



BAY CROSSINGS

"The Voice of the Waterfront"

September 2015 Vol.16, No.9



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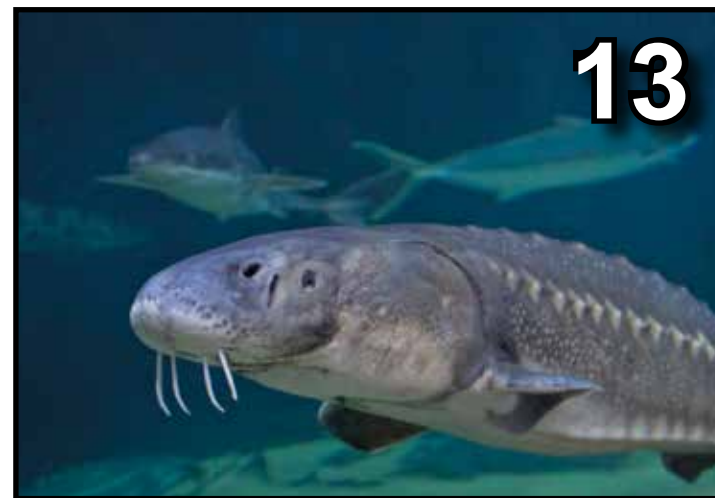
- 08 WHO'S RUNNING THE FERRIES?**
Mark Andrade
by Matt Larson
- 13 IT CAME FROM BENEATH THE SEA**
Like a Sturgeon
by Mallory Johnson
- 18 SAILING ADVENTURES**
Talk Like a Pirate Day
by Captain Ray

features

- 10 POINT MOLATE**
Promises and Challenges
in Store for Point Molate
by BC Staff
- 14 COVER STORY**
Marine Mammal Center
Celebrates 40 Years
by Sarah Van Schagen
- 16 GREEN PAGES**
Cole Hardware Wins
Award for Waste Program
by Bill Picture

news

- 06 WATERFRONT NEWS**
Oakland Port Considers
Saturday Operations
by Patrick Burnson
- 12 BAYKEEPER**
Utah Coal Threatens
Bay Shoreline
by Sejal Choksi-Chugh
- 19 Important Safety Tips for
Stand-Up Paddleboaters**
- 20 September to Remember
at Jack London Square**
- 21 CULTURAL CURRENTS**
Photography and the Art
of Chance
by Paul Duclos



guides

- 22 WATERFRONT ACTIVITIES**
Our recreational resource guide
- 24 BAY AREA FERRY SCHEDULES**
Be on time for last call
- 26 AROUND THE BAY**
To see, be, do, know



California sea lion Notebook was treated for malnutrition at the Marine Mammal Center. Since 1975, the center has responded to over 20,000 marine mammals and grown into a world-renowned hospital, research center and education facility. More than 1,100 volunteers support 50 staff in all areas of operations, from animal care to education. The center sits on the site of a former Nike missile silo in the Marin Headlands, just north of the Golden Gate Bridge.

Photo by Ingrid Overgard © The Marine Mammal Center

Corrections & Letters

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

BAYCROSSINGS

September 2015 Volume 16, Number 9

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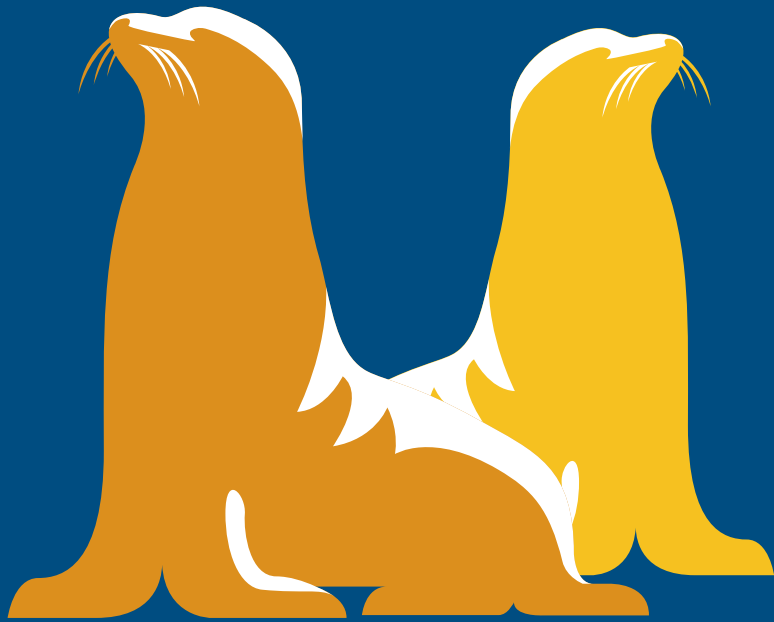
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Port of San Francisco Grabs National Spotlight

BY PATRICK BURNSON

While the Port of Oakland is recognized as a true “mega” ocean cargo gateway, neighboring Port of San Francisco was featured at a major cargo conference on the West Coast last month in Southern California. Peter Dailey, the port’s deputy director of maritime, gave a compelling presentation on the importance of his “niche” gateway at a Senate Committee on Ports hearing in San Diego.

He not only noted the importance of having this alternative “working waterfront,” but also made mention of the port’s historic Ferry Building and our ferry system, which carries nine million passengers every year.

The video of his testimony, which is well worth watching, is available at www.sfport.com.

State Officials Push Transportation Funding

There was plenty of action in state government last month as well. Sacramento officials came to the Port of Oakland seeking support to fix ailing transportation infrastructure. Without road and other transport improvements, Governor Jerry Brown and Assembly

Speaker Toni Atkins warned, California’s economy is at risk.

“It’s fundamental that California be able to move goods and people in a modern, efficient way,” Brown told an audience of 70 during a morning press conference at the Port of Oakland headquarters. “This is critical to California prosperity.”

The comments coincide with a special session of the state legislature currently looking at how to fund transportation improvements. The fixes would target roads, highways and transport infrastructure. “We can’t have a thriving economy if we can’t keep people and goods moving,” Atkins said.

Funding for everything from congestion relief to pothole repair is under discussion in Sacramento, the governor said. The outcome will be particularly important for the Port of Oakland, as the port handles 99 percent of the containerized goods moving through Northern California. Much of that trade is carried by trucks on roads leading in and out of the port.

“Our infrastructure is aging and in need of public and private investment to help ports and other parts of the supply chain remain competitive,” Board of Port Commissioners Vice President Michael Colbruno told the audience. “We’re hopeful that the legislature is on a path that again prioritizes freight and transportation solutions in its special session.”



Photo by Joel Williams

The Port of San Francisco was featured at a major cargo conference on the West Coast last month. The historic San Francisco Ferry Building was mentioned as well as our ferry system, which carries nine million passengers every year.

Oakland Considers Adding Saturday Operations

Cargo operations at the Port of Oakland, meanwhile, just keep getting bigger . . . and faster.

The port wants Saturday operations at its marine terminals, but it has two big concerns. That was the message Executive Director Chris Lytle delivered this week in a recent letter to the Federal Maritime Commission. “The port strongly supports additional gate hours,” Lytle said. “There are, however, several points for the commission to consider.”

The port boss said opening terminal gates on Saturdays could ease congestion and improve efficiency in Oakland. He added, however, that there are caveats: First, a labor shortage that has slowed vessel loading operations must be resolved; and second, the fees to fund Saturday operations must be reasonable and used exclusively for those operations.

Lytle’s letter was in response to plans by Oakland marine terminal operators to open their gates on Saturdays. The proposal, currently under commission review, could ease weekday terminal crowding by adding a sixth day of work.

Oakland terminals are already

open on weekends for vessel operations, but rarely for other activities. The new arrangement would open terminals every Saturday for full operations, including gate entry. That would enable harbor truckers to pick up containerized imports for delivery, drop off exports or return empties.

The port doesn’t operate marine terminals. But it favors Saturday hours as part of a broader plan it developed to speed up cargo delivery. That plan includes offsite locations to collect empty containers and a common pool of container chassis for harbor truckers.

A labor shortage that has reduced productivity this summer is being addressed, the port said. It added, however, that more dockworkers are needed to ensure Saturday operations are successful. The port also called for a review of the Saturday program after one year of operation.

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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Terminal Supervisor Mark Andrade

BY MATT LARSON

If you were riding Golden Gate Ferry in 1993, you may have been greeted by Mark Andrade on his very first day as a deckhand. Today, you may recognize him as the terminal supervisor at Larkspur Terminal, a position he's held now for 10 years.

Andrade's first job on the water came when his father offered him a position working on a small freighter in the Bay. That got him into the Inlandboatmen's Union of the Pacific, where he met the captains and deckhands he'd later be working with.

With a teaching credential in social science, Andrade had planned to become a teacher. In fact, he taught at a charter school in Vacaville for three years and was a substitute teacher for a while in Marin County at the same time he was a deckhand.

But he loved working on the water, and just at the right time, Golden Gate asked him to be a terminal supervisor. "I was kind of shocked, because they had never taken a deckhand as a supervisor," he said. But they'd never had Andrade working for them before either. He took

the position and hasn't left yet. "That's the thing about this company, people come here and don't leave," he said. "It's a good place to work."

