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"The Voice of the Waterfront"

September 2019 Vol.20, No.9



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"The Voice of the Waterfront"

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Last month, the Trump Administration announced changes to Endangered Species Act (ESA) regulations. Environmental groups say the move is just the latest attempt by Secretary of the Interior David Bernhardt to poke holes in the ESA and afford oil and gas companies access to land that the ESA previously protected from mining and drilling activity. Polar bears are among the animals that will be affected by the changes.

Photo by SeppFriedhuber

Corrections & Letters

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

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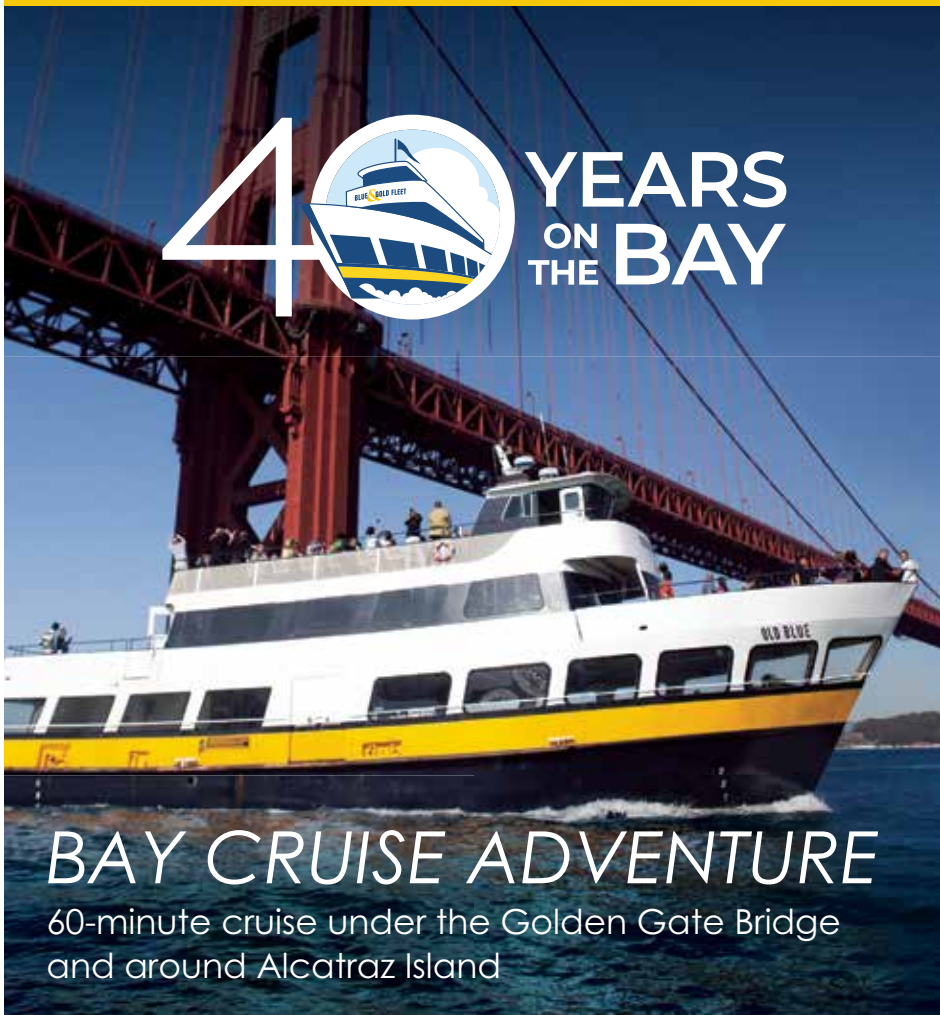
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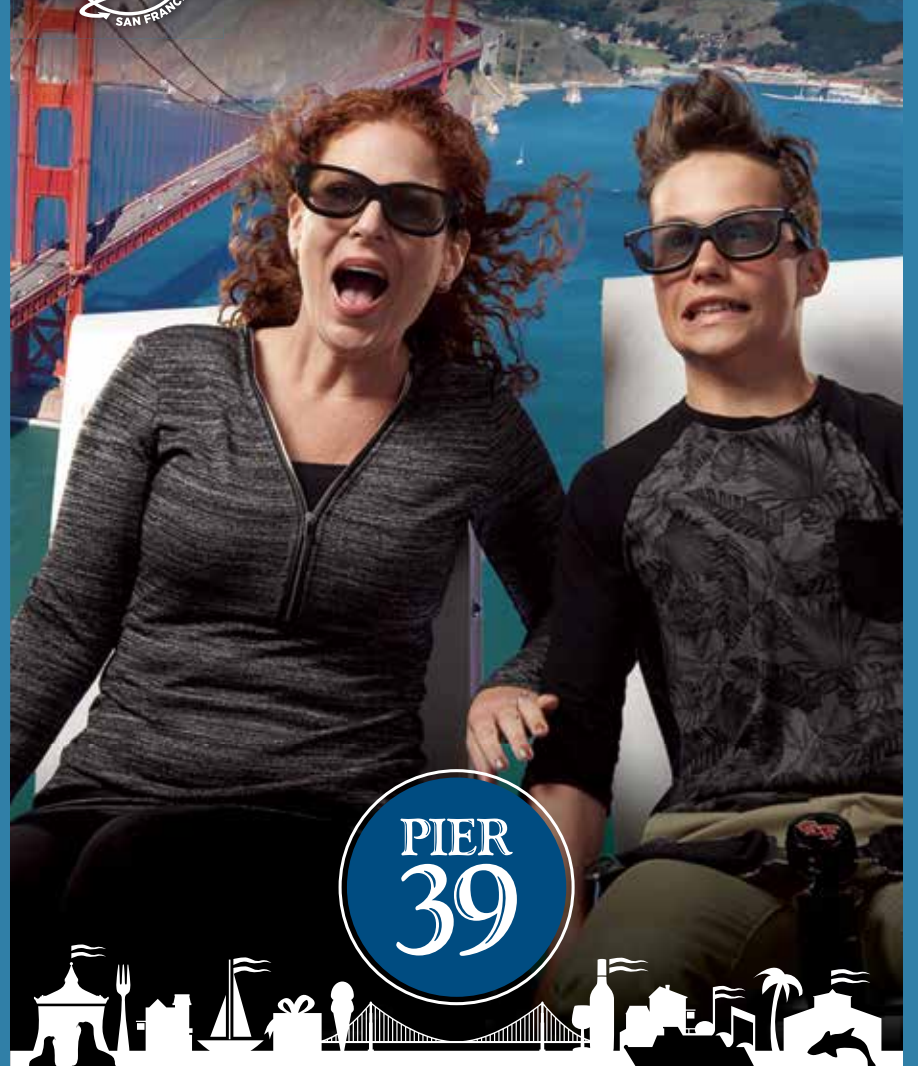
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Peak Season vs. Baseball Season

BY PATRICK BURNSON

With the major league baseball regular season drawing to a close, many Oakland Athletics fans are hoping that they'll have a new ballpark on the waterfront in a couple of years. The team has even gained the Port of Oakland Board of Port Commissioners' unanimous approval to an exclusive negotiating term sheet.

Still, the port's cargo division has expressed its concerns about the impact of the project on port operations, and has ongoing meetings with all stakeholders scheduled to take place this fall.

The Athletics plan to develop 3.3 million square feet of housing, 1.5 million square feet of commercial and office space, a hotel and a performance center in the area surrounding a new stadium on property currently serving the port's Howard Terminal.

A new study prepared by the consultants Tioga Group and Hackett Associates for the San Francisco Bay Conservation and Development Commission (BCDC) warns that plans to accommodate a new generation of megavessels may be at risk if the port loses acreage intended for a new turning basin on the property.

