



BAY CROSSINGS

"The Voice of the Waterfront"

November 2019 Vol.20, No.11



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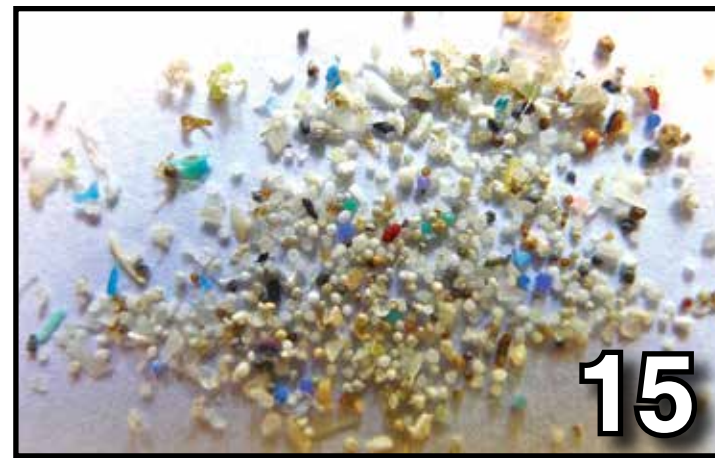
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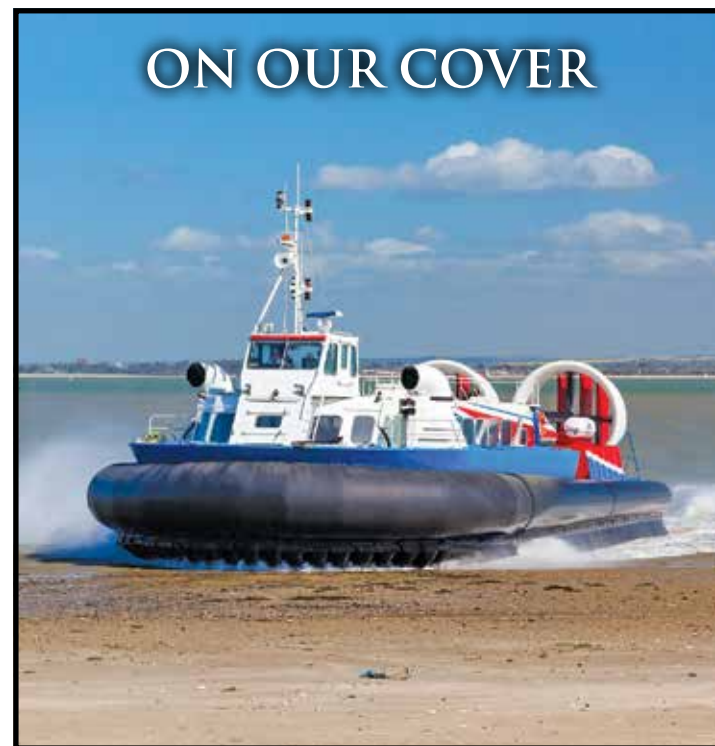
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Photo by iStock.com/ianwool