For Andrade, the best part of the job over the years has been the people he sees on a daily basis. He's been fortunate to work in a position where he can interact with the customers, and many regular commuters know him on a first-name basis. He met his wife while working as a deckhand out of Sausalito. "It was a half-hour trip every afternoon that she was on the boat and we would just sit and talk," he said. The marriage didn't last, but he did get two lovely children out of the deal—both in high school now.

When Andrade comes to work, he's responsible for the day-to-day functioning of the terminal. He gave a non-exclusive list of his responsibilities: "Crewing the vessels, crewing the terminal, the interaction with the public, keeping boats on schedule, dealing with passenger complaints and passenger questions." And the most challenging part? "Avoiding the complacency," he said. "You do this long enough and think you have a handle on what goes on, but then every day there's something a little different."

Despite growing up in the East Bay,

Andrade has been rooting for the San Francisco Giants since he was a kid. But for football he sides with the Oakland Raiders. When he's not supervising at Larkspur, he's often watching a baseball game or reading a book, or attending one of his kids' sporting events. His youngest daughter, Miranda, has taken up high school tennis; his son Nate just started football; and his eldest daughter, Jamie, is all grown up.

If you see Andrade with a moment to spare at the terminal, ask him about *Game of Thrones*. He's seen the series and just started reading the books. He's an avid reader and can often be found with a book in his hand. His favorite author is Tom Robbins, who wrote *Skinny Legs and All*, a book Andrade has read once every year since finding it on a ferry boat about 15 years ago.

"I found that book when I was a deckhand," he said. "Pretty much everything he covers in the book I find myself agreeing with." If you're open to discussions on religion and politics,

then Andrade highly recommends you give it a read.

Just as Andrade made an important connection on a ferry boat, the social aspect is one of the main reasons he recommends you take the ferry for your daily commute. "On each boat, there's different groups that you always see together," he said. "They wouldn't have that connection if they were in their cars." So hop on board and make some friends, and say hello to Andrade on the way.



Mark Andrade is responsible for the day-to-day functioning of ferry operations at Larkspur Terminal.



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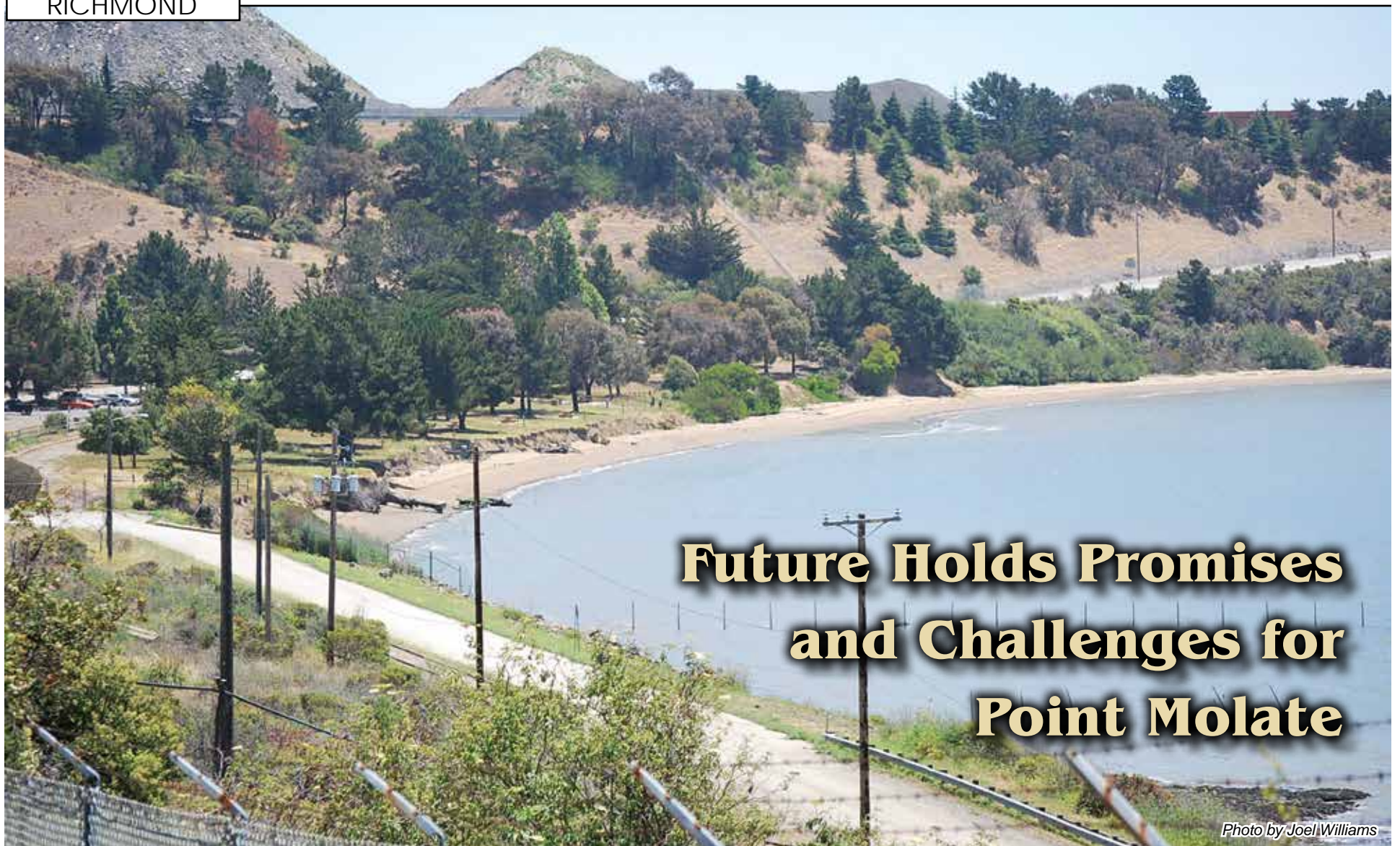
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Future Holds Promises and Challenges for Point Molate

Photo by Joel Williams

Point Molate Beach Park is located just north of the Richmond-San Rafael Bridge on Stenmark Drive and consists of slightly over 11 acres of parkland along a 1/3-mile stretch of shoreline.

BY BC STAFF

Over the last two issues, we have explored the colorful history and recent activity at Richmond's Point Molate. In this last installment of the series, we will explore what the future could hold for this 413-acre waterfront site with 1.4 miles of unobstructed shoreline just north of the Richmond-San Rafael Bridge.

Point Molate's historic buildings, waterfront location, unobstructed Bay views, expansive open space and recreational opportunities make it an ideal site for development. That being said, the costs and management challenges of converting the former military site to other uses are significant.

The San Pablo Peninsula, where Point Molate is located, is zoned for community and recreational uses, with the exception

of marine or light industrial uses for Terminal 4 and Chevron's Point Orient. The majority of property remains vacant, except for Building 123, but efforts to remediate and restore the site continue.

The Point Molate Community Advisory Committee (PMCAC) was formed in 2011 to work with the Richmond City Council, citizen advisory boards and commissions to provide oversight on Point Molate matters. The committee's work has included advising the city council on environmental remediation, land use planning and financial management.

Among other things, intensive industrial use over the last half-century by the U.S. Navy resulted in extensive environmental contamination of the groundwater and soil at Point Molate. The City of Richmond oversees cleanup efforts at Point Molate with advisory assistance from the PMCAC.

Shoreline

Point Molate Beach Park is located just north of the Richmond-San Rafael Bridge on Stenmark Drive and consists of slightly over 11 acres of parkland along a 1/3-mile stretch of the site's shoreline. The park originally opened to the public in the mid-1970s as a popular recreational destination until its closing in 2003.

The park reopened in October 2013 after volunteers led by Citizens for a Sustainable Point Molate restored the beach and the City of Richmond invested \$115,000 for park improvements and upgrades. The city has maintained the park since 2013. However, the beach is experiencing significant shoreline erosion, with accelerated losses in the past two years of over one foot of bluff line. A combination of storm-driven and seasonal tides along with wakening from the Vallejo ferry has scalloped the shoreline from Point Molate Beach Park to Point Orient.

Another distinctive feature of the shoreline is the 1,450-foot pier that extends into San Francisco Bay at a depth of 18 feet. The pier was built in 1942 and has been periodically restored.

Bay Trail

There have been discussions with the San Francisco Bay Trail Project about pedestrian and bicycle accessibility, and about linking the Bay Trail around Point Molate along the shoreline area. A 50-foot-wide railroad right-of-way crosses the property along the shoreline and continues north around the Point San Pablo Peninsula. The Southern Pacific rail line is no longer in use and is in disrepair.

As part of the I-580 Access Improvement Project, the shoulder on the eastbound I-580 exit lane will be converted to a third travel lane. The project will upgrade the current bicycle access to Point Molate and the shoreline with a separate bicycle-pedestrian path

on the north side of I-580 adjacent to westbound traffic. The project is expected to be completed in 2018. Additionally, in 2014, Chevron donated a 0.9-mile easement to East Bay Regional Park District to continue the Bay Trail from the Richmond-San Rafael Bridge along the shoreline to Point Molate Beach Park.