The report, titled "Bay Area Seaport Forecast," examines our region's ocean cargo gateways for throughput and capacity. It says that the 50-acre Howard Terminal site "is below the current

standard for new container terminals, but may be a necessary increment to seaport capacity under moderate-to-strong cargo growth scenarios."

And as we're well aware, Bay Area shippers care less about baseball season than peak season.

"There has been a recent downward trend in U.S. West Coast shares of total U.S. container trade and of transpacific container trade," said Tioga's principal, Dan Smith. "The Port of Oakland handles nearly all containerized imports and exports for Northern California, as well as some intermodal cargo moving to and from inland points. Oakland competes for different trade flows in different ways."

For example, Oakland competes for Asian imports to Midwestern consumer markets with the ports of Los Angeles and Long Beach. For exports, Oakland's geographic position near California agricultural production gives it an advantage. "Oakland is also often the last port of call before vessels return to Asia, providing a later and faster shipping option for exporters," said Smith. "As a result, Oakland is one of few U.S. ports where containerized exports often exceed imports."

Karen Vellutini, a vice president with Oakland-based Devine Intermodal and author of a monthly newsletter, recently stated her opposition to the ballpark. "We don't believe 3,000 to 4,000 homes, small watercraft, personal vehicles, pedestrians and added congestion are



Image courtesy of Big – Bjarke Ingels Group
Artist rendering of the proposed new waterfront stadium for the Oakland A's on land currently serving the Port of Oakland's Howard Terminal.

congruent with maritime operations," she said.

While the Athletics have four years to complete an environmental impact report, negotiate lease terms with the port and secure additional regulatory approvals, the organization has stated that it has plans to break ground next year.

"The Oakland A's may think they have hit a home run, but the industry is far from throwing the game," said Vellutini. "We are still swinging for the fences."

Conference to Focus on Blockchain Initiatives

When Bay Area shippers convene in San Francisco for Oracle OpenWorld this month, much of the talk will be about new ocean carrier blockchain initiatives.

Oracle has recently collaborated with CargoSmart in what it is calling a "significant milestone" in forming the Global Shipping Business Network (GSBN) blockchain consortium. Nine leading ocean carriers and terminal operators signed a service agreement with CargoSmart earlier this year to commit to provide resources to establish a not-for-profit joint venture to accelerate the digital transformation of the shipping industry.

The signatories of the GSBN Services Agreements plan to complete the establishment of the GSBN in early 2020, subject to obtaining all requisite

antitrust, competition and regulatory approvals. Meanwhile, CargoSmart will continue to run pilot applications to prove the viability of the GSBN and demonstrate the high potential value creation through the GSBN.

And Oracle continues to support CargoSmart with a capable blockchain platform for decentralized consortium governance, on-chain mechanisms for business confidentiality, and performance at scale required for tens of millions of shipments that underpin world trade.

"Together CargoSmart and Oracle have been working on this effort for almost a year," said Frank Xiong, Oracle's vice president for blockchain product development. "From the outset, the foundation of this approach has been a decentralized, multi-party, fully managed enterprise-grade blockchain network that enables trust, while maintaining confidentiality of the commercial relationships as required by shipping industry regulations."

He added that by speeding up the deployment of the initial pilot applications based on the platform's rapid development and integration capabilities, CargoSmart has moved through quick innovation cycles to respond to "members' priorities."

Patrick Burnson is the executive editor of *Logistics Management*.
www.logisticsmgmt.com

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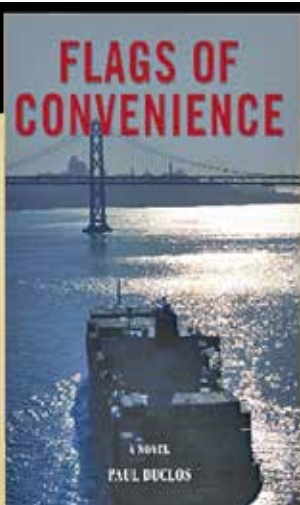
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Keysha Scarfone

BY MATT LARSON

For just over a year now, Keysha Scarfone has been a ferry supervisor for Golden Gate Ferry operations. Most often found at the ferry terminal in San Francisco, she's often pretty busy.

You may find her up front helping people tag their tickets to board the vessel, she could be out answering questions or helping commuters purchase tickets, she may also be operating the ramps for "landing and sending" the vessels so that people can get on and off the boats safely.

This is her first foray into the maritime industry. Scarfone previously managed a number of small-animal veterinary hospitals for more than 10 years but she likes to think her prior experience is where she developed her excellent customer service skills.

"You have to be able to adapt," she said. As not every customer at the vet would have a happy, healthy pet, not every commuter is having a great day either. "For the most part, the passengers and commuters are usually pretty happy, but there are days when a passenger is unhappy about something so I have to step in and switch gears to make them happy."

Scarfone estimates she encounters a few thousand people every day, which suits her well because those interactions make up for her favorite part of the job. "I enjoy the people," she said. She loves developing relationships with regular commuters and travelers as well. "I meet people from all over the world," she said. "It's really fun, and you never know who you're going to meet from one day to the next."

Scarfone's magnetism often leaves all the people she meets with a big smile on their faces. What keeps her in such a good mood? In part, it's due to just being around the water because it takes her back to her childhood.

"I grew up along the Gulf of Texas, near the Houston area," she said, so working on the water is like second nature for her. While she loves working for the ferries, she unfortunately doesn't get to commute on them herself. She currently resides in Santa Rosa, as her horses need a lot of space to roam around.

"I am a lifelong equestrian," she said. Her grandparents got her into horses when she was just eight years old, and they've been a part of her life ever since. Scarfone owns an 18-year-old horse named Lili. She is a Brabant, which is a very special type of Belgian draft horse. At about 1,600 pounds, Lili is majestic and has blue roan coloring. Scarfone also

has a miniature horse, at 260 pounds, named Mayhem, who is also a blue roan.

"They're like best friends," Scarfone said. "I take them out all over the Bay Area; they go to the beach, I take them to the Marin Headlands all the time, I've ridden them through Golden Gate Park—that's what I do!" she said. "When I'm not working here with the ferries I am out with my horses." She hasn't taken them to the ferry terminals. Yet.

Scarfone also travels by Porsche. She and her husband own a few and are active in the local Porsche community.

Her dream car is a convertible 1956 Porsche 356A Speedster. "It's just an absolutely beautiful car," she said. "There's something about the lines and the design of the early 356 Porsches that I just love."

With breathtaking horses and masterpiece Porsches, you'd expect Scarfone might be hard to impress, but the views from the ferry get her every time. "I wish that I had the opportunity

to take the ferry to and from the city," she said. "The views are just amazing." But she does enjoy getting to drive across the Golden Gate Bridge every day. And in case you're wondering, you probably won't see Scarfone with her horses on board, as the ferry boats are not really equipped for horses.



Keysha Scarfone's friendly personality leaves people she meets with big smiles on their faces. She works for Golden Gate Ferry at the San Francisco Ferry Building.



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S.F. Bay Ferry Adds Another Vessel

On August 20, San Francisco Bay Ferry welcomed its latest new ferry, *Vela*, to Mare Island. *Vela* is the second of three *Pyxis*-class vessels being built by Dakota Creek Industries in Anacortes, Washington for the Water Emergency Transportation Authority (WETA). These high-speed, 445-passenger vessels are designed specifically for servicing the 60-minute Vallejo ferry route.

Vela is undergoing final sea trials overseen by the U.S. Coast Guard and is expected to begin service by Labor Day. The new, jet-propulsion vessel will most significantly help in handling the increasing peak commute loads to and from Vallejo as well as the packed Saturday and Sunday morning runs. Expect to see her on the crowded 7 a.m.



Photo courtesy of WETA

Vallejo departure and the 5:30 p.m. San Francisco return trip on weekdays.