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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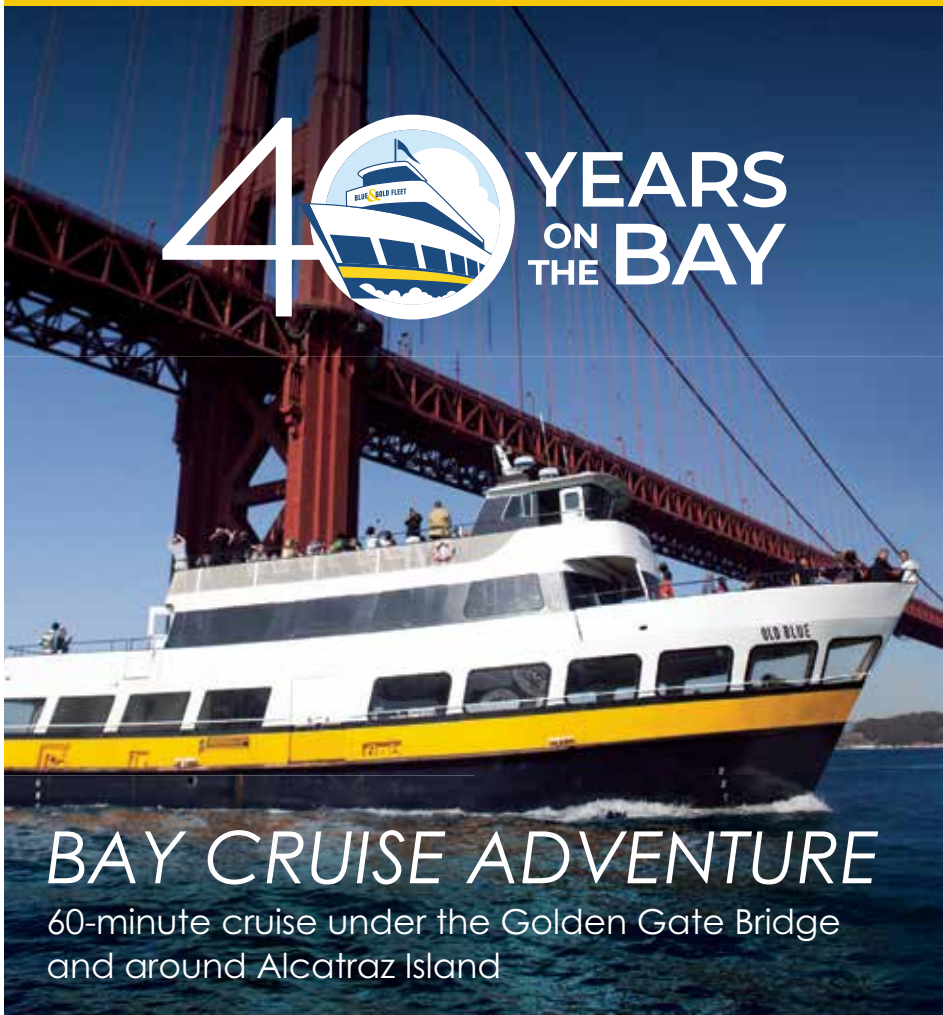
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Port of San Francisco Shares Its Maritime Vision

BY PATRICK BURNSON

In February 2019, Port of San Francisco Executive Director Elaine Forbes announced the appointment of Andre Coleman as the new maritime director for the port. In his current position, Coleman is responsible for strategic oversight and implementation of the port's maritime portfolio, which includes assets, services, operations and labor and client relations for the 7.5 miles of San Francisco waterfront. In this exclusive interview with *Bay Crossings*, he shares his vision for the port's future.

Bay Crossings: What do you regard as the primary challenges of your new job?

Andre Coleman: Revitalization of the shipyard. With the increase in the size of cruise and cargo ships coupled with the competitive demands of the ship repair industry, attracting a viable long-term shipyard operator has been challenging. However, the port has entered several short-term leases for portions of the site while we continue to explore options to secure a new term operator.

BC: Any ferry-centric projects?

Coleman: Yes, we intend to improve access to the waterfront and transportation service to port facilities. A keen focus on



Photo courtesy of the Port of San Francisco

Andre Coleman is the Port of San Francisco's new maritime director.

the viability of small ferry and water taxi service(s) at existing ferry terminals as well as the expansion of terminals (such as the Mission Bay ferry terminal) is necessary for enhancing water transportation along the waterfront.

BC: How will the port retain and attract new business in the coming years?

Coleman: It's imperative that we continue to evaluate and invest in infrastructure at our port facilities,

such as Pier 27 and Pier 35, to support expanding business in our cruise sector. This year the port is on track to establish records in both ship calls (85) and passengers (297,000), with a total of 33 different ships operated by 16 cruise lines. Additionally, the forecast for next year is extremely bright, with 116 calls and 390,000 passengers expected.

BC: Kindly explain how the Foreign Trade Zone (FTZ) helps Bay Area shippers?

Coleman: FTZ status enables Bay Area shippers to avoid paying tariffs or duties on products that are imported and then exported without ever participating in the domestic market. Shippers can also benefit from duty deferral or reduced duty based on multiple imports being manufactured into one final product that has a lower overall duty than each of the parts used. All these benefits encourage shippers and manufacturers to continue cargo movement and domestic operations, which maintains local jobs.

BC: How closely does San Francisco collaborate with other ports in the Bay?

Coleman: The Port of San Francisco regularly collaborates with other ports in the Bay. The maritime division collaborations include the Harbor Safety Committee, Marine Exchange of the San Francisco Bay Region and various port security working groups. Additionally, the Port of San Francisco actively contributes in advocating for the best interests of the maritime community through the California Association of Port Authorities, which represents California's 11 commercial ports.

BC: How is the port addressing rising sea levels and other consequences of climate change?

Coleman: The Port of San Francisco manages 7.5 miles of shoreline that is home to some of the region's most popular open spaces and attractions, a national historic district, hundreds of

small businesses, nearby housing and maritime and industrial uses. The port's jurisdiction includes transportation networks like BART and Muni, critical utilities including drinking and wastewater and key emergency response facilities. The port's Waterfront Resilience Program efforts ensure the waterfront, and its important regional and citywide assets, are resilient in the face of hazards such as earthquakes, flooding, sea level rise due to climate change, shoreline erosion and others.