Infrastructure

Point Molate's crumbling infrastructure is insufficient at the present time to support any new development or build-out. A general overview of the current state of the system:

- All water is supplied by East Bay Municipal Utility District (EBMUD) through one 12-inch water main along Stenmark Drive from the Potrero and Richmond reservoirs. The water pumping and distribution system is inadequate to meet the capacity needs of a large build-out or development and would require substantial repair and upgrading.
- Power is a significant problem. The power plant servicing Point Molate is broken down, power lines are disabled and the transformers are dated. Any new development would require substantial new power infrastructure.
- Currently, there is no collection system for sewage. A sewage treatment plant for the Naval Fuel Depot was later replaced by a smaller, portable treatment plant that now treats groundwater. The current system is inadequate to serve large-scale development. Furthermore, it would be a massive undertaking to build a collection system to connect the property to the sewage treatment plant at Point Richmond.

A Navy assessment in 1999 estimated infrastructure replacement costs at \$18 million. In the intervening years as the property has remained vacant, homeless encampments appeared and vandals stripped the plumbing and copper wiring in the Winehaven winery, winemaker's residence, Building 6 and the cottages in that area. The property's crumbling infrastructure and associated costs could

serve as significant deterrents to marketing and developing the property.

Access

Another major barrier to developing Point Molate is poor vehicular access. Stenmark Drive, located between I-580 and Terminal 4, provides the only public access to Point Molate. This two-lane road lacks sidewalks and lighting and is only accessible to westbound I-580 traffic from the Western Drive/Point Molate exit. There is no direct access from eastbound I-580.

Drivers travelling eastbound on I-580 must take the exit past the toll gate, cross under the freeway, get back on I-580 and continue west to the Stenmark Drive/Point Molate exit. The City of Richmond owns and maintains a 40-foot-wide right-of-way adjacent to the road. Secondary roads throughout the site are narrow and steep, full of potholes and poorly maintained.

Attempts to broaden or modify Stenmark Drive would be difficult, if not impossible. Chevron property abuts Stenmark Drive and the underlying infrastructure of the Richmond-San Rafael Bridge makes widening the road financially and structurally prohibitive. There is no public transit, designated bicycle lanes nor pedestrian paths linking Point Molate to surrounding areas.

Funding

One of the greatest constraints on redeveloping Point Molate is the lack of capital or a dedicated funding source. The City of Richmond's financial capabilities are limited, and a military base reuse project—traditionally administered through a redevelopment agency and funded through tax increment financing—is no longer a viable option.

Securing funding for infrastructure and historic preservation, as well as ensuring financial sustainability, will ultimately determine the success of Point Molate. The site needs a management structure that will address these funding needs and help guide future implementation decisions. A number of management options for Point Molate have been proposed over the years, each with its own benefits and limitations. Those options include:



Photo by Joel Williams

One major barrier to developing Point Molate is the poor conditions of the roads that have been poorly maintained over the years.

1. Private Developer Acquires All or Part of Point Molate

The City of Richmond has traditionally pursued development projects through a master developer or developer to lease or purchase the property and could follow a similar strategy for Point Molate. Under this model, the city seeks a developer to develop all or part of the site.

2. Chevron Purchases Point Molate

In 2004, Chevron submitted a proposal to purchase Point Molate for \$80 million and convert it to open space with some light industrial and commercial use. The proposal included \$1 million per year to the city for 25 years for site maintenance. Given that Chevron has coveted Point Molate as a security buffer, the company assumedly maintains interest in purchasing the property and may submit a similar proposal.

3. Point Molate Left Undeveloped as Open Space and Park Lands

Given the city's financial constraints, this model assumes Richmond would partner with East Bay Regional Park District or some other public or nonprofit entity in developing and preserving open space and parkland. The property could be transferred under a Public Benefit Conveyance. This model would require a partner with experience in developing and leasing historic assets and would most likely involve a collaboration with a land trust or conservancy as a primary fundraising partner to ensure financial sustainability.

4. Management Entity Oversees Point Molate Redevelopment

Under this model, a management entity (such as a trust, public/private

partnership, agency or nonprofit corporation) would oversee the marketing and management of Point Molate. The entity would be structured similarly to a nonprofit organization, where proceeds from the property are reinvested back into the development and maintenance of the site. Primary responsibilities would include real estate development and leasing of existing assets, and to a lesser extent environmental remediation, planning, community engagement, advocacy and partnership development. This model assumes partnership with a conservancy or land trust that would provide fundraising support.

Whether Point Molate is successfully developed will ultimately also depend on the ability to build a solid, sustainable financial foundation, one that will support the restoration, rehabilitation, conservation and redevelopment of the site. Furthermore, any capital investment would need to be independent of City of Richmond funding. A management entity, independent of but accountable to the city, could oversee that effort while maintaining all or some of the site for public use.

Funding to support the redevelopment of Point Molate could be generated through land sales, a partnership with a fundraising organization or through other funding sources. Like at the Presidio, leasing revenue from commercial and residential space at Point Molate could be reinvested back into restoring the site and its structures. The establishment of a management entity for Point Molate places the City of Richmond in the best position to proceed with the redevelopment of the property and its transformation into a first-class regional waterfront recreational resource.

Coal From Utah Threatens the Bay With Pollution

BY SEJAL CHOKSI-CHUGH

What would the San Francisco Bay be like if toxic coal dust blew into its waters every day? Would fish grow abnormally? Would shellfish be laced with arsenic? Would toxic pollutants in fish harm people who rely on the Bay as a food source? We could soon find out, if the export of coal from a planned Oakland shipping terminal is approved. And that's why Baykeeper is working to stop it.

The Oakland terminal would export

up to nine million tons of coal each year. The coal would arrive in long freight trains from Utah, shedding dust along tracks that run near the San Francisco Bay shoreline and residential communities. According to the rail industry's own calculations, each open coal car loses between 500 and 2,000 pounds of dust and coal during its journey. Additional coal could be blown into the Bay if the export facility on the Oakland shoreline is not completely enclosed. Coal could also be spilled into the Bay if flawed (but still common) procedures are used to load coal onto outbound ships.

Not enough scientific research has been done on coal dust's effects

on wildlife in a body of water like San Francisco Bay. But the conclusions of existing research are enough to cause concern.

Coal contains arsenic, lead and other toxins. Shellfish eat by filtering water, so they ingest dust and tiny coal particles. Small bottom-dwelling Bay creatures also take in coal dust. Small bottom-dwellers and shellfish are the main food source for many fish. One toxin found in coal dust (polycyclic aromatic hydrocarbons, or PAHs) interferes with reproduction in fish and has been found to convert into a cancer-causing substance in the tissues of young salmon. Coal toxins may also move up the food chain through fish tissue to impact harbor seals and shoreline birds.

And Bay Area residents eat fish caught from San Francisco Bay piers and shorelines. With some species of Bay fish already unsafe to eat because of mercury pollution, it's disturbing to think of adding yet another source of food contamination to our waters.

In addition to polluting San Francisco Bay, coal dust carried in open train cars would blow into neighborhoods near railroad tracks in cities that include Berkeley, Emeryville, Richmond, and West Oakland. Research links coal dust to asthma—which is already a problem in West Oakland—as well as bronchitis, pneumonia, emphysema and heart disease.

Opposition to long coal trains on the Bay's shore is growing. Along with 80 other local organizations, small business owners, and elected officials, Baykeeper has joined with the Sierra Club to urge

Oakland leaders to prohibit coal export from Oakland. Twelve thousand people have signed a Sierra Club petition against coal export. Oakland Mayor Libby Schaaf and other Bay Area leaders have taken a public stand against it. On September 21, the Oakland City Council will hold a public hearing on the public health impacts of shipping coal through the city by train.

The export terminal is slated to be built on land owned by the city of Oakland, so Oakland leaders have the authority to prohibit using it for shipping coal. However, the terminal's developer has been moving ahead on coal export, and a company has already been chosen to operate the terminal.

To create additional pressure for stopping coal export from Oakland, Baykeeper has also joined opposition at the source of the coal. Four coal-producing Utah counties have agreed to put up \$53 million for the Oakland terminal construction. Baykeeper is working with Green Action for Health and Environmental Justice and Utah Waterkeeper organizations—members of our Waterkeeper Alliance, an international network of grassroots groups working for clean water—to get that \$53 million in coal terminal funding cut off.

Coal trains don't belong on San Francisco Bay's shoreline, or in Bay Area neighborhoods. Join with Baykeeper in saying no to the export of coal from Oakland. To learn more about Baykeeper and support our work, please visit www.baykeeper.org/donate.



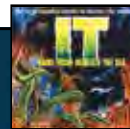
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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols, science, advocacy and the courts to stop San Francisco Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail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





IT CAME FROM
BENEATH THE SEA

Like a Sturgeon

BY MALLORY JOHNSON

What type of fish can perform an operation? A sturgeon!

