

Wharf Fest

Wharf Fest, a free Fisherman’s Wharf festival, returns to San Francisco’s iconic neighborhood for the 5th year on Saturday, October 21 from 11 a.m. to 5 p.m. The Fisherman’s Wharf Community Benefit District is throwing the ultimate festival to celebrate San Francisco’s historic waterfront district and invite Bay Area locals to visit the district after the tourist season has ended and before San Francisco’s fabulous fall climate fades away. This year’s festival will include a chowder cook-off competition,

exhibitors and fun family activities and entertainment. The festival will be held on the Little Embarcadero from Taylor to Powell Streets and in the parking lot at Jefferson and Taylor, under the famous Fisherman’s Wharf Sign.

Boo! Bark, Brews + Bites

On Saturday, October 28 from 11 a.m. to 4 p.m., pets and their humans are invited to enjoy a Halloween celebration on the Oakland waterfront with tricks, treats, frights and delights. The Boo! Bark, Brews + Bites festivities will fill Jack London Square with paw painting for pups, pets pampering, a pet psychic, pooch photo booths, doggy treats and more. From ghouls to ghosts, four-legged



Photo by Joel Williams

friends are also invited to participate in a canine costume contest to show off their Halloween spirit. Restaurants will offer Halloween specials at Boo! Bark, Brews + Bites, and pets are welcome to restaurants with outdoor dining year round. Visitors can bike, ferry or drive to Jack London Square. For more information, visit www.jacklondonsquare.com.

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

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Photo courtesy of Justin Edelman



Photo courtesy of Chris Rey

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Azure (Rodney Pimentel)
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Photo courtesy of Rodney Pimentel

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