Vela is the sixth new ferry WETA has added to its San Francisco Bay Ferry

fleet since 2017. *Vela* was designed and built at a cost of \$23 million. Funding sources included Federal Transit Administration grants, bridge toll

revenue, State Proposition 1B and State Transit Assistance. The final *Pyxis*-class vessel, *Lyra*, is expected to arrive in the Bay Area in early 2020.

Tideline Gets an Extension

BY DAN ROSENHEIM

The Water Emergency Transportation Authority's board of directors has granted Tideline Marine Group a six-month extension of its agreement to use WETA's Harbor Bay Terminal.

Tideline had originally requested a one-year add-on to its current deal, which expires August 25. The full-year request was incorporated into a presentation at the August board meeting by WETA's operations administrator, Rachel Rodriguez, and the time frame was endorsed by WETA Executive Director Nina Rannells and Operations Manager Keith Stahnke.

The term was reduced, however, in the face of board concerns about the nonunion status of Tideline's employees, as well as the relatively few passengers on the Tideline run. Tideline provides

service between Harbor Bay and Oyster Point in South San Francisco on behalf of the biotech firm Exelixis. The two morning and two afternoon runs average about 12 passengers per day in each direction, Rodriguez said. Tideline's boat, the *Osprey*, has a capacity of 40 people.

"I want to see that we're taking care of working families in the Bay Area," said WETA Director Jeff DelBono, whose initial counter-proposal called for an extension of only three months, pending progress in labor negotiations between Tideline and two maritime unions.

Expressing sympathy for DelBono's concerns was Jim Wunderman, vice chair of WETA's board and president of the business group Bay Area Council, who said, "The last thing we would want is for highly paid individuals to be transported in comfort by hard-working people who are underpaid. We are not going to do this on the backs of people

who do the work."

But Danielle Weerth, Tideline's director of business development, said her company is, in fact, engaged in productive talks with the unions. "We are in the final stage of negotiations with labor," she said.

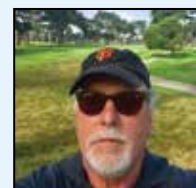
That view got at least a partial endorsement from Robert Estrada, regional director of the Inlandboatmen's Union of the Pacific, who said: "The talks are cordial. I don't know that we are in the final stages, but the tone is positive."

Weerth then added that Tideline is also in late-stage talks with other

companies about providing additional passenger service, and she said her firm is building higher wages and benefits into the terms of those new deals. "People love the service," she said of the Exelixis run.

Ultimately, following nearly an hour's discussion, WETA directors voted unanimously to approve the six-month extension. But it came with the stipulation that both Tideline and union representatives would make a new appearance before the board in January, more than a month before the new deal expires, to report on what progress they have may made.

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



Charlene Haught Johnson, Bay Area Ferry Champion, Dies at 74

BY BOBBY WINSTON

Charlene Haught Johnson, founding chairwoman of the Water Transit Authority (today's Water Emergency Transportation Authority, or WETA) died on July 31 at the age of 74 after a long illness.

She was first appointed by Governor Gray Davis and then reappointed by Governor Arnold Schwarzenegger as chairwoman of the renamed WETA, serving as chairwoman of both agencies for a total of 14 years.

Johnson practiced law, specializing in

property, probate and trust litigation. A native San Franciscan and lifelong resident of San Mateo and San Francisco counties, she graduated from San Francisco State University and received her law degree from Hastings College of the Law in 1974.

Johnson is recognized for her foundational contributions to the development of comprehensive regional ferry service—including the recruitment and development of professional staff, refurbishment of existing vessels, and construction of new vessels and terminals.

As chairwoman, she oversaw the growth of WTA, later WETA, from its nascence into a world-class regional ferry

system serving five counties in the San Francisco Bay Area, and as an emergency transportation alternative in the event of a disaster.

She was the daughter of Charles Haught, a career naval officer, and Ursula Duane Haught. She is survived by her husband, Jeremiah F. Hallisey, her son, Charley Johnson of San Francisco, and two stepsons, Jeremy Hallisey of San Francisco and Sean Hallisey of Hayward.

On June 14, 2018, the WETA North Bay Operations Center on Mare Island was dedicated to her.



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Ferry Short Takes

BY DAN ROSENHEIM

Senators Express Support for Ferries:

Seven U.S. senators have written a letter urging expanded funding for the nation's public ferry system. California Senators Dianne Feinstein and Kamala Harris are among those who signed the letter, which was sent to heads of the Senate Committee on Environment and Public Works and the Senate Committee on Banking, Housing and Urban Affairs. The writers note that public ferries carry more than 100 million passengers annually in 38 states and territories, reducing traffic congestion; providing important access to schools, jobs and medical treatment; and providing critical response in emergencies. While the FAST Act of 2015 authorized \$110 million a year for ferry programs, the letter states that amount is "far short" of what's needed for new construction, modernization and repair. "State and local governments are doing their part . . . but they are looking to the federal government to be an active partner in helping to address critical ferry needs."

And Speaking of Federal Funds:

The U.S. Transportation Department announced \$32.8 million in grants for ferry service at nine transit agencies, including \$5.9 million for the Golden Gate Transit District to buy a new boat. "America's waterways are a priceless asset, and the Passenger Ferry Grant Program partners with local communities to leverage those assets to improve mobility for millions of Americans," said FTA Acting Administrator K. Jane Williams.

RM3 Case Nears Appeal:

As expected, the plaintiffs' attorney has filed a motion to consolidate the appeals for separate lawsuits filed against Regional Measure 3 by East Bay businessman Randall Whitney and the Howard Jarvis Taxpayers Association. Both suits claim that a series of three \$1 toll hikes approved by voters last year for Bay Area bridges are in fact illegal under Proposition 13, which requires a two-thirds vote for tax increases. The lawsuits have each been dismissed by San Francisco Superior Court Judge Ethan P. Schulman and now are wending their way to appeal as one combined suit. "I'm conscientiously trying to do what

I can to expedite a decision," said Jarvis Director of Legal Affairs Timothy Bittle.

SFBF Pet Policy:

San Francisco Bay Ferry wants to ensure all passengers understand the policy for bringing animals aboard. Pets—including comfort animals and emotional support animals—can only be brought aboard San Francisco Bay Ferry vessels if they are within an enclosed carrier that can fit on your lap and they do not pose a threat to passengers or crew members. Trained service animals or service animals in training may be brought aboard provided they remain under the passenger's control and do not pose a threat to passengers or crew members. It is a misdemeanor to knowingly and fraudulently misrepresent oneself as the owner or trainer of a service dog, per California Penal Code 365.7(a). Given how many new passengers have come aboard in recent years, San Francisco Bay Ferry wants to make sure everyone understands the rules. Crews and captains will be actively enforcing the policy to ensure the safety and comfort of all passengers. More information and answers to frequently asked questions are available at sanfranciscobayferry.com/pets.



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Kenwood Investments and Teatro Zinzanni Hotel and Theater Project Poised for Approval

BC STAFF REPORT

The San Francisco Port Commission will undertake its final review and approval of Kenwood Investments' and Teatro Zinzanni's new hotel and theater project at its September 10 hearing.

Avid readers of *Bay Crossings* will recall that we reported on this project back in October 2018.

The project before the port commission this month has not changed since our earlier reporting—it remains a 192-room hotel with the 40-foot height limit maintained, a new permanent theater space hosting Zinzanni's award-winning dinner theater program, and a new 14,000-square foot park.

Since our initial reporting, Kenwood Investments, its hotel partner, Presidio Hotel Group, and Teatro Zinzanni have completed the project's environmental review and have presented the project to the San Francisco Historic Preservation Commission and Planning Commission, both of which approved the project

unanimously. The City's environmental review of the project, finalized in December 2018, concluded after a two-year study period that the project's potential impacts would not have a significant effect on the environment.

The San Francisco Historic Preservation Commission, in its April 2019 review of the project, found that the project's design, materiality, scope and aesthetics were all compatible with the City's stringent historic preservation standards and with the U.S. Secretary of the Interior's Standards for Development in Historic Districts.