Bad jokes aside, white sturgeons are actually quite amazing. These oft-overlooked animals are among the oldest creatures roaming the earth, and it's about time they get their moment in the spotlight. Take a look at these 10 fascinating facts about white sturgeons:

1. Don't let their appearance fool you. Sturgeons are not sharks, though they are often mistaken for them. However, they do share some similar features to sharks, including their skeleton made of cartilage.
2. Sturgeon are equipped with a protective armor. Rather than scales, white sturgeon have large, bony scutes, a natural body armor of hard plates that cover their body.
3. Sturgeon have a slow growth rate, taking 8 to 20 years to mature, but are very long-lived—they can live to be over 100 years old!
4. White sturgeon evolved over 260 million years ago, predating even the oldest dinosaurs.
5. White sturgeon spend their time in river, bay and estuarine area habitats, particularly the brackish water at the mouths of large rivers.
6. Sturgeon spawn in rivers, and can release anywhere from 100,000 to more than one million eggs at a time. Sturgeons can only spawn once every two to eight years.
7. White sturgeon are the largest freshwater fish in North America. The largest sturgeon ever caught

weighed over 1,500 pounds and was over 20 feet long.

8. Like salmon, sturgeon are anadromous, meaning they can thrive in fresh and salt water conditions.
9. White sturgeon have small, beady eyes and limited vision. To make up for this, they are equipped with barbels—white sensory organs that resemble large whiskers above their mouth—to help them sense and feel out food.
10. As bottom dwellers, sturgeons rummage the seafloor for food. Their tastebuds are on the outside of their mouths, though these are not to be confused with their barbels. Once they find a suitable meal, they suck their food out of the sand.

Learn more about this prehistoric-looking fish in person when you explore the underwater tunnels at Aquarium of

Mallory Johnson is the Communications Manager at Aquarium of the Bay, a nonprofit dedicated to protecting, restoring and inspiring the conservation of San Francisco Bay and its watershed.



Photo by Courtney Lachaise/Aquarium of the Bay

Sturgeons, often mistaken for sharks, have large, bony scutes, a natural body armor of hard plates that cover their body instead of scales.

the Bay, and show off to your friends that you now know the difference between sharks at sturgeons. Find out more at www.aquariumofthebay.org.

SolTrans System Enhancements Are Here! New Bus Schedules and Modified Routes

In 2015 we initiated service changes to better serve our riders. Based on community input, ridership counts and an analysis of our patrons' current travel patterns, we implemented a number of enhancements designed to make service more convenient and user-friendly. We've increased the frequency on high demand routes, streamlined express routes with new regional destinations, and updated timetables to maximize on-time performance.

Visit our website for detailed route information:
www.soltranside.com

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Photo Conner Jay © The Marine Mammal Center

Volunteers from the Marine Mammal Center release California sea lions at Chimney Rock in Point Reyes National Seashore.

From Missiles to Medicine: The Marine Mammal Center Celebrates 40 Years of Rescue, Research and Education

BY SARAH VAN SCHAGEN

The Marine Mammal Center has come a long way in the last 40 years. When founders Lloyd Smalley, Paul Maxwell and Pat Arrigoni set out to help sick and suffering marine mammals that were stranding on the California coast, they were equipped with little more than kiddie pools, garden hoses and ambitious dreams.

In 1975, they established the Marine Mammal Center on the site of a former Nike missile silo in the Marin Headlands, just north of the Golden Gate Bridge. A sea lion named Herman was the first patient to be treated and released.

Since then, the center has responded to over 20,000 marine mammals and grown into a world-renowned hospital, research center and education facility. More than 1,100 volunteers support 50 staff in all areas of operations, from animal care to education.

A nonprofit supported largely through donations, the Marine Mammal Center is the only organization authorized by NOAA Fisheries to rescue and provide veterinary care to sick and injured marine mammals along 600 miles of coastline from San Luis Obispo to Mendocino.

The center's state-of-the-art hospital facility (still located atop the former missile site) can house more than 200 seal and sea lion patients at a time.

Animals are rescued for a variety of reasons, including malnourishment, maternal separation, entanglement in ocean trash and disease. After being successfully treated, healthy animals are released back to the wild.

During a typical year, the center admits 600 to 800 patients, but the number of distressed animals has increased in recent years. This year, The Marine Mammal Center commemorates its 40th anniversary during one of the worst years on record for California sea lions, the hospital's most common patients.

The influx of stranded sea lions this year has been caused primarily by unusually warm waters off the coast of California that have affected food



Photo Ingrid Overgard © The Marine Mammal Center

Harbor seal patient Bogey gets a checkup at the Marine Mammal Center.

availability for sea lion mothers nursing their pups on the Channel Islands. Abandoned and starving, many of these pups left the safety of the shore and headed off to sea before they were old enough to fend for themselves.

These are pups like Percevero,

who was rescued earlier this year when he crossed a four-lane road near Fort Funston in the Golden Gate National Recreation Area. The center's veterinary experts determined that he was suffering from malnutrition, pneumonia and parasites, in addition to being too young to survive without his mother.

Like the hundreds of other sea lion pups the Center was caring for, Percevero was fed a nutritional fish smoothie multiple times a day until he was old enough to learn how to catch fish on his own.

“Over the last 40 years, the Marine Mammal Center has evolved into the largest rehabilitation hospital of its kind in the world,” said Executive Director Dr. Jeff Boehm. “This has allowed us to provide not only an effective response to the current sea lion crisis, but also a focus on scientific research to help prevent similar crises in the future.”

One sick sea lion won't tell you much about the health of the greater population. But thousands of sick sea lions rescued over the course of four decades have taught scientists at the center a great deal. They've discovered entirely new illnesses with relevance to human health issues and gained a greater understanding about the health of the ocean as a whole.

California sea lions like Percevero serve as sentinels of the sea, alerting researchers to the dangers they face. Rescuing these animals can help raise the alarm and inspire public action on threats like pollutants, ocean trash, overfishing and global warming.

“Many of the threats marine mammals face are human impacts,” said Dr. Shawn Johnson, director of veterinary science at the Center. “So



Photo Ingrid Overgard © The Marine Mammal Center

Northern elephant seal *Fortissima* stayed at the Marine Mammal Center for four months after being found alone on a beach at less than a month old.



Photo David Wakely © The Marine Mammal Center

Visitors watch marine mammal patients rehabilitate at the Marine Mammal Center.

we feel an even greater responsibility to rescue, rehabilitate and return these animals to the wild.”

Percevero is one of the lucky ones. After six weeks of care, he had nearly doubled in size and was given a clean bill of health—living up to his Latin name, which means “to persevere.” He was released back to the wild at Chimney Rock in Point Reyes National Seashore along with six other young sea lions.

Thanks to the success of the Marine Mammal Protection Act, many of the species the Marine Mammal Center rescues along the California coast, including sea lions, are no longer endangered. But everything the Center's veterinary team has learned about marine mammals in the last four decades has helped them become experts in how to care for species that are still at risk of extinction.

In 2014, the Center opened a brand-new hospital on the Big Island of Hawaii to care for the critically endangered Hawaiian monk seal. Named *Ke Kai Ola*, Hawaiian for “the healing sea,” this facility has already helped rehabilitate and release six healthy Hawaiian monk

seals to the wild. Two patients currently in the hospital's care will return to the ocean soon. With fewer than 1,100 Hawaiian monk seals alive today, every healthy animal is crucial to the species' survival.

That's why the Marine Mammal Center is committed to going beyond rescue and research to provide educational programming that ultimately inspires action and fosters stewardship of our ocean environment. From school programs to summer camp to daily docent-led tours, there are opportunities for all ages and interests.

The center is also open daily to the public from 10 a.m. to 5 p.m., allowing visitors to see much of the day-to-day work of staff and volunteers as well as explore exhibits about marine mammal health and see current patients from one



Photo Ingrid Overgard © The Marine Mammal Center

California sea lions are the most common patients at the Marine Mammal Center.

of two observation areas. The center's retail store offers gifts ranging from apparel to books to toys and activities for kids—and all proceeds go toward patient care.

You can also help support the Marine Mammal Center's work by visiting its website at www.marinemammalcenter.org to learn more about volunteer opportunities and ways to donate.



Cole Hardware Wins Green Award for Take-Back Program

BY BILL PICTURE

Bay Area retailer Cole Hardware was one of four companies honored last month by the California Product Stewardship Council (CPSC) at the organization's annual Arrow Awards ceremony in Los Angeles. The San Francisco-based company's longstanding take-back program, which encourages customers to drop off landfill-unfriendly waste for safe disposal, earned Cole Hardware an award in the category of "Service and Take-Back."

"It's very exciting," said Julia Strzesieski, marketing coordinator for Cole Hardware. "We started doing this nearly 20 years ago, and we're astonished

by how much we collect on a yearly basis. And the amount we collect seems to be growing every year."

Cole Hardware, which operates four stores in San Francisco and one in Oakland, was one of the first retailers to participate in the San Francisco Retail Household Hazardous Waste Collection Program (HHW Program), which was launched in 1997. Under that program, consumers can take specified items like paint, batteries, fluorescent lights and propane tanks to participating retailers and other drop-off sites for collection by Recology.

Last year, 24 percent of the items collected under San Francisco's HHW Program came through Cole Hardware stores. "It's great that people now know they can bring these items to our stores," said Strzesieski. "It's a pretty remarkable program. If it didn't exist, many of these items would end up in garbage cans and dumpsters, where they can do so much harm."