BC: Can you provide more details?

Coleman: The port developed a Waterfront Resilience Framework to address immediate hazards including seismic and flooding hazards, as well as longer term hazards like sea level rise. This adaptive planning framework allows the port to act now to address risks to life safety and emergency response, while planning for mid- and long-term risks. It also allows the port to be responsive to community priorities, changes in science, and funding and partnership opportunities.

BC: Will the port become an export gateway for automobiles?

Coleman: Pier 80 transitioned into an automobile import-export facility in 2016. And from year one to year three, the port has experienced significant growth in the operation, servicing over 140,000 units. This past fiscal year, the port handled slightly under 80,000 units and we expect to exceed that number in the new fiscal year. The largest and most consistent business has been with a local electric-vehicle manufacturer that has exported over 120,000 units from Pier 80 with discharge ports in both Asia and Europe.

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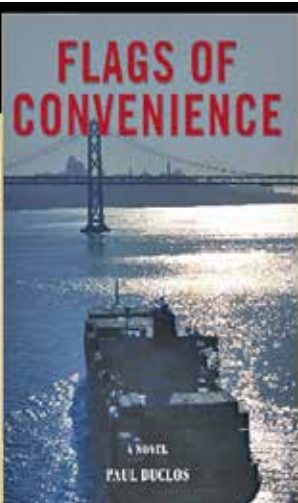
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Patrick Burnson is the executive editor of *Logistics Management*.
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Daniel DeBolt

BY MATT LARSON

After working as a newspaper reporter for about a decade, Daniel DeBolt needed a change. He packed his bags, sublet his apartment and hiked the Pacific Crest Trail—a famous hiking expedition that stretches 2,650 miles from Mexico to Canada. It took him six months and five days to complete; the experience was so remarkable that he almost didn't want to return, but eventually did and started looking for work.

Based on a friend's recommendation, DeBolt decided to join the Inlandboatmen's Union of the Pacific to become a deckhand for ferry boats on the Bay. He began in March 2017 and is enjoying it so much he's already expecting that he'll want to keep going until retirement.

DeBolt's years as a reporter have given him a great appreciation for where he's working now. "When you work in the news business you see how some people have no job stability, benefits can be pretty bad, companies are downsizing constantly—but the ferry business is quite the opposite!"

"It's a really wonderful place to work," he continued. "We have a good union, they're expanding, we get paid well, we have good benefits, and the people that work here make for a very rich environment. There's some days

where I'm just laughing all day long with the people I work with."

No stranger to a good view, having hiked one of the most picturesque trails in the world, DeBolt still appreciates the majesty of the San Francisco Bay. "The sunrises and the sunsets never get old."

DeBolt dabbled in photography a bit as a reporter and those skills are apparent with his photos of the Bay. Some of his photos have been published in a photo calendar called Blue Collar Green Water, a publication that a group of deckhands puts out every year. "We submit photography from working on the ferry and the best photos get into the calendar," he explained. "I've had my photos in the calendar a few times now."

This calendar is produced by the Blue Collar Green Water Art & Culture Collective, a 501(c)(3) consortium organized by employees of Blue & Gold Fleet. Out of everyone working and living throughout the entire Bay Area, DeBolt and his fellow mariners get to experience some of the greatest views in town on a daily basis, and they want to share the wealth. For more information, you can head to bluecollargreenwater.org, and follow DeBolt on Instagram @original_dan_.

When he's not working on the ferries or hiking across countries, DeBolt spends time with his son and his girlfriend. He enjoys backpacking in the high Sierras, Mount Tamalpais and in the East Bay.



Photo by Daniel Mattar

David DeBolt went from being a newspaper reporter to working as a deckhand on Bay Area ferries. He is happy with his career change and loves the camaraderie of his new workplace.

He's also a self-proclaimed gearhead, currently transforming a Toyota T100 truck into an off-road vehicle, and every week since March he's worked on a 1966 Chevy Nova that's been in his family for 22 years.

After just two and a half years as a deckhand, DeBolt has taken to the job quite a bit. He loves the ever-changing nature of it all; even though it is a daily routine, the water and the weather always make for a new experience. Plus, the camaraderie with his coworkers keeps him excited to come to work every day.

We asked DeBolt his opinion on why the ferry is the best way to travel

in the bay, to which he responded: "Is this a trick question? If you can take the ferry, you should take the ferry," he said. "A lot of people say it's their favorite part of the day—when they're commuting to work!" How often do you hear of people loving their commutes? Pretty often, apparently, if you work on the ferries.