The planning commission, in its May 2019 review of the project, unanimously found that the project qualified for a conditional use authorization for its hotel use and that it met all other planning requirements.

After the planning commission's unanimous approval, Planning Commissioner Dennis Richards said, "It was a love fest. The tent portion is going to become an iconic landmark. It's like no other thing we are going to have in the city. It's almost going to be like Coit Tower." Commissioner Rich-

**"We don't get many projects like this. Nobody spoke against it."
— Planning Commissioner, Dennis Richards**



The new hotel and theater project planned for the Embarcadero and Broadway is expected to obtain final approval this month. It will mark the return of Teatro Zinzanni to the waterfront after leaving in 2011.

ards added, "We don't get many projects like this. Nobody spoke against it. It was the perfect project at the perfect time."

Zinzanni operated on the San Francisco waterfront at Pier 27-29 from 2000 through 2011 as a successful entertainment venue.

The project is the culmination of many years of planning for the site, located at the intersection of the Embarcadero and Broadway. The project will be built to a minimum of LEED Gold, and will meet all of the City's stringent environmental codes and regulations. It will be constructed with union labor and the hotel will be operated by the Hotel Employees and

Restaurant Employees, HERE Local 2. The project has received strong support from the Barbary Coast Neighborhood Association, Gateway Tenants Association, North Beach Neighbors, Chinatown Community Development Center, RENEW SF, Top of Broadway CBD, SF Hotel Council, SF Travel (the Convention and Visitors Bureau), organized labor and thousands of San Francisco residents.

Darius Anderson, the managing member of TZK Broadway and Kenwood Investments, said, "We are very excited to create a new hotel and new home for Teatro Zinzanni on the Embarcadero, and we look forward to working with the community and the City to complete our project so that Teatro Zinzanni can again soon thrill audiences with its world-class arts and entertainment programming."

Norm Langill, Teatro Zinzanni's managing member, told *Bay Crossings*, "We can't wait to reopen in San Francisco in what will be an innovative partnership that will allow Teatro Zinzanni to succeed as a world-class entertainment venue for many, many years to come."

To get involved in the project, or for more information, contact Jay Wallace at jwallace@kenwoodinvestments.com or Annie Jamison at annie@zinzanni.com.



The new waterfront project's design was specifically created with a mind towards the current neighborhood's aesthetics and compatible with the City's stringent historic preservation standards and with the U.S. Secretary of the Interior's Standards for Development in Historic Districts.



Photo by davemantel

Endangered Species Act in Trump Administration Crosshairs

BY BILL PICTURE

Last month, the U.S. Department of the Interior announced changes to regulations established in 1973 implementing the Endangered Species Act (ESA) and endeavoring to protect endangered and threatened species and their habitats.

At first pass, the changes appear innocuous enough not to raise the eyebrow of the everyday American—for the most part, just a word or two changed here and there. But environmental watchdogs believe these seemingly

little changes will have an outsized impact on wildlife protection efforts. Environmental groups say the move is just the latest attempt by Secretary of the Interior David Bernhardt to poke holes in the ESA and afford the oil and gas companies that he once represented as a lobbyist access to land that the ESA protected from mining and drilling activity.

Bernhardt is probably best known to Californians for his efforts on behalf of Central Valley farmers, in his role as a lobbyist, to weaken ESA protections for the Delta smelt, a small fish that lives in the Sacramento-San Joaquin Delta, so

that river water can be used to irrigate crops. Environmentalists argued that diverting water will be the straw that broke the fast-dwindling smelt's back. Bernhardt took this fight with him to Washington after being confirmed, immediately directing his staff to roll back protections for the smelt, which would help the President make good on a campaign promise to Central Valley farmers to send more water their way.

"And the implications of these new changes will be massive," said Aaron Weiss, deputy director of the Colorado-based Center for Western Priorities.

While the dockets containing the

changes are indeed public, Weiss says the legalese is likely to leave people without law degrees scratching their heads. For example, the word "probably" has been changed to "likely" as it pertains to how factors contribute to the extinction of a species.

"That doesn't seem like a big deal, does it?" said Weiss. "Well in legal-speak that's a major change. 'Probably' means 'maybe.' And proving that something is 'likely' going to happen is much more difficult than proving that maybe it'll happen.

"That's no coincidence," Weiss continued. "Bernhardt is a lawyer's



lawyer, and he knows how to word things so that he can push this stuff through without raising a lot of red flags.”

Another change effectively does away with a “blanket rule” that afforded many of the same protections enjoyed by endangered species to species identified as “threatened.” In doing so, Bernhardt eliminated the ability of a species that scientists have already identified as heading toward endangered status to regain its footing.

“The reason for that middle step was to keep threatened species off the Endangered Species List,” Weiss said. “So what Bernhardt is doing is making it more likely that a threatened species will become endangered, and then making it harder for that species to actually get endangered status. So if you take away those protections, then you’ve made it more likely that a threatened species will go extinct. That’s what this all is, in a nutshell.”

A bit of history

The ESA, passed in 1973 and signed by President Nixon, was designed to protect animals and plants from going extinct by protecting critical habitat and banning

the killing of listed species. Upon the act’s passage, Congress found that “these species of fish, wildlife, and plants are of esthetic, ecological, educational, historical, recreational, and scientific value to the Nation and its people.”

Scientists have credited the ESA with bringing back from the brink of extinction such iconic species as the bald eagle, the grizzly bear, the California condor, the American alligator, the peregrine falcon, the humpback whale, the black-footed ferret, the Florida manatee, the Tennessee purple coneflower and others.

Environmentalists and industry prefer using different measures to define the ESA’s “success.” Environmentalists point out that 99 percent of the nearly 2,000 species protected under the ESA have not gone extinct, and 41 percent of the listed species have either increased or stabilized their population numbers as a result of ESA protections. Industry representatives, on the other hand, question the success of the ESA by pointing out that only a very small number of species have ever been removed from the list. This reasoning—that populations are not increasing to the point that pro-



Photo courtesy of BLM

The Florida manatee is another beneficiary of the Endangered Species Act. The animal’s status was changed from “endangered” to “threatened” in 2017 due to increasing populations.



Photo by Bob Wick/BLM

The California condor, the largest North American land bird, dwindled to a population of 27 in the 1980s. Thanks to the Endangered Species Act, there are now about 450 individuals in existence.

tection is no longer needed—seems to ignore the fact that many more species could have gone extinct without ESA protections.

Where will the bears go?

As for identifying critical habitat worthy of protection to ensure a species’ survival, the Interior Department says it’s 100 percent onboard with that as well—unless it’ll prevent someone from making a buck.

A U.S. Fish & Wildlife Service press release reads, “While this administration recognizes the value of critical habitat as a conservation tool, in some cases, designation of critical habitat is not prudent.” U.S. Secretary of Commerce Wilbur Ross added, “The revisions finalized with this rulemaking fit squarely within the President’s mandate of easing the regulatory burden on the American public.”

In the case of the polar bear, environmentalists have been fighting to apply the Endangered Species Act to protect lands south of the Arctic Circle that scientists predict the bears will call home once rising temperatures have melted their native habitat. But under the new changes, only a species’ current habitat can be protected.

“That’s a terrible way to protect a

species when we know with incredible certainty that it will be affected by climate change,” Weiss said. “But if someone doesn’t believe that climate change is real, then you can’t really use the foreseeable impacts of climate change to argue your case to them. So we’ve effectively putting blinders on scientists.”

The Interior Department, however, argues that the changes improve the Endangered Species Act by taking the guess work out of its application. “The act’s effectiveness rests on clear, consistent and efficient implementation,” explained Secretary Bernhardt in a written statement.

Weiss believes people should be outraged, but understands why they’re not.