While the items collected by Cole Hardware and its fellow participating retailers account for a small percentage of the overall waste stream, they have an outsize impact on the environment, said Heidi Sanborn, executive director of the CPSC.

"The problem is that these products are toxic by nature," she said. "We don't want them going into recycling bins at home because then the people who work at sorting facilities get exposed. And we don't want them going into garbage cans and ending up in landfills, where they contaminate the soil. It's much safer—not to mention cheaper because it's extraordinarily expensive to remove these chemicals from the soil once they've gotten in there—to think ahead to what's going to happen to a product when it reaches its end of life and come



Photo by Cole Hardware

Cole Hardware's take-back program earned the company top honors at a California Product Stewardship Council awards ceremony held last month. Customers of the Bay Area retailer can drop off unwanted landfill-unfriendly items at any Cole location for proper disposal.



Photo by Cole Hardware

Twenty-four percent of the items collected last year as part of the City's hazardous waste collection program were dropped off at Cole Hardware stores. In the trashy mix were 9,000 gallons of household batteries (alkaline and rechargeable) that could have otherwise ended up in landfills.

up with a way to manage it."

According to Sanborn, the key to the success of a program like San Francisco's is convenience. "People want to do the right thing, but we make it so hard for them," she said. "We make them dig for the answers, or drive out to some hazardous waste facility. It should be easy and it's not. And that's a big problem."

Sanborn said that the CPSC periodically conducts focus groups where participants are asked what can be done to help them step up their recycling game. "And they say, 'Just tell us what we're supposed to do and make it easy for us to do it, and we'll do it.' They're frustrated, and I don't blame them."

Eco hot potato

Some industries have been leaders when it comes to what happens to their products

and packaging post-life. For instance, the American Coatings Association, which represents paint manufacturers, created PaintCare in 2009. Under that program, unwanted paint can be dropped off at participating retail locations, and the bill for collection and disposal is entirely footed by the industry that made the product in the first place.

"That's what should be happening across the board," Sanborn said. "The manufacturers should be the ones dealing with this problem. But dealing with it costs money, and because these companies answer to their shareholders, that's not happening. So 100 percent of the end-of-life cost of a product ends up getting externalized. In the end, you and I are paying for it."

While the number of smaller retailers participating in take-back programs like San Francisco's continues to grow,

Sanborn says the response from big-box stores has been disappointing. “Home Depot doesn’t want to take back paint,” she said. “Imagine what a difference they could be making, but they don’t want to. We need to put pressure on these big retailers to step up and do their share, because they’re not.”

In some countries, like Canada for instance, the cost associated with the safe disposal of a product is figured into its purchase price. Sanborn said CPSC has proposed this to its focus groups, and participants overwhelmingly agreed it was a good idea.

“They said, ‘Do it so we don’t even have to think about it.’ But I don’t know that America would really go for that. What I do know is that if we don’t soon start pricing things correctly based on their life cycle, we’re going to have big problems. The population continues to increase and the amount of land available for disposal is shrinking fast.”

In the mix

According to Eileen Leung, who works at the San Francisco Department of the Environment, the City’s HHW Program collected 9,000 gallons of

batteries (alkaline and rechargeable) last year, along with 15,600 gallons of paint, 33,500 fluorescent tubes and just under 50,000 light bulbs. Out of those items, paint was the only item returned to the manufacturers.

“There isn’t much we won’t take back,” said Strzesieski at Cole Hardware. “People come to us with all sorts of things—we see a lot of string-lights around the holidays—and most of the time, we can take it. Even if we can’t take something and have to refer them to Recology or the Department of the Environment, I think it’s great that people look to us as a resource.”

Sanborn is keeping a close eye on smoke detectors (which contain a small amount of radioactive material), mercury thermostats, carpet, mattresses, pharmaceuticals and syringes, all of which continue to end up in the waste stream. Legislation is being crafted to keep some of these items out of landfills.

“There’s a bill in the legislature right now for needles and batteries,” she said. “The pharmaceuticals bill didn’t pass but some counties passed measures of their own.” Meanwhile, she said, “Canada has programs in place for all of these items. Even the Mexican government has a



Photo by Cole Hardware

Spent fluorescent tubes are among the items that Cole Hardware will take back as part of the San Francisco Retail Household Hazardous Waste Collection Program, an ongoing collaboration with Recology and the SF Department of the Environment. The tubes contain elements that are toxic and will contaminate soil at landfills, especially if they get wet.

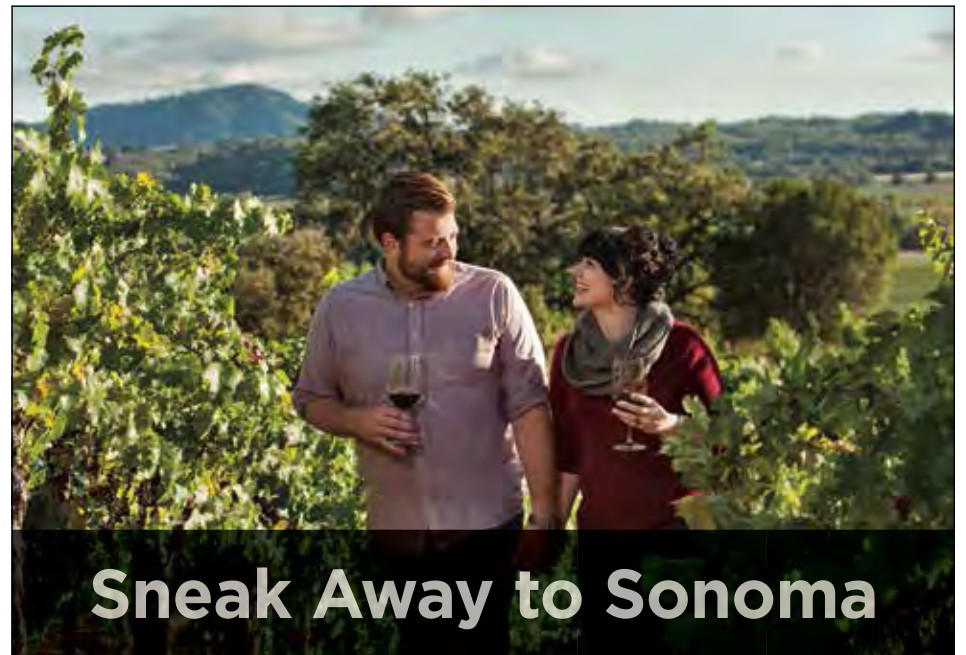
pharmaceutical take-back program. What we need in this country is a huge paradigm change, because we’re getting wildly behind.”

For more information on California Product Stewardship Council and the Arrow Awards, visit www.calpsc.org.



Photo by Cole Hardware

Most of the unwanted items deposited at Cole Hardware stores are picked up by Recology for safe disposal. Paint, however is returned to the manufacturer for disposal, part of a take-back program paid for by the paint industry.



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ONCE AGAIN, IT'S TIME TO TALK LIKE A PIRATE!

BY CAPTAIN RAY

September 19 is Talk Like a Pirate day. In this column, I observe the day by providing ways to mimic pirates (and law-abiding sailors) going beyond “Arrgh, matey.”

During the 18th and 19th centuries, pirates and buccaneers of all sorts roamed the seas. These lawless bands of criminals raided other ships as well as settlements ashore. They smuggled, ran

guns, blockaded ports and caused all manner of mischief. The Dutch word for these miscreants is “vrijbuter.” With its meaning morphing into any form of disruption by unusual means, it lives on in English (particularly in the political arena) as “filibuster.”

No sailing vessel can sail directly into the wind, but has to approach it at some angle. When a vessel was sailing as close as possible to the wind, she is said to be sailed “by and large.” This term has washed ashore to mean not tackling a matter directly or fully, but rather at some angle.



Some expressions betray their nautical origins immediately and without further explanation, such as that most ubiquitous of all toasts—“down the hatch.”

From Old French “baston,” meaning a strip of wood, English got the word batten, which aboard ship are thin pieces of wood used to hold tarpaulins (or canvas covers) over openings in the deck to help keep out the water. So now even people ashore prepare for adversity by “battening down the hatches.”

It is very clear who is comfortable working at sea. The constant motion of the vessel makes even the simple act of moving from one place to another fraught with difficulty for neophytes. When such newcomers have adjusted to their fluid environment—and by extension, when anyone becomes comfortable in a new situation—they are said to have found their “sea legs.”

The ancient Greek verb “to steer” was “kybernan.” This moved into Latin as “gubernare,” and ultimately into English (since the 14th century) as “to govern.”

Before the days of cannons it was common the build a battering ram into the bows of warships. With pomp and circumstance very important to them, the Romans began removing these “rostra” (Latin for beaks), shipping them back to Rome and displaying them in the

Forum. The place chosen for this display of Rome’s growing power and influence in the Mediterranean world was directly in front of the speaker’s platform, which came to be known as the “rostrum.”

Here is yet another evolution of rostra into English. As sailing ships evolved through time, any projection or platform at the bow became known as the beakhead, later beakhead and finally just the head. In time, the entire forward portion of the vessel was referred to as the ship’s head. The gratings and nettings rigged there to save sailors from falling into the sea proved an ideal location to relieve oneself when nature called. The sanitary arrangements have improved significantly over the centuries, yet sailors still speak of “going to the head.”