If you see DeBolt on board, talk hiking, talk cars, talk photography! Don't forget to follow him and check out his work, and if you want to take a sabbatical and hike from Mexico to Canada, maybe ask him for some tips on that as well.



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WETA Will Grow—But Where and How Fast?

BY DAN ROSENHEIM

“We’ve got some reserves but not enough to fund everything.”

Those words, spoken last month by Water Emergency Transit Authority (WETA) Executive Director Nina Rannells, reflect the agency’s predicament as it reevaluates a five-year spending plan in the face of a freeze on funds it had expected to receive from Regional Measure 3. That measure, approved by 53 percent of the electorate in a June 2018 vote, would have provided the ferry agency with several hundred million dollars in direct funding and bonding power over the next few years.

But a continuing legal battle over RM3, which has moved to an appellate stage that might last several years, means that WETA can’t count on the money. Although toll hikes on eight Bay Area bridges are taking place as planned, the new funds are being paid into an escrow

account until the litigation is resolved.

Meanwhile, though, demand for ferry service continues to grow—from communities and business throughout the Bay—and WETA can’t wait for a resolution of the RM3 case to make major decisions about its expansion plans.

Accordingly, in response to a request from Jody Breckenridge, WETA’s chairperson, directors and staff spent a large part of the agency’s October board meeting examining how far existing funds will go—a process that ultimately could establish what gets funded and what gets cut.

Rannells and WETA’s finance and administration manager, Lynee Yu, told the board that projected revenues from passenger fares and existing subsidies should be enough to cover the agency’s operating costs, including maintenance and replacement of aging vessels and other infrastructure, for the next five years—even leaving a healthy reserve for unforeseen expenses.

But difficult decisions face the board with regard to expansion. Currently, WETA has four significant projects that are either underway or require imminent action. These include:

- **Seaplane Lagoon:** Ground was broken last month on a new ferry terminal scheduled to go into service next summer at Alameda’s former Naval Air Station. Eventually, commuters on the new route will include residents of a giant new Alameda Point development that will bring thousands of new residents and employees to the area. But the development is in its early stages, and the type of service WETA will provide initially remains to be seen. WETA Planning and Development Manager Kevin Connolly told the board that options under consideration range from a three-trip daily peak period service that would draw from existing resources to six-

trip daily service that would shift peak-period runs to Seaplane from the existing Alameda Main Street terminal. The latter plan, under which WETA would have entirely separate runs from downtown San Francisco to Oakland and to Seaplane, would require a new boat and add a lot to the annual operating budget—\$16 million over five years—but it would provide full service to Seaplane while cutting the time for an Oakland-San Francisco commute by a third.

- **Mission Bay:** Regular shuttle service between downtown San Francisco and a new Mission Bay terminal is scheduled to begin in January 2022. The Port of San Francisco has asked WETA to provide \$25 million toward the roughly \$50 million cost of a new terminal in Mission Bay—money that WETA had expected to get from RM3. The port has indicated it might advance the

money against WETA's promise to reimburse it if RM3 funds become available, but the new service will also require money for a vessel and new annual operating funds.

- **Treasure Island:** Although developers won't divulge their plan for the ferry service they hope to have in 2021, WETA is proposing a July 2022 start date for its own small ferry service between the island and San Francisco. The cost for a small boat would be comparable to Mission Bay, as would the cost of operations. Effectively, WETA would spend about \$10 million to buy three small boats that would split service between the Treasure Island and Mission Bay runs, depending on demand.
- **Fleet Expansion:** WETA's existing agreement with Mavrik Marine, which will deliver a new high-speed, 300-passenger vessel next spring, gives the agency an option to order a second vessel for \$15 million, but that option needs to be exercised this year.



Photo by Joel Williams

WETA faces choices about which expansion projects to prioritize due to limited available funding. One choice the agency must make soon is whether to exercise a contract option to purchase a second high-speed, 300-passenger vessel from Mavrik Marine.

Each of these projects has great appeal and timeliness, and board members and staff agree that some of this expansion can be accomplished even without RM3 monies. The rub comes in deciding precisely how much can be done—and what gets left behind.

The October board meeting discussion was not definitive in either regard. No votes were taken, and Rannells said that cost projections by her planning department need to be reviewed by the operations side. But the discussion seems likely to continue when the board meets in November, and it could get contentious, with part of the debate focusing on how much spending is prudent, regardless of where it goes.

On this issue, Rannells, Breckenridge and board member Anthony Intintoli appear to lean toward a more conservative approach. "We're in a good place in part because we have been prudent and not overspent," Rannells said. "We just can't do all of these without RM3 or additional monies from some other source."