“It’s outrage fatigue,” he said. “Every day it seems like there’s something new to be outraged about, and eventually you stop listening so your head doesn’t explode. But it’s also that we don’t have powerful symbols to rally around now like we did at the beginning of the environmental movement, when rivers were literally on fire and the bald eagle was about to disappear. It’s hard to make people understand, ‘This little fish you’ve never seen or even heard of is really, really important.’”

A Zombie Sighting in S.F. Bay

BY SEJAL CHOKSI-CHUGH

Once-through cooling. For decades, power plants along the San Francisco, Pittsburg and Antioch shorelines used this technology.

Powerful pumps sucked Bay water into local power plants, pulling in larvae and small fish that died by the force. Intake screens trapped larger fish in the water rushing in. Heated water dumped into the Bay killed fish eggs and made it too warm for some Bay creatures to survive.

That's why polluting power plants were forced to stop using this deadly technology in San Francisco Bay. In 2010, Baykeeper and other environmental

groups successfully advocated for a statewide phaseout of once-through cooling. Local power plants that had this destructive technology have since closed or no longer use it.

But now, a new generation of companies are reanimating this long-dead technology, and it's like bringing to life a zombie.

A company called Nautilus Data Technologies recently tried to resurrect this cooling system in San Francisco Bay. It proposed building a large data storage and data processing facility on the Bay's Alameda shoreline.

The data center proposed to pump millions of gallons of water from the Bay daily and pipe it through the building to cool a massive complex of computer



Photo by Mike Baird, Flickr/CC

A harbor seal. Zombie technology can harm San Francisco Bay's seals, fish and other wildlife.

servers. Warm, used water would then be pumped back into the Bay. It was essentially once-through cooling brought back to life.

An Alameda resident tipped Baykeeper off about the proposed plan. Our scientists investigated and found that fish spawn near the proposed site and seals hunt in the area.

Just like the old power plants, the data center's pumps, pipes and screens would kill fish and wildlife. The intake and release of water would also alter the Bay's natural currents. And warmer water released back into the Bay could kill fish eggs and raise the risk of a toxic algae bloom.

Baykeeper staff discussed our concerns with company representatives and city officials. We then sent a letter to the Alameda City Council outlining the threats the data center posed to the Bay. The Sierra Club, the Audubon Society and many Alameda residents also raised strong objections.

At a June city council meeting, Alameda Mayor Marilyn Ashcraft made a statement opposing the project, specifically citing Baykeeper's concerns. The city council had planned to approve the data center. But instead, they voted unanimously to reject it, thus putting an

abrupt end to the zombie resurrection.

Yet threats from polluters never end. San Francisco Bay is surrounded by 86 cities, 42 sewage treatment plants, five oil refineries and more than 1,600 additional industrial facilities. The Bay needs people who will stay on alert, identify polluters and stop the constant threats.

Baykeeper's staff does just that. And in this case, we got help from an Alameda tipster.

You can help defend San Francisco Bay, too. If you spot pollution or find out about a development project that might harm the Bay, call Baykeeper's Pollution Hotline, at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and slaying polluters. Find out more and sign up for Baykeeper's e-news at baykeeper.org.



'Can you Hear Me?' Cell Phones or VHF Radios for Boaters

ARTICLE COURTESY OF BOATUS NEWS

When boating in the Bay, having a cell phone on board allows you to keep in touch with land-based contacts and businesses easily. They are very convenient but in some situations they shouldn't be used in place of a very high frequency (VHF) radio.

Here are some things to consider regarding cell phones:

- Cell phones are less reliable on the water. Many are not water-resistant, and their range is relatively short due to the proximity of land-based towers and repeaters.
- Range is further complicated by the fact that the majority of cell antennas and towers are placed and oriented with land-based use in



mind, so the distance offshore that a vessel can remain in contact is frequently shorter.

- A cell phone won't allow you to "broadcast" to several boaters at a time, which is important in a true emergency.

Why a VHF Radio is Preferred

VHF marine-band radios have been

around for many years and remain the primary means of communication for vessels throughout the United States. VHF radios should be the go-to device in an emergency unless you are practically shouting distance from shore. The main uses of a VHF radio are:

- Distress calling and safety
- Ship-to-shore communications
- Navigation (vessels to bridges, etc.)
- Marine operator to place calls to shore
- NOAA Weather Broadcasts

For reliable on-the-water communications, either hand-held or fixed-mount VHF radios are recommended. If you experience engine failure, a storm disables you, or you find yourself in a true emergency, a VHF radio can be your lifeline to help. In Coast Guard jurisdictions, VHF's are monitored 24 hours a

day, seven days a week. For extra assurance, the Coast Guard or most towboats and vessel assist towers can locate your boat by tracking your VHF signal, but they can't do that with a cell phone.

Most VHF radios on the market today have in excess of 25 usable channels. You won't be using the vast majority of channels on your VHF, however. Channel 16 is probably the most important as it is designated as the national distress, safety and calling frequency. All vessels should monitor this channel while underway.

Remember, a VHF radio is not a telephone. When you use your VHF, everyone tuned to that station in the area can hear you. Watch your language, and try to keep your conversations short and to the point so that others may use the channel.

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Sustainable Contra Costa Brings Green Ideas Together

BY BILL PICTURE

When Sustainable Contra Costa (SCoCo) was launched in 2007, there wasn't really a way for those committed to the idea of an "ecologically sustainable, economically vibrant and socially just" Contra Costa County to put their heads together to share resources and ideas. SCoCo has changed that situation for the better, and the organization will host its 11th annual Leadership in Sustainability Awards Gala on September 17 to showcase individuals and organizations working hard to make Contra Costa County a greener place to live and work.

"There was a lot of great work being done around the county, but everyone was working in silos," SCoCo President Tina

Neuhausel said. "We thought, 'Imagine what can be accomplished if we can bring everyone together.' And the awards were born from that—to get to know who all the key players are throughout the county, highlight them and celebrate them, and let them be examples for others to follow."

The idea struck a nerve. When the awards were launched in 2009, nearly 60 nominations were submitted, and over 200 people attended.

"We thought, 'We'll be lucky if 50 people show up,'" Neuhausel said. "But the awards were really, really well received, and people were so excited to be a part of it."

Since then, both SCoCo and the Leadership in Sustainability Awards have earned credibility by acting as a nexus for all things sustainability-related in the county. Central Contra Costa