From Old High German’s “helmo,” as well as “helma” in Old English and “helme” in Middle English, we get the name for the steering apparatus of a boat, whether it be a wheel or a tiller. This term jumped ship and came ashore as “at the helm,” meaning to be in a place of leadership.

English sailors of the 17th and 18th centuries were known to refer to a new recruit as “Johnny Raw” or “Johnny Newcome.” With its meaning now including anyone new to a job, this expression crossed the pond to America as “Johnny-come-lately.”

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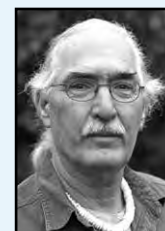
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Ray Wichmann, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING’s National Faculty. He holds a 100-Ton Master’s License, was a charter skipper in Hawai’i for 15 years, and has 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.



Safety Tips for Stand-Up Paddlers

BY BOATUS

In July, *Bay Crossings* took you to a stand-up paddleboarding class, where we learned the basics of this popular and relatively new recreational activity. When it comes to outdoor sports, stand-up paddleboarding has led the nation in growth with a 38 percent increase in participation from 2013 to 2014, according to the Outdoor Foundation's 2015 Outdoor Recreation Participation Topline Report.

But as these human-powered watercraft become more common in crowded harbors, busy waterfronts and other navigable waterways, sharing the water with both recreational boats and commercial vessels requires paddlers to make safety a priority. With so many people in the Bay Area owning both boats and paddlecraft, we offer these three easy-to-remember safety rules for stand-up paddlers.

When is a paddleboard a boat?

According to the U.S. Coast Guard, a paddleboard is considered a "vessel," so it's important to understand certain boating responsibilities. Follow all local navigation rules and use common sense when paddling around other vessels that may not be as maneuverable or are restricted by their draft or size. Generally, a paddleboard is more easily able to turn and stop, whereas larger craft take time and distance to stop. Typically, it is safest to pass behind other vessels and let them cross in front of you. Try to avoid heavy boat traffic and pick a route away from congestion.

Practice defensive paddling: Defensive paddling means preventing collisions and mishaps in spite of the actions of others around you. Remember that boats may travel faster than you do and can carry a large wake. Some boats have awkward blind spots preventing good visibility at certain angles, so don't



Photo by Joel Williams

According to the U.S. Coast Guard, a paddleboard is considered a "vessel," so it's important to understand certain boating responsibilities.

assume a boater can always see you—especially at dawn or dusk. Wear bright colors and wear your life jacket with a whistle attached. Falling in or swimming in heavily trafficked areas can lead to the start of a bad chain of events. In narrow channels, stay as far right as possible and avoid crossing busy lanes. If you must, cross perpendicular to the lane so you get across quickly. If in a group, cross as a compact group—spreading out in a line like a bunch of baby ducks hinders traffic and increases the chance for a collision.

Don't leave home without it: A life jacket is the minimum gear, but it only works if you wear it. If you're concerned about comfort, take a look at high-tech, low-maintenance belt-pack inflatables or the newest vest designs that offer complete freedom of movement. Add a whistle—it will always beat yelling at the top of your lungs. Avoid paddling at night, but if you must, you'll have to

Golden Gate Ferry Service Announces Minor Anticipated Delays

Due to various construction projects and dredging in the Bay, Golden Gate ferries have recently experienced some service delays, with more delays expected in the coming weeks.

Golden Gate Transit is advising all ferry riders of potential minor delays through September, with delays expected to be between 10 and 15 minutes. In general, due to the nature of the work, it is not possible to predict exactly which trips may be impacted by delays.

"Golden Gate Ferry operations staff and vessel crews are working with the various contractors in an effort to minimize all unavoidable delays," said Golden Gate Ferry Deputy General Manager Jim Swindler. "We apologize for the disruption and ask all our customers to plan for extra travel

time as we improve our facilities."

Golden Gate has issued a specific alert regarding travel at the San Francisco Ferry Terminal from September 11 to 14 and October 9 to 12. Delays may occur on Golden Gate ferries on these dates between 9 a.m. on Friday morning to 5 a.m. on Monday morning. During these times, work will be done on the inner and outer berths at the terminal in order to retrofit and replace the boarding ramp cylinders. This is part of a larger overhaul of the terminal that includes replacing the roofs, replacing the water and sewer lines, and repairing and repainting the walls. Passengers should be prepared for delays on all trips during these days.

For more information, contact Priya David Clemens at pclemens@goldengate.org.

show a white light in sufficient time to avoid a collision. A flashlight or headlamp meets this requirement; a glow stick does not. And finally, a safety leash

is most helpful in preventing an awkward and potentially dangerous separation from your board.

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A September to Remember at Jack London Square

Outdoor festivities continue through the summer and into fall on the Oakland waterfront. Throughout the month of September, Jack London Square is packed with something for everyone including the Bay Area's largest foodie festival, outdoor sing-along movies and more. Visitors can enjoy events during the day and outdoor dining in the evening at several waterfront restaurants including Jack's Oyster Bar & Fish House, Plank, Bocanova, Haven, Lungomare, Rosenblum Cellars and more.

The Sing-Along Cinema series brings a lively evening of song and dance to Jack London Square with a free screening of the popular musical

Mamma Mia! on Thursday, September 3. Both families and film fanatics will enjoy this special showing at sundown, along with the theatrical troupe Barely Legal as they sing and dance along with the movie. Filmgoers are encouraged to show up in costume dressed as their favorite characters, and enjoy pre-event festivities including costume contests, games, prizes and more!

For three spectacular days, the Oakland waterfront will transform into an epic festival of delicious eats with the annual Eat Real Festival, a celebration of good food. Free to attend, Eat Real celebrates all things tasty, fresh and handmade with a focus on local, organic and sustainable ingredients. No dish costs more than \$8. Eat Real will take



Sing-Along Cinema returns to Jack London Square on September 3.

place Friday, September 18 through Sunday, September 20.

Jack of All Trades returns on September 12, with more than 100 local vendors and makers selling handcrafted items, designs, art, specialty food products, antiques, memorabilia and more. From antiquers to crafters, there are treasures for everyone at this free-to-

attend market, which takes place on the second Saturday of each month.

Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit www.jacklondonsquare.com.

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Photography and the Art of Chance

BY PAUL DUCLOS

With the passing of summer, we are likely to see fewer camera-toting tourists on our ferries. But the ubiquity of snaps and selfies—even among veteran ferry commuters—will not simply fade into the Bay’s mystic autumnal haze. We live in new age of captured images, and that means random results are everywhere.

Exploring this phenomenon is Robin Kelsey, author of *Photography and the Art of Chance* from Harvard University Press. Kelsey notes that photography has a unique relationship to chance, observing that anyone who has wielded a camera has taken a picture



Photo courtesy of Book Club of California

Architects and Artists: The Work of Ernest and Esther Born by Nicholas Olsberg

ruined by an ill-timed blink or enhanced by an unexpected gesture or expression. We found one chapter, “Stalking Chance and Making News,” especially compelling. In it, the author observes that Carl Jung had popularized the notion of synchronization. Here, ostensibly random events could momentarily reveal the profound embedding of the individual psyche in the world.

Although this proneness to chance may amuse the casual photographer, Kelsey points out that historically it has been a mixed blessing for those seeking to make photographic art. On the one hand, it has weakened the bond between maker and picture, calling into question what a photograph can be said to say.

On the other hand, it has given photography an extraordinary capacity

to represent the unpredictable dynamism of modern life. By delving into these matters, *Photography and the Art of Chance* transforms our understanding of photography and the work of some of its most brilliant practitioners.

The effort to make photographic art has involved a call and response across generations. From the introduction of photography in 1839 to the end of the analog era, practitioners such as William Henry Fox Talbot, Julia Margaret Cameron, Alfred Stieglitz, Frederick Sommer and John Baldessari built upon and critiqued one another’s work in their struggle to reconcile aesthetic aspiration and mechanical process. The root problem was the technology’s indifference, its insistence on giving a bucket the same attention as a bishop and capturing whatever wandered before the lens.

Could such an automatic mechanism accommodate imagination? Could it make art? *Photography and the Art of Chance* reveals how daring innovators expanded the aesthetic limits of photography to create art for a modern world.

For more info, see www.hup.harvard.edu.

Quite another take on photography is proved by *Architects and Artists: The Work of Ernest and Esther Born* by Nicholas Olsberg, available now at the Book Club of California.

At once a serious contribution to the literature on modern architecture and design and a rich and varied visual feast, this publication makes evident the legendary draftsmanship and graphic inventiveness of Ernest Born and rediscovers the brilliant photographic eye of Esther Born. Drawing from visual collections throughout North America and Europe, the publication is richly illustrated, including many full-page reproductions of works from the Borns’ long and varied careers.

Architects and Artists: The Work of Ernest and Esther Born is printed in an edition of 300 numbered copies. Designed by Michi Toki of Toki Design in San Francisco, the book measures 12



Photo courtesy of Merola Opera

Several exceptional performances were staged at the Merola Opera Program’s 2015 Grand Finale last month.

by 9 inches and consists of 264 pages. The slipcase and book are bound in cloth over boards. The price is \$325 (plus applicable sales tax and shipping).