In the case of Seaplane Lagoon, for example, the ultimate plan is indeed to provide better service to Oakland using

the existing runs with fewer stops at Main Street, and other direct runs to Seaplane. But Rannells said she wasn't sure the Alameda Point development project near Seaplane Lagoon will produce enough new riders to support such a plan right away.

"Ridership will grow," she said, "but there won't be a lot at first. If RM3 were here, we'd go ahead full speed and no problem. But it's a big hit of money that we just don't have sitting in the bank."

That sentiment was echoed by Intintoli, who told WETA's September board meeting: "I'm excited by this project, but money is an issue. How do we fund this if ridership is not at the level we need?"

But there are also those who believe the RM3 litigation can't be allowed to delay projects that are badly needed—and, in some cases, already committed to. Board member Jeff DelBono, an Alameda resident, spoke forcefully in favor of a full commitment to Seaplane Lagoon. Referring to the concern that there may not be enough passengers to justify expansion, DelBono said, "Alameda doesn't have a farebox recovery issue. We have a boat availability issue."

DelBono's view was echoed recently by Debbie Potter, Alameda's community development director, who told WETA's board, "I believe the success of the ferry

is going to be pretty immediate once service starts."

Even if fare revenue were modest to start, one school of thought holds that this is not the time for WETA to take a go-slow approach, even if it means borrowing, or pressing the Metropolitan Transportation Commission for new subsidies that don't come from RM3.

For those who embrace that perspective, it's unthinkable that WETA won't push ahead with all four projects currently on the table. Not running ferries to Mission Bay is not an option, given the presence of the Chase Center and the University of California at San Francisco in Mission Bay. Not running the ferry from Treasure Island is equally untenable—it's maritime transit for a major new community in San Francisco and thus part of WETA's purview. And the new boat from Mavrik will be needed for all this expansion.

Furthermore, the list doesn't end here. Not part of the five-year financial plan, but very much in the longer-term picture, are proposed WETA terminals in Redwood City and Berkeley, possible ferry support to a new Oakland A's stadium, possible small ferry boat runs to Martinez, Hercules and even Antioch, and the feasibility study for hovercraft.

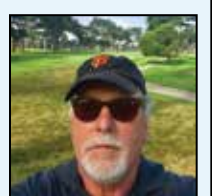
"I just visited the waterfront area of Hercules, and we heard recently

from Martinez," WETA Vice Chair Jim Wunderman told the board meeting. "I can see a pattern where we start talking seriously about more relief to the I-80 corridor and Carquinez Strait."

The November WETA directors meeting should shed additional light on the board's thinking. Meanwhile, though, all of this assumes that WETA's fares continue to increase incrementally each year and that the economy remains healthy.

As his comments above suggest, Wunderman has been a consistent proponent of growth for WETA. But even he noted this month that an economic slowdown could put brakes on ferryboat expansion. Fewer people working, he said, would mean fewer commuters. And if highways aren't as crowded, some people may move back into their cars.

Dan Rosenheim is a veteran Bay Area journalist who recently retired after 18 years as Vice President/News for KPPIX-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.





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Chase Center Ferries; Golden Gate Means-Based Fares