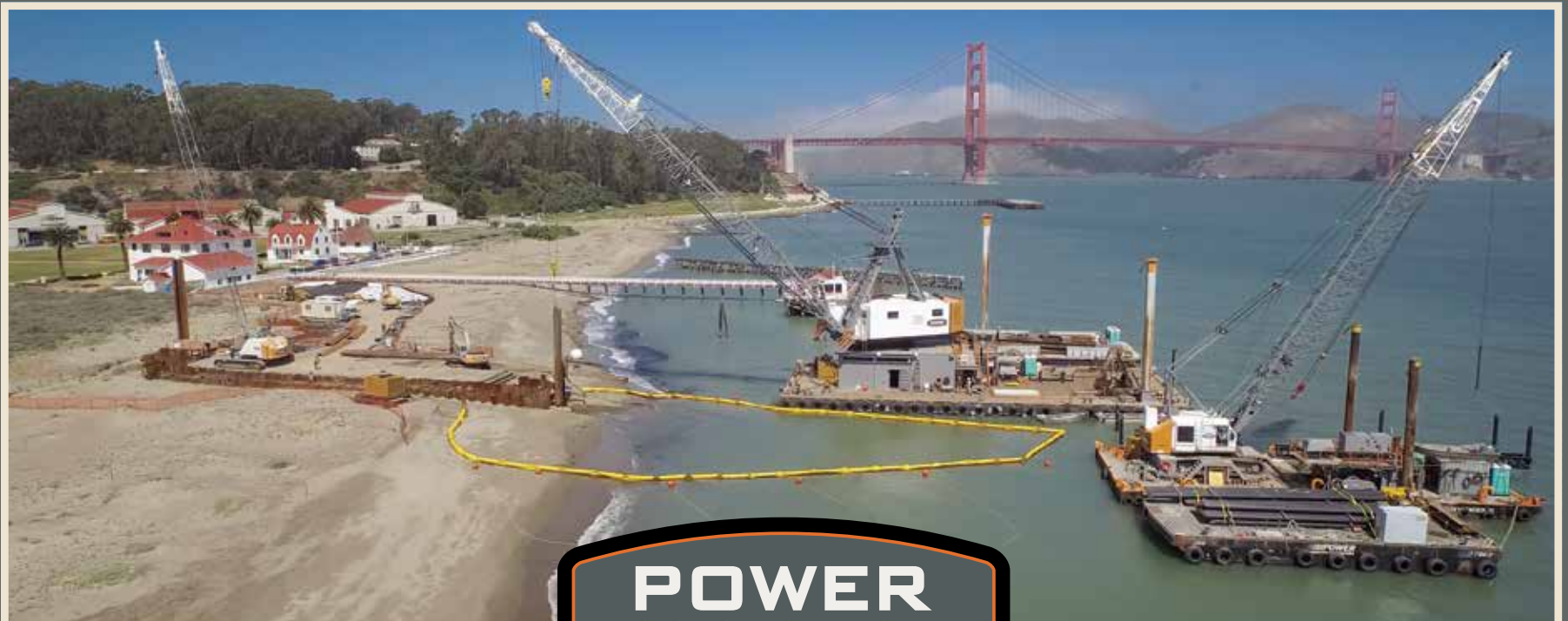
Sanitary District has added its Pollution Prevention Awards to the night's list of honors, showcasing businesses and organizations that are going above and beyond to prevent water pollution. And the Contra Costa Green Business Program will honor companies and organizations committed to green business practices.

"It's not just our awards anymore," said Neuhausel. "And that was the whole point of all this. Together, we're much more powerful. And hopefully, by celebrating [with the awards] the progress we're making as a community, others will take notice and be inspired to step up and do their part."

2019 Leadership in Sustainability Finalists

- Charlotte "Charlie" Keohane
- Chris Dundon, Contra Costa Water District
- Cindy Gershen
- Food Waste Recycling Program
- Janet Miller
- John Kiefer
- Kathy Kramer, Bringing Back the Natives Garden Tour
- Michael Cass
- Richmond Housing Renovation
- Rossmoor Food Waste Recycling Program
- Ruth Abbe
- Save Lafayette Trees
- Smith Ardrey, Bike Concord
- Springhill Elementary School Garden

For more information on Sustainable Contra Costa and the 11th Annual Leadership in Sustainability Awards, visit www.sustainablecoco.org.



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Weak El Niño Wreaks Havoc on Northern and Central California Wildlife

BC STAFF REPORT

After another El Niño winter in California, biologists with Point Blue Conservation Science observed abnormally low breeding success for most species of seabirds on the Farallon Islands, and reduced presence of other birds and wildlife out at sea. Given that climate models forecast more El Niño winters in the future, researchers are alarmed.

In a unique partnership with the U.S. Fish and Wildlife Service, the official managers of the Farallon Islands, Point Blue biologists have been living on the islands continuously for 50 years, studying the wildlife there. Pete Warzybok, current Farallon Islands program manager with Point Blue, has logged more nights on the remote islands than anyone else in modern history.

“We track the differences in wildlife populations and breeding success very closely from year to year. There are always good years and bad years,” Warzybok said. “But this year we saw extremely low breeding success or near failure for most of the seabirds.”

Cassin’s auklets usually succeed in about 75 percent of their breeding attempts; this year biologists observed a success rate of less than 10 percent. In another example, researchers typically find around 150 pelagic cormorant nests on the island; this year only one nest was found with eggs, and it was subsequently abandoned.

Similar results were observed for other seabird species including rhinoceros auklets, common murre and pigeon guillemots.

Meanwhile, at-sea observations echoed the findings on the Farallones. In partnership with NOAA’s National Marine Sanctuaries, Point Blue conducts three annual research cruises, observing ocean conditions and wildlife from Central to Northern California. Dr. Jaime Jahncke, director of Point Blue’s California Current group, has been

participating in these cruises since 2004.

“This year, we found a very low number of seabirds in the Gulf of the Farallones off the coast of Northern California,” said Dr. Jahncke. “While these trips are usually filled with bird and whale sightings, we observed just a handful of Cassin’s auklets, very few common murre chicks and no blue whales.”

In general, El Niño winters in California bring warmer land and water temperatures, more rain throughout the winter, more extreme precipitation events and reduced upwelling—the process through which cold, deep nutrient-rich water rises to the ocean’s surface. Often, El Niño winters also bring late storms, particularly the warm southern storm known as a Pineapple Express. This year was no exception, with all of the above traits playing out throughout the season. And it appears that 2019’s El Niño was weaker than average overall, but displayed concentrated impacts on California, a phenomenon known as a “California El Niño.”

It makes sense that El Niño conditions would affect breeding. “So much of the richness in ocean life we have in the waters off of California can be attributed to the upwelling effect,” Dr. Jahncke said. “The cold, nutrient-rich water is very productive for plankton and krill, two key types of organism on which the rest of the ocean food web depends.”

Less upwelling means less plankton and krill, which means fewer young-of-the-year rockfish and anchovies—all of which are food for seabirds. In an absence of juvenile anchovies and rockfish, Warzybok observed adult murre and rhinoceros auklets bringing back larger adult anchovies to their chicks. These adult anchovies are often too big for the chicks to eat, resulting in many chicks starving to death.

“As scientists, we try our best to be detached observers of ecological processes,” said Warzybok. “That said, as conservationists, we want to see a thriving ecosystem and it’s heartbreaking to watch seabird chicks starve due to a



Photo by Ron LeValley

A common murre holding an adult anchovy, which is too large for murre chicks to eat.

lack of suitable food.”

“We recognize that these are complex ecosystems and we don’t fully understand how all the pieces connect,” said Warzybok. “Nonetheless, variability in the system over the past few years is far different than we saw in the first 40 years of our data. Climate models are predicting more El Niño winters

and more unpredictability, which means more threats to seabirds. To me, this drives home the need to reduce other threats to seabirds and other wildlife. We need to do everything we can to protect special places like the Farallones because they provide marine life with the time and space they need to adapt, leading to a more resilient ecosystem.”

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Great Events Continue in September at Jack London Square

Just because summer has drawn to a close doesn't mean the fun on the waterfront at Jack London Square ends!

After a successful event in July, Jack London Square's popular Wine Walk on the Waterfront returns on Saturday, September 28 from 4 to 8 p.m. Located at the heart of the Urban Wine Trail, Jack London Square's waterfront setting is an ideal location to sip, stroll, dine and shop during this outdoor wine tasting experience.

The event will feature more than 20 Northern California wineries offering tastings, as well as live music, vendors and more. Wineries participating include Rosenblum Cellars, Wente Vineyards, and Wachira Wines.

A portion of the tasting ticket proceeds will benefit Alameda County

Community Food Bank, which has been at the forefront of hunger relief efforts in the Bay Area since 1985.

The Food Bank serves 1 in 5 Alameda County residents, most of whom are children and seniors, by distributing food through a network of 267 food pantries, soup kitchens and other community organizations, as well as direct-distribution programs including children's backpack and mobile pantry. This year, the food bank will distribute the equivalent of 29 million meals; more than half that food is farm-fresh produce. The food bank will also have donation barrels at the event and attendees are encouraged to bring a can or non-perishable item.

"Our community is stronger today thanks to the support of the July Wine Walk on the Waterfront and everyone

who participated, and we are looking forward to another successful event on September 28," said Norma Batongbacal, Alameda County Community Food Bank marketing and communications manager. "This event provides more meals—and hope—to the food-insecure children, adults and seniors we serve throughout Alameda County."