The book’s publication date is October 15. For more info, see www.bccbooks.org.

Several exceptional performances were staged at the Merola Opera Program’s 2015 Grand Finale last month. We were

especially impressed with the South Korean baritone Sol Jin, who made for a powerful Prince Yeletsy in Tchaikovsky’s *The Queen of Spades*. Merola Apprentice Stage Director Mo Zhou should also be praised for keeping the action flowing and well balanced.

Next month, *Cultural Currents* will feature an interview with SF Opera General Director David Gockley.



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- Sept 11** **6:15PM - 10:30PM - Friday Night in McCovey Cove - Schooner Freda B, Sausalito, 415-331-0444, schoonerfredab.com**
Kick off your weekend cheering on the World Champion San Francisco Giants aboard the *Freda B!* \$99 per person.
- Sept 12** **6:30PM – 8PM – Croatia Flotilla Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come learn more about our upcoming Croatia Flotilla! Bring any club or charter questions you might have and our instructors and staff will be happy to answer. Light hors d'oeuvres and drinks! Free.
- Sept 13** **7AM– 7PM – Sail to the Farallones – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
You'll be met by the cheery crew aboard *Seaward* (a beautiful 82' classic schooner) with a continental breakfast to get you going. The waters will typically be at their calmest as we head out through the Gate towards the Farallon Islands (25 miles offshore). We'll spend a few hours circling the islands, observing the wildlife and then enjoy a warm and filling lunch onboard. Clam chowder anyone? We turn home in the afternoon with the hopes of a stiff westerly breeze on our backs to sail us under the Golden Gate. Retail: \$295, Members: \$221.25.
- Sept 14 - 16** **Radar Observer / Refresher - 3 day Renewal Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This three (3) day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- Sept 14 - 18** **Radar Observer Unlimited Course - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This five (5) day course provides training to mariners who wish to obtain a USCG endorsement as a Radar Observer (Unlimited). A Radar Observer endorsement is required for all ocean routes; all towing vessel greater than 26 feet with the exception of commercial assistance towing operations; and all licenses with tonnage limitations over 200 tons. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- Sept 18** **6PM - 8:30PM – Sunset Sail – Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved in sailing the schooner with the help of our professional crew. Complimentary wine, cheese, and light refreshments will be served. \$55 per Passenger.
- Sept 19** **10AM – 3PM – Marin Islands Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Join Outback Adventures friendly and experienced guides for this exciting trip out to East and West Marin Islands. Located about an hour's paddle from our Larkspur headquarters, this federally protected marine sanctuary is home to a plethora of resident and migratory bird species, including the largest egret and heron rookery in the San Francisco Bay area. Due to the protected status of the islands, we will observe the wildlife while leisurely paddling along the horeline. Before heading back, we will have lunch on a beautiful and rare sandy beach near the Richmond-San Rafael bridge. Cost is \$70 per person.
- Sept 19** **6:30PM – 8PM – Belize Flotilla Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come learn more about our upcoming Belize Flotilla! Bring any club or charter questions you might have and our instructors and staff will be happy to answer. Belize is one of the few remaining unspoiled destinations on Earth. It's incredible Mesoamerican reef stretches approximately 350 nautical miles

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Sausalito and San Francisco

www.schoonerfredab.com 415-331-0444

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OUTBACK ADVENTURES

Now Offering
Stand Up Paddleboarding

outbackadventures.com – 415.461.2222

WATERFRONT ACTIVITIES

from the tip of the Yucatan Peninsula down along the Belizean coast. Join us at our next planning party to learn more about how you can be a part of this flotilla experience. Light hors d'oeuvres and drinks! Free.

- Sept 20** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved 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! Tickets: Adults \$55, Youth (ages 6-12) \$25, Children (under 6) free.
- Sept 20** **10AM- 12:30PM - Intro to Stand-up Paddleboarding (SUP) - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Have you ever wanted to walk on water? Stand up paddleboarding (SUP) is probably the closest you'll get. This fast growing activity can be done on flat water, the open ocean, rivers, and of course in the surf! This class will introduce you to the exciting sport of stand up paddleboarding and will inspire you to start paddling on your own. You will learn proper SUP paddling strokes, develop good balance, learn where and how to stand, learn board maneuvering skills, reboarding techniques, and safety concerns. This class will give you a full body workout and of course you'll get plenty of paddling time. Cost is \$60 per person.
- Sept 23** **Radar Recertification 1 Day - Maritime Institute, San Rafael, 888-262-8020 www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- Sept 25** **6:30PM – 11:30PM - Rock the Boat: AC/DC in McCovey Cove- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Sail to McCovey Cove for a concert listening party on the deck of *Freda B*. Join our crew for this once in a lifetime opportunity hear AC/DC from the water! \$75 per person
- Sept 26** **6AM - 9PM - Full Moon Kayak Tour - Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. The atmosphere is peaceful and calming, yet spectacular. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. Cost is \$60 per person.
- Sept 27** **10AM - 12:30PM – Family Adventure Sail - Call of the Sea, Sausalito, 415-331-3214, Callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved 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! Tickets: Adults \$55, Youth (ages 6-12) \$25, Children (under 6) free.
- Sept 27** **5:45PM - 8:30PM - Harvest Moon Sail- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Sail the San Francisco Bay for the beautiful 2015 Harvest Full "Super" moon. Enjoy the sunset and the super-moonrise from the deck of the schooner *Freda B*. There will also be a lunar eclipse that will be visible while we are underway, making for a night you won't forget! \$99 per person.

All Bay Area Ferry Schedules in One Place!

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 <table border="1"> <thead> <tr> <th></th> <th>Larkspur</th> <th>Sausalito</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare (19 – 64)</td> <td>\$10.00</td> <td>\$10.75</td> </tr> <tr> <td>Clipper</td> <td>\$6.50</td> <td>\$5.50</td> </tr> <tr> <td>Youth/Senior/Disabled</td> <td>\$5.00</td> <td>\$5.25</td> </tr> <tr> <td>Children 5 and under (limit 2 per fare-paying adult)</td> <td>FREE</td> <td>FREE</td> </tr> <tr> <td>Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).</td> <td></td> <td></td> </tr> <tr> <td>Giants Ferry</td> <td>\$11.50</td> <td></td> </tr> </tbody> </table>					Larkspur	Sausalito	Adult Cash Fare (19 – 64)	\$10.00	\$10.75	Clipper	\$6.50	\$5.50	Youth/Senior/Disabled	\$5.00	\$5.25	Children 5 and under (limit 2 per fare-paying adult)	FREE	FREE	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			Giants Ferry	\$11.50	
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11:10	11:45	11:55	12:30 p.m.																									
11:40	12:15 p.m.	12:25 p.m.	1:00																									
12:40 p.m.	1:15	1:25	2:00																									
2:15	2:50	3:00	3:30																									
2:50	3:25	3:30	4:00																									
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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																									

Available thru Sept. 27, 2015

SAUSALITO

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

Available thru Sept. 27, 2015

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

No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

Monday through Sunday		FARES: Bay Cruise Adult (18+) \$30.00 Youth (5-17) \$20.00 Child (under 5) Free
10:00 a.m.	3:45 p.m.	
10:45	4:00 #	
11:15	4:15 #	
12:00 p.m.	4:15	
12:30 #	5:00	
1:10	5:45 #	
1:40	6:15	
2:15 #	7:00 ^	
2:30	6:00 ^	
3:00		

* Available thru Sept. 7, 2015 ** Available beginning Sept. 8, 2015

All Ferry schedules subject to change.

For the most up to date information.

Visit:

www.baycrossings.com

Blue & Gold Ferry

TIBURON COMMUTE

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

TIBURON – Pier 41

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

TIBURON – Pier 41

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

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

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

BAY CRUISE

Depart Pier 39	
Daily	Monday - Sunday
10:15 a.m.	10:15 a.m.
1:15	11:00
3:15 p.m.	12:45 p.m.
4:30	12:15
	1:15

* Above schedule effective Sept. 8, 2015
For the most current schedule, visit www.blueandgoldfleet.com
Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.			
Adult	\$30.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00
Discount fares available at www.blueandgoldfleet.com			

ROCKETBOAT

Daily, Monday - Sunday

Depart from Pier 39	
12:15 p.m.	4:45
12:45	5:00
1:00	5:30
1:45	6:00
2:30	
3:15	
4:00	

* Available thru Sept. 8, 2015 ** Available beginning Sept. 9, 2015

SAUSALITO

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

Weekends and Holidays

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

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

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

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

ANGEL ISLAND - S.F.

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

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

ANGEL ISLAND PRICES

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

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

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays and Weekends			
Tiburon to Angel Island		Angel Island to Tiburon	
Monday - Friday	10:00 am 11:00	Monday - Friday	10:20, 11:20
	1:00 p.m. 3:00**		1:20 p.m., 3:30**
Saturday - Sunday	10:00, 5:00 p.m. hourly	Saturday - Sunday	10:20, 5:20 p.m. hourly

FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 - 64)	\$15.00	
Seniors (ages 65+)	\$14.00	
Children (ages 6 - 12)	\$13.00	
Small Children (ages 3 - 5)	\$5.00	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

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



San Francisco Bay Ferry

September 5-7 the BART Transbay Tube between Oakland and San Francisco will be closed for repairs. On these days, SF Bay Ferry will double its usual weekend service on the Alameda/Oakland/SF route and provide enhanced service on the Vallejo/SF route. More details can be found under "News" at www.sanfranciscobayferry.com.