BY DAN ROSENHEIM

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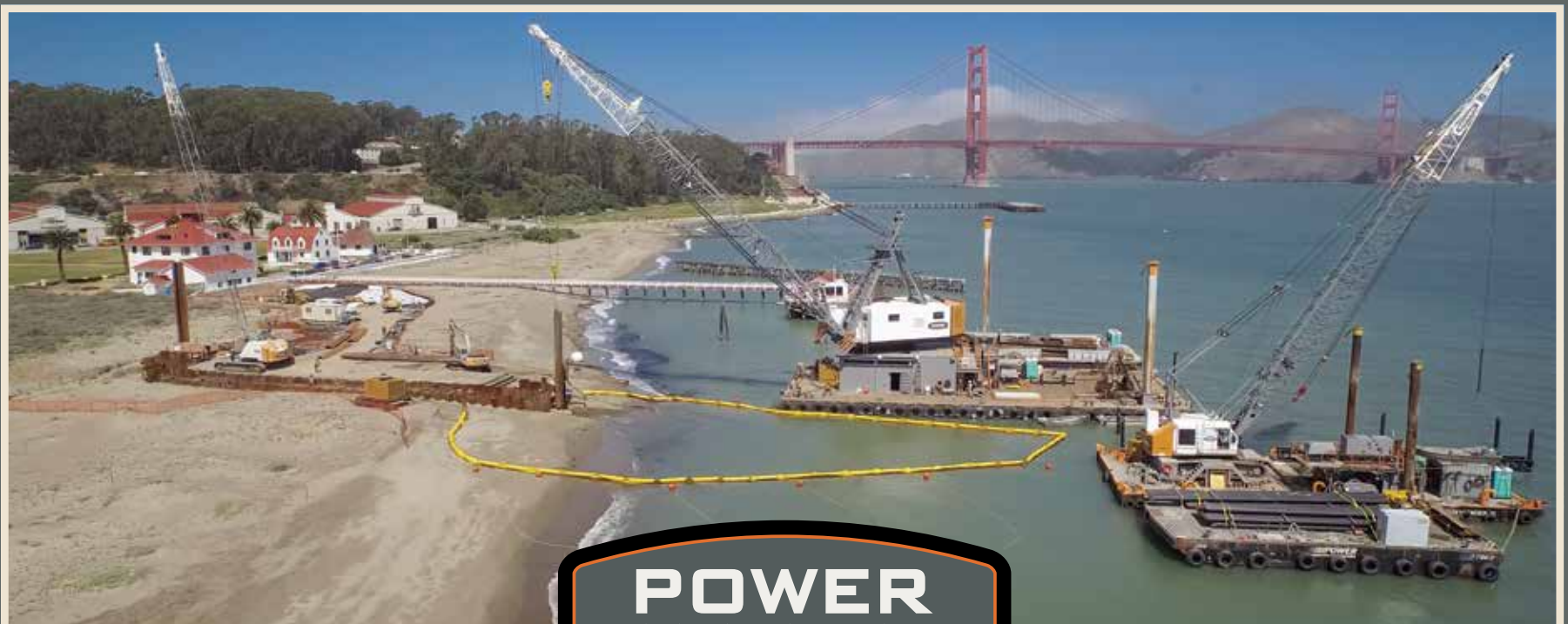
WETA's long-awaited runs from Alameda/Oakland to the new temporary dock at Pier 48½ near the Chase Center got off to a strong start with a sellout of the 175-ticket presale to passengers for the Warriors' first home preseason game on October 5. "I'm thrilled we were able to sell out on such short notice," said Nina Rannells, noting that the temporary dock had been dedicated just one day before the game. The dock is an emergency response float towed down from Mare Island and adapted for regular ferry use—a relatively simple process but one that had been delayed until the last minute by the absence of an Army Corps of Engineers permit. "The sellout confirms our assumption

that this service will be in high demand," Rannells said. With the addition of Chase Center, WETA is now in the business of providing regular special event service. The agency does not have a regular vessel dedicated for every trip—it used a 400-passenger vessel for the first game and ended up with some empty seats despite the sellout of presale tickets. Rannells said the agency is fine-tuning its approach to ticket sales. Meanwhile, Golden Gate Ferry is also providing special event service from Larkspur to Pier 48½, sharing the temporary dock with WETA. Golden Gate did not have passenger numbers immediately available; that agency is using one of its older—but bigger—Spaulding class ferry boats for the run.

Golden Gate Tests Means-Based Fares: Golden Gate bus and ferry passengers will

be eligible for means-based fare discounts under a pilot program established by the Metropolitan Transportation Commission (MTC) and approved unanimously by Golden Gate directors at their meeting in late September. The program, expected to begin in early 2020, will provide 50 percent fare discounts to people with income below 200 percent of the poverty level (about \$70,000 for a family of four). The discount aligns with reduced fares currently offered to seniors, people with disabilities and youth, regardless of income. "Transit affordability is a major challenge," said Ron Downing, Golden Gate planning director. "We're pleased to be able to offer affordable transit options for people most impacted by the rising costs of getting around." The revenue loss to Golden Gate, estimated at between \$500,000 and \$1 million per year, will

be at least partly offset by additional subsidies from the MTC. Participants in the pilot have been limited by the MTC to BART, SamTrans, SF Muni and Golden Gate. But there is interest at WETA. At a recent board meeting where fare goals were discussed, WETA board member Jeff DelBono spoke forcefully in favor of means-based discounts. "I would like to see us do something on the equity issue," he said. While voicing support for discounts in principle, WETA board member Anthony Intintoli said he wants to make sure that fare discounts don't take place "on the backs of the middle class." He added: "How do you fund it so the people who are paying full fare aren't paying *more* full fare?" WETA Executive Director Rannells said her agency will look at the issue and may be eligible to join a permanent program under MTC auspices when the pilot ends in 2021.