Guests can also enjoy other fun and games before and after the festival, such as the 90's Experience Museum, which lets visitors relive the unforgettable music, fashion and pop culture by of the 1990s, plank, which features bocce,

bowling and video games, or live music at Yoshi's jazz club.

Tickets, available now on Eventbrite, are \$40 for general admission or \$80 for the VIP experience, which offers access to three VIP lounge areas featuring tastings from premier boutique wineries, small food bites, and live entertainment. *All guests must be 21+ with valid ID to attend.*



Jack London Square's popular Wine Walk on the Waterfront returns on Saturday, September 28 from 4 to 8 p.m.



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Ahoy Ferry Riders: SFO Stages *Billy Budd*

BY PAUL DUCLOS

In an event sure to speak to ferry riders, the San Francisco Opera this month presents Benjamin Britten's masterpiece of law and order on the high seas, *Billy Budd*.

Based on the unfinished novella by Herman Melville and set to a libretto by E.M. Forster and Eric Crozier, *Billy Budd* returns to the company's repertory after a 15-year absence. There will be six performances at the War Memorial Opera House from September 7 to 22.

The production is staged in revival by director Ian Rutherford. In this exclusive interview, he shares fresh observations.

Bay Crossings: *Many of our readers are recreational sailors. Some have had military experiences in the Navy or Coast Guard. How will this production resonate with them?*

Ian Rutherford: There is much to interest the recreational sailor. Firstly, we have yards and yards of authentically made rope. The rope was made for us at the Chatham Master Ropemakers, where they have been making rope in their quarter-of-a-mile-long rope shed for over 400 years. The cleats for the tying off of the rope were carved copies of a 74.

Also listen out for the orders "halyards aft" and "hoist royals and skyrakers." Viewers can also look out for the daily tradition of holystoning—scraping the grime and salt off the ship's deck using heavy stones. The chorus have learned to do this as well as tie bow line, clove hitch knots and how to load a cannon. This production was created at Glyndebourne Opera and many sailors came to see it and enjoyed it thoroughly.

As to the military, you will see

the familiar roles of mates, master-at-arms and bosun. We have carefully recreated the chain of command and the appropriate weapons used to instill obedience—rattans and the monkey paw. The cat o' nine tails is threatened, and we see the deadly consequence in the lashes that the wig department carefully recreate on the novice's back.



Ian Rutherford

BC: *The performances coincide with the Melville bicentennial and the 100th anniversary of the posthumous discovery of the American author's unfinished manuscript. How does this production keep faith with that novella, and how does it enhance it dramatically?*

Rutherford: The opera libretto was created by Eric Crozier and the great novelist E.M. Forster. This libretto is a careful and creative work that compresses the novella but loses nothing of its brilliance. Where the opera diverges from the novella is in the prologue and epilogue of Captain Vere. Unlike the novella, Captain Vere survives until old age and is haunted by what happened on the *Indomitable*. The prologue is an ingenious way of setting the emotional axis of the opera, and the epilogue brings a culmination to the story that was perhaps lacking in the novella.

BC: *The story is also an investigation of evil (as was the epic Moby-Dick). What elements of this production signal the sinister nature of men at sea, particularly at a time of war?*

Rutherford: I don't agree that the story is an investigation of evil. There is brutality and cruel rules that are exacerbated by being in enemy waters but it is more a study of love and goodness.

BC: *What particular challenges were overcome when putting the set and costumes together?*



Photo: Alastair Muir/Glyndebourne Productions Ltd.

Rutherford: The task with the set is to create an abstract, sculptural space that is also "realistic."

The set had to connect with the auditorium of the theater so that the audience experiences the claustrophobia as well. This was managed by the line of the set connecting with the line of the dress circle. All comes together when the transformational lighting of multi-Tony Award-winning Paule Constable is added. Using the tiniest and largest

of lights, she creates a compressed yet beautiful world.

The costumes bring the characters—that could feel so far back in history—to life. The hierarchy is very clear with the authentic uniforms and the prevalence and importance of hats.

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



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

Weekends & Holidays

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

FARES: One-way

Adult	\$15.10	Child (under 5)	FREE
Adult (Clipper Only)	\$11.30	Mare Island Short Hop Adult	\$1.70
Youth (5-18)	\$ 7.50	Mare Island Short Hop Youth	\$0.80
Senior (65+)/Disabled/Medicare	\$ 7.50	Senior (65+)/Disabled/Medicare	\$0.80
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Weekday Day Games 12:45 PM Game Start Times

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

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

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

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

Return-Only Service	Depart ORACLE *see below	Arrive Vallejo
		60 min. later

* Ferry departs Oracle Park 20 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs Oracle Park no earlier than 20 minutes after the conclusion of the display but in no case later than 12:00 midnight.

FARES: One-way Roundtrip

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

FROM OAKLAND/ALAMEDA

Weekday Night Games 6:45 PM and 7:05 PM Game Start Times

Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
5:15 p.m.	5:30 p.m.	6:00 p.m.	*see below	30-35 min. later

Weekday Night Games 7:15 PM Game Start Times

Leave Alameda	Leave Oakland	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see below	30-35 min. later

ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times

Leave Oakland	Leave Alameda	Arrive Oracle	Depart Oracle	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see below	30-35 min. later

FARES: One-way Roundtrip

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

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

ALAMEDA/OAKLAND

Weekdays to San Francisco

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

Weekdays from San Francisco

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

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

ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco

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

Weekends and Holidays from San Francisco

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

FARES: One-way

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

RICHMOND

Weekdays

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

Weekends

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

FARES: One-way

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

SOUTH S.F.

Weekday to SSF/Oyster Point

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

Weekday to Alameda & Oakland

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

FARES: One-way

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

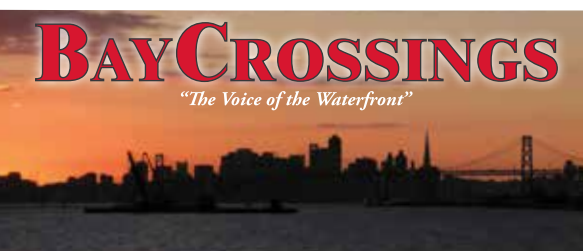
Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)

Weekday Commute

Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
9:00	9:30	----	----
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

FARES: One-way

Adult	\$7.50
Adult (Clipper Only)	\$5.60
Youth (5-18)	\$3.70
Disabled / Seniors (65+)	\$3.70
School Groups	\$2.50
Children (under 5)	FREE



GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR

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

SAUSALITO

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

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

Bay Area Ferry Terminal Locations

- Alameda Ferry Terminal**
2990 Main Street
- Berkeley**
K Dock at Berkeley Marina in front of Harbormaster's office
- Harbor Bay Ferry Terminal**
215 Adelphian Way, Alameda
- Larkspur Landing Ferry Terminal**
101 E. Sir Francis Drake Boulevard
- Oakland Ferry Terminal**
10 Clay Street @ Jack London Square
- Richmond**
1453 Harbour Way South
- San Francisco:**
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf
Pier 1 1/2 just north of SF Ferry Building
Pier 52 in Mission Bay
- Sausalito Ferry Terminal**
Humboldt Street & Anchor Avenue
- South San Francisco**
911 Marina Boulevard
- Tiburon Ferry Terminal**
Tiburon Blvd. & Main St. in Tiburon
- Vallejo Ferry Terminal**
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON - S.F. Ferry Building

Weekday Service ONLY

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

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

TIDELINE

BERKELEY/SAN FRANCISCO

Weekdays

Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:10 a.m.	7:40 a.m.	8:00 a.m.	-----
8:35	9:05	9:25	10:00 a.m.

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

Advance reservations recommended, purchase tickets at www.tidelinetickets.com.