VALLEJO		
VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	8:15	-----
7:00	-----	-----
7:45	-----	-----
9:30	10:40 #	11:00
10:30	11:40	-----
2:00 * p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45 *	6:00	-----
-----	7:15	6:55**
Weekends & Holidays		
8:30 a.m. *	10:00 a.m.	9:40 a.m.
10:00	11:10 *	11:30
11:30	12:45	-----
2:30 p.m.	3:40 *	4:00
4:00 #	5:15 *	5:35
5:15	6:30	-----
7:30 *	9:00	8:40 **
# To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.		
FARES: One-way		
Adult	\$13.40	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$10.10	
Youth (5-18)	\$ 6.70	
Senior (65+)/Disabled/Medicare	\$ 6.70	
School Groups	\$ 4.40	
Child (under 5)	FREE	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T *see below	Arrive Vallejo 60 min. later	
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.			
FROM OAKLAND/ALAMEDA			
Weekday Night Games 7:15 & 7:35 pm Games			
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T
6:05 p.m.	6:20 p.m.	6:55p.m.	*see below
Arrive Ala/Oak	25-30 min. later		
ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**			
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below
Arrive Ala/Oak	25-30 min. later		
*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants			

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

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

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
---	---	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00

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

ALAMEDA/OAKLAND - ANGEL ISLAND				
Weekends Only				
Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:10 am
Leave Angel Island	Arrive Alameda	Arrive Oakland		
3:35 p.m.	4:20 p.m.	4:35 p.m.		

ALAMEDA/OAKLAND			
Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:00 a.m.	9:15 a.m.	10:00	9:40 a.m.
10:45	10:25	11:10 a.m.	11:25
11:25	11:10	11:50	12:05 p.m.
1:10 p.m.	12:55 p.m.	1:30 p.m.	1:45
1:40	1:25	2:05	2:20
3:25	3:10	3:45	4:00
4:05	3:55	4:30	4:45
5:25	5:10	5:50	6:05
6:25	6:10	6:50	7:05
7:10	6:55	7:35	7:50
8:50	8:35	9:15	9:30
11:25	11:10	11:50	12:00
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
8:30	---	9:10	8:55
9:50 a.m.	10:00 a.m.	10:20 a.m.	10:35 a.m.
10:30	10:45	11:05	11:20
12:15 p.m.	12:30 p.m.	12:50 p.m.	1:05 p.m.
12:45	1:00	1:20	1:35
2:30	2:45	3:05	3:20
3:15	3:30	3:50	4:00
4:30	4:45	5:05	5:20
5:30	5:45	6:05	6:20
6:15	6:30	6:50	7:05
8:00	8:15	8:30	8:45
10:30	10:45	11:05	11:20
FARES: One-way		PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult	\$6.40		
Adult (Clipper Only)	\$4.80		
Youth (5-18)	\$3.20		
Senior (65+) Disabled	\$3.20		
Child under 5	FREE		
School Groups	\$2.10		
Short Hop - Adult	\$1.50		
Short Hop - Youth	\$0.75		
Short Hop - S / D	\$0.75		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45

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

South San Francisco / San Francisco Weekday Service - Monday through Friday	
Depart S. San Francisco	Arrive Ferry Building
9:00 a.m.	9:30 a.m.
Depart Ferry Building	Arrive S. San Francisco
3:30 p.m.	4:00 p.m.

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

AROUND THE BAY IN SEPTEMBER

Free Shakespeare in the Park

This year's free Shakespeare in the Park production is *Romeo and Juliet*. The Shakespeare classic will run nine times in September in San Francisco. On September 5, 6, 7, 12 and 13, you can see the production on the Presidio's Main Post Parade Ground Lawn. On September 19, 20, 26 and 27, the production will be at McLaren Park's Jerry Garcia Amphitheater. All shows start at 2 p.m. For more information, visit www.sfshakes.org.

Sea Music Festival

The annual Sea Music Festival on the Hyde Street Pier in San Francisco takes place Saturday, September 12 from 9:30 a.m. to 5 p.m. The music is of nautical, seafaring traditions from all over the world with Irish, British, North American and Latin American influence. You will find free entertainment on two stages all day long. You will also find some activities and events on the historic vessels *Balclutha* and *Eureka*. The cost is \$5 per person to board both of these boats and participate in their activities (ages 15 and under free). This event offers a nautically themed day full of fun for the entire family. For more information, call (415) 447-5000.

Best Coast Beer Fest

Billed as "Will Ferrell's Beer Festival of Choice," the Best Coast Beer Fest is on September 20 in San Francisco's Marina Green. Join other beer lovers as you sample brews from dozens of local breweries such as 101 North Brewing Company, San Francisco Brewing Company and Half Moon Bay Brewing Company. There are two sessions, from 12 to 3 p.m. and from 4 to 7 p.m. Tickets are \$55 for each session, with special VIP tickets available for \$125. Proceeds go to Cancer for College, which helps cancer survivors go to college. For more information, visit bestcoastbeerfest.com.

29th Annual Harvest Ball

Celebrate V. Sattui Winery's 130th Anniversary at the 29th Annual Harvest Ball, featuring the coastal cuisine of Liguria with Michelin Chef Luca Collami on September 12 from 6 p.m. to 12 a.m. Experience an entire weekend of activities, including a Friday farmers market tour and cooking school, Saturday morning winemaker vineyard tours and Sunday "morning after" mimosas and pastries. Come enjoy a six-course candlelit dinner among the vines of Vittorio's Vineyard accompanied by some of V. Sattui's finest vintages young and old. This year's live *Abbadabra* dinner show features a tribute to the epic sounds of the late 1970s and early 80s—and that's just the beginning! Stay and dance the night away to the Motown/disco/funk sounds of Big City Revue, one of the most popular dance bands in the San Francisco Bay Area. V. Sattui Winery is located at 1111 White Lane in St. Helena. For more information, call (707) 963-7774 or visit www.vsattui.com.

Super Bowl 50 Celebration Kicks Off at S.F. Waterfront

The NFL kicks off both its 96th season and the season-long celebration of Super Bowl 50 with 2015 NFL Kickoff Presented by Hyundai at 4:30 p.m. on Thursday, September 10. Celebrations will begin in San Francisco with a free concert featuring multi-platinum singer-songwriter Ellie Goulding and San Francisco's own Grammy Award-winning band Train live at Justin Herman Plaza across from the historic San Francisco Ferry Building. The musical performances and activities in San Francisco are part of the year-long "On the Fifty" campaign dedicated to celebrating the Super Bowl and commemorating Super Bowl 50. Performances by Goulding and Train will be featured in simulcast coverage of a 60-minute pregame show for the first game of the NFL season from 4:30 to 5:30 p.m. on NBC and NFL Network.



Sausalito Arts Festival

Spend this Labor Day (September 5 to 7) weekend at the Sausalito Arts Festival. One of the most noted 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 headliner is Jefferson Starship, performing on Saturday night from 4:30 to 6 p.m. For more information, visit sausalitoartfestival.org.

Coast Guard Boating Skills Course Offered

The United States Coast Guard Auxiliary, Flotilla 1-4, is offering an 11-week course in boating skills and seamanship beginning Tuesday, September 15, from 7:30 to 9:30 p.m. at the Loch Lomond Yacht Club, 95 Loch Lomond Drive, San Rafael. The course covers "rules of the road," buoys and markers, tide book and marine radio usage, lines and knots and an introduction to navigation. In short, everything you need to know for beginning safe boating. A small \$75 fee provides a course text, workbook, classroom, copy of the SF Bay chart and instruction by qualified and experienced USCG Auxiliary member volunteers. Course graduates receive diplomas that may reduce

the cost of their boat insurance. For inquiries or registration, contact Mary Kirkwood at divermary@comcast.net or (415) 209-9999.

Art Works Fundraiser

On Saturday, September 26, Art Works Downtown (AWD) transforms into the Casa Azul, Diego Rivera and Frida Kahlo's famed residence and studio in Mexico City. Patrons and guests of AWD are invited to celebrate San Rafael's own house-studio where artists live and work in a vibrant creative community. The event is to support arts programming at AWD and its 17 affordable housing apartments. The event is sponsored by Marin Community Foundation, Bank of Marin and Green Chile Kitchen. The event takes place from 7:30 to 10 p.m. and will feature an art auction, small bites and margaritas courtesy of the Green Chile restaurant, gourmet appetizers and drinks, live music, dancing and more. The party will be held in AWD's Susan Kirby Place patio and the lower section of the art center, located around the corner from 1337 Fourth Street at D Street. Tickets are \$60 in advance or \$75 the week of the event and creative attire is encouraged. More information, online auction and tickets can be found at www.biddingforgood.com/artworksdowntown.

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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