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Hovercraft Fly Closer to Carrying Bay Area Passengers

BY DAN ROSENHEIM

No one is selling ride tickets yet, but the cause of hovercraft ferry boats is attracting growing support around the Bay, having gone in the course of a year from little more than a gleam in the eye of aficionados to a substantive topic of study, planning and negotiation.

The flat-bottomed boats that

float on a cushion of air could provide long-awaited ferry service to communities in the Sacramento River Delta and in the South Bay, where sedimentation makes it difficult to use traditional ferries. Increasingly, businesses and local governments in these areas are looking to waterways as an alternative to nightmarish commutes on traffic-clogged highways.

One indication of the flying boats' growing appeal was last month's meeting of the Bay Area Council's

Water Transit Subcommittee, where hovercraft were the leading topic of discussion. The meeting took place in Foster City, whose mayor, Sam Hindi, was among those expressing great enthusiasm for hovercraft.

"Foster City is a natural candidate for a hovercraft hub," Hindi said in a subsequent interview, noting that the San Mateo-Hayward bridge is clogged with cars every day, with currently no good alternatives nearby for crossing the Bay. "We see hovercraft as a connection to regional transit centers and shallow-water communities."

Single-occupancy vehicle traffic across the San Mateo Bridge has increased sharply in recent years, to more than 100,000 trips a day. That's comparable to the Golden Gate Bridge and second only to the Bay Bridge among eight Bay Area Caltrans bridges, and it poses a special problem for businesses whose employees have to brave the commute.

In an effort to move things from the drawing board to the Bay, Hindi said he

has begun discussions about launching a hovercraft pilot program. A key part of that would be the creation of a Transportation Management Association (TMA), a public-private partnership that would include local government and businesses of all sizes. The TMA might explore land and water transportation solutions, but the anticipated emphasis is on the water.

"I'm extremely excited about the hovercraft part," Hindi said. "It's the fastest, the least expensive and the most impactful."

Hindi said a natural landing location for hovercraft exists near Foster City's northern border, above Third Avenue. And while he emphasized that discussions are at a very early stage, Hindi said it's not inconceivable that a trial boat could be in the water in two years, provided businesses sign on.

"There's definitely an interest," he said. "Nobody has promised us anything, but this is where we're heading."

Meanwhile, 20-odd miles to the



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Hovercraft use blowers to produce a large volume of air below the hull that creates lift, which causes the hull to float above the running surface.

north, another important milestone was crossed in San Francisco with the kickoff of a Water Emergency Transportation Authority (WETA) feasibility study on hovercraft. That took the form of a first formal meeting between key WETA staff and the full consulting team from AECOM, the Los Angeles-based engineering company hired to examine hovercraft's possible role in the Bay.

"It's a big first step in a process that will take about a year," said Nina Rannells, WETA executive director.

WETA's study, which comes at cost of roughly \$500,000, will have two principal parts, Rannells said. It will update work the agency did in 2011, incorporating changes in the technology and potential routes for hovercraft. And it will form two advisory committees—one of potential stakeholders, including communities and businesses, and the other to provide technical advice, including representatives from the Coast Guard and environmental regulators.

The meat of the work, Rannells said, will be establishing corridors that hovercraft might most usefully travel in the Bay. WETA has identified five such corridors, including runs to South Bay



Hovercraft are far more flexible than traditional ferries in terms of docking as well as the water depth over which they can operate. This may allow passenger service to areas with shallower water, such as parts of the South Bay and the Delta.

level of interest in hovercraft expressed by local civil authorities; and the type of access that exists on land, including the key "last mile" between a landing site and other transportation systems.

hovercraft can dock on a relatively simple concrete pad, rather than an expensive ferry boat terminal in the water. But the process could also be accelerated by the growing sense of urgency around the Bay Area's transportation difficulties.

"If the money were there, I think the projects could be moved along more quickly," Rannells said.

As studies are launched in earnest, it remains unclear what agency or business might actually provide hovercraft service. Along with public ferry agencies, there is interest in the private sector from entrepreneurs and hovercraft manufacturers in other countries. The federal Passenger Vessel Services Act of 1886, similar to the Jones Act, mandates that American ferries must be built by American workers, so a foreign manufacturer would have to establish a shipbuilding yard in this country to be in compliance.

Locally, a startup consulting company called HOVR has the stated objec-

tive of both building and operating hovercraft on the Bay, and it has produced schematics showing routes that as many as 30 of the vessels might take across the Bay, linking communities from Petaluma to San Leandro, Hercules to Fremont. But whether HOVR can acquire the financial and political capital it needs to make good on that vision remains an open question.

It is also unclear what regulatory obstacles potential hovercraft operators may face, particularly from the environmental community. The vessels are relatively noisy and typically run on traditional fossil fuels.