Blue & Gold Fleet

TIBURON - Pier 41

SAUSALITO

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

* Via Angel Island ^ Via Sausalito

TIBURON - Pier 41

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

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

* Via Angel Island ^ Via Sausalito

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

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

BAY CRUISE

Depart PIER 39	
Daily Monday - Thursday	Friday - Sunday
10:15 a.m.	10:15 a.m. 2:15 p.m.
1:15 p.m.	11:00 3:15
3:15	12:15 p.m. 4:30
4:30	1:15 5:45
5:45	

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

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

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

Monday - Thursday (depart PIER 39)			
11:30 a.m.			
Friday - Sunday & Holidays (depart PIER 39)			
11:30 a.m. 3:45 p.m.			
Ticket Prices: Adult	\$42.00	Child (5 - 11)	\$28.00
Junior (12 - 18)	\$31.00	Senior (65+)	\$31.00

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
9:45 a.m.	10:15 a.m.	10:20 a.m.	11:10 a.m. *
11:20	11:45	11:55	1:05 p.m. **
1:15 p.m.	1:40 p.m.	1:50 p.m.	2:25 **
---	---	3:40	4:45 **

Weekends & Holidays (Depart Pier 41)

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

* Via Tiburon + Via Sausalito

ANGEL ISLAND PRICES

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

All prices include general state park entrance fee.

Red & White

BAY CRUISE Pier 43 1/2

Effective September 3, 2019

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

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

All Ferry schedules subject to change. For the most up to date information. Visit: baycrossings.com

AROUND THE BAY IN SEPTEMBER

Sausalito Art Festival

Spend this Labor Day weekend, August 31 to September 2, at the 67th annual Sausalito Art Festival. One of the most anticipated festivals every year, this annual event features work from some of the best local and national artists for three days. You also get the chance to listen to live music, sample some of the best local wines and enjoy a variety of gourmet foods. This year's entertainers include a day of tribute bands, Blood, Sweat & Tears and Blues Traveler. For more information, visit sausalitoartfestival.org.

Bridges of the Bay Cruise

Enjoy a three-hour cruise on Saturday, September 7 from 10:30 a.m. to 1:30 p.m. aboard the USS *Potomac*—also known as FDR's "floating White House." Enjoy a hearty box lunch while learning about the history and construction of the Bay's three most famous bridges. The cruise will visit the Golden Gate, Bay and Richmond-San Rafael bridges. Tickets are \$75 for adults, \$70 for seniors and \$50 for children 2 to 12 years old. For more information, visit usspotomac.org.

Wilderness Festival in Vallejo

The Visions of the Wild Film and Arts Festival, with its newest theme, "Transforming Fire," will take place September 12 to 15 at various locations in Vallejo. The festival is a celebration of the plants and animals that live in our urban and suburban settings. Events will include film screenings, field trips, art exhibits, guest speakers and kayaking. The festival connects nature, culture and community, and is designed to bring together artists, conservationists, students and teachers. It is a fun and interactive long weekend with activities for all ages, with all events free to the public. Saturday night's Empress Theatre program will feature the Wild and Scenic Film Festival On Tour with 10 short films that inspire environmental

activism and a love for nature. The festival shares an urgent call to action, encouraging festival-goers to learn more about what they can do to save our threatened planet. For more information on the festival or details about the events, visit visionsofthewild.org.

Big BrewHaha in Vallejo

The Big Vallejo BrewHaha from 2 to 5 p.m. on Saturday, September 14 celebrates all things beer while supporting critical community services. Enjoy unlimited sampling of craft brews from more than 30 brewers around the region, local food, live music and fun activities. They'll be firing up the grill and offering some great food with the "Guns and Hoses" cook-off (police vs. firefighters). Don't miss the homebrewing demonstrations, and you can participate in a great raffle with your chance to take home "99 bottles of craft beer." Proceeds benefit Child Haven, which serves vulnerable children in Solano County. Tickets are available through eventbrite.com at \$35 (\$10 without the beer) for general admission and \$65 for VIP with early admission. For more information, contact the event organizer, Michalle Shown-Rodriguez, at (707) 759-2703.

Marin Music Festival

The fourth annual Marin Music Festival takes place from 10 a.m. to 6 p.m. on Saturday, September 14. The festival is sure to excite music lovers with the harmonious sounds of local bands and the beauty and peaceful surroundings of Marin. Known for its musical revolution in the 1960s and 1970s, Marin County provides a gorgeous natural backdrop for this free day of local music showcasing Marin's musical flair along with arts and crafts booths, food trucks, beer and wine and a stunning waterfront view. The event is held at the Marin Rod & Gun Club, 2675 Francisco Blvd East in San Rafael.

Free Record Release Party

The Well Known Strangers are excited to host a record release party at the Sweetwater Music Hall in Mill Valley on Sunday, September 15 in support of their new album, *TMI*. The party is free and open to the public. Guests will be treated to an evening of country soul and a delicious buffet from Sweetwater's famed café. Vinyl and CD copies of the new album, inspired by the information age giving way to the too-much-information age, will be available at the show. Doors will open at 4:30 pm; buffet at 5 pm; music at 6 pm. Sweetwater Music Hall is located at 19 Corte Madera Avenue in Mill Valley. The band will also be playing a free concert in Union Square on Sunday, September 22 from 2 to 4 p.m.

Walk the Blue Carpet

Join Aquarium of the Bay for its annual Blue Marble Benefit on September 20 for a night of environmental awards, cocktails, food, live music and dancing in support of the aquarium's nonprofit mission to enable conversations on climate resilience and ocean conservation through the BayEcotarium and its six institutions. Hosted at the Aquarium of the Bay on PIER 39, the Blue Carpet event (dress code is blue) runs from 6:30 to 10:30 p.m. For more information or tickets, visit bayecotarium.org/bmb.

Free Art!

For the second time this year, SFMOMA is opening the museum free of charge all day on Thursday, September 19 as part of the Culture for Community initiative—a coalition of more than a dozen Yerba Buena neighborhood arts and cultural institutions. Don't miss out! Tickets are free, but an RSVP is highly encouraged. Bring your friends along to enjoy SFMOMA's seven floors of lively and inspiring artworks. Visit sfmoma.org for reservations. Limit two adult tickets per reservation. Children 18 and younger always get in free.

Spirit & Soul Returns to Richmond

Richmond's Spirit & Soul Festival and fundraiser will take place on Saturday, September 21 from 1 p.m. to 5 p.m. The outdoor festival is held on Macdonald Avenue between 13th Street and Harbour Way. A true celebration of Downtown Richmond, the Spirit & Soul Festival transforms historic Main Street into an outdoor bazaar filled with food and artisan vendors, live music from two stages, dancing in the street, a beverage pavilion with VIP seating, and youth zone. Proceeds from wine, beverage and raffle sales will benefit Richmond Main Street's mission to support the revitalization of historic downtown Richmond. In addition to great music, Spirit & Soul's outdoor marketplace will feature handmade jewelry, home goods, accessories, clothing, and more crafted by local artisans and entrepreneurs. Local food vendors will dish up healthy and delicious cuisine and a wine and beverage pavilion will offer refreshments for purchase. Admission is free.

Wine Walk on the Waterfront

Jack London Square will host another popular Wine Walk on the Waterfront on Saturday, September 28 from 4 to 8 p.m. The event will feature tastings from more than 20 Northern California wineries. Wineries participating include Rosenblum Cellars, Wente Vineyards and Wachira Wines. There will also be live entertainment, vendors and more. General admission tickets are \$40 and include unlimited tastings and a souvenir glass. VIP admission tickets are \$80 and include access to three VIP lounge areas featuring tastings from premier boutique wineries, small food bites and live entertainment. All guests must be 21 to attend. Tickets are available now online and the day of the event. 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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RIDE LARKSPUR FERRY TO CHASE CENTER EVENTS

When the Chase Center opens, Golden Gate Ferry will begin service to and from events at the new arena.



For more information, visit goldengate.org or call 511/711 (TDD)



Photograph by Max Roth

Congratulations

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



Photograph by Max Roth

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



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



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