But none of these uncertainties seems to be dampening the growing enthusiasm for the flying boats, whose appeal is only magnified by their potential to carry freight, as well as passengers. "Carrying freight is not part of WETA's purview," said Rannells, "but there's a lot of money in it."



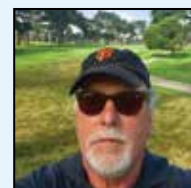
Hovercraft ferries have been in service for years in England. This passenger hovercraft is leaving Southsea near Portsmouth headed for the Isle of Wight.

communities, towns in the Carquinez Strait, Treasure Island and some existing central Bay ferry runs.

These routes will be evaluated using four key criteria: the strength of the market (i.e., how many passengers might be attracted); the relative advantages of hovercraft versus traditional ferries; the

Typically, Rannells has said it takes seven years to establish a new ferry route, from preliminary studies and proposals through engineering, bids, regulatory approvals and construction of terminals and boats. But new hovercraft routes could conceivably be established more quickly, she said. In part, that's because

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.



Bay Area Advocates Applaud Environmental Justice Commitment from SF Bay Conservation and Development Commission

BC STAFF REPORT

The San Francisco Bay Conservation and Development Commission (BCDC) voted last month to amend its plan to support more just and equitable management of the San Francisco Bay. Environmental justice and social equity policies were developed in close collaboration with five Bay Area community groups that formed the Environmental Justice Review Team (EJRT).

The community groups called the vote a historic moment given the deep-seated inequities that have resulted in people of color and low-income communities disproportionately bearing the environmental and public health burdens of the climate crisis.

“Climate change creates a multiplier effect for communities who are already grappling with threats from skyrocketing rents, displacement and rising sea levels—just to mention a few,” said Carl Anthony, co-director of Breakthrough Communities. “Hurricanes Katrina and Sandy taught us that the development of public infrastructure cannot keep happening without thoughtful consideration of vulnerable communities’ needs. BCDC’s amendments send a strong signal that development proposals should—and must—account for their needs.”

With BCDC’s jurisdiction over shoreline development around the Bay—where many under-resourced communities live near oil refineries, ports and other industrial sites—the new policies have important implications for change as they require involvement of impacted communities in project development and the equitable distribution of public access and benefits. Specifically, the new policies will:

- Ensure responsible shoreline development by prompting local governments to address disproportionately

negative impacts on disadvantaged communities;

- Improve public participation and government accountability by requiring that disadvantaged communities are notified about and engaged in shoreline development projects; and
- Foster inclusive and accessible spaces for everyone by requiring projects to consider the history, inclusive design and multicultural programming to ensure that disadvantaged communities feel welcome to visit public areas along the shoreline.

BCDC’s new policies reflect a commitment to fully embrace principles of environmental justice, and to implement policies and practices that acknowledge historically marginalized communities. With this amendment, BCDC is joining a growing movement among state agencies, such as the State Lands Commission and the California Coastal Commission, that have developed similar approaches to advancing equity in their respective decision making.

“Most government agencies typically assign a staff task force or informal committee to address environmental justice,” said Sheridan Noelani Enomoto, a community organizer with Greenaction for Health and Environmental Justice. “That BCDC formed a working group of commissioners who took the time and energy to work on these amendments is a really big deal. It sends a powerful signal that private developers’ gains cannot come at the expense of local communities’ needs.”

Members of the Environmental Justice Review Team remain committed to working with BCDC staff to ensure an effective implementation of the new policies.

“Just two weeks ago, we had to mobilize around a massive project proposed in Bayview-Hunters Point, where residents have historically been excluded from developments going up in the area, much less been welcomed into places



Many under-resourced communities live near oil refineries, ports and other industrial sites. New environmental justice and social equity policies developed by BCDC have important implications as they require involvement of these impacted communities in future project developments.

in their neighborhood that have been designated as public access areas,” said Enomoto. “These policies give BCDC staff concrete guidelines for how to review and manage proposals like this in a transparent, equitable, and accessible way. We look forward to working with the agency and community members to build a resilient San Francisco Bay Area where even the most vulnerable among us can thrive.”

The five Bay Area equity and social justice organizations that form the Environmental Justice Review Team are as follows:

- Greenaction for Health and Environmental Justice is a multiracial grassroots organization that fights for health and environmental justice alongside low-income and working class, urban, rural, and indigenous communities.
- Nuestra Casa works with Latino and other underrepresented families in East Palo Alto and the mid-peninsula through community education, leadership development and advocacy. Since 2002, Nuestra Casa has been accelerating plans to address systemic issues by lifting up the voices of the most marginalized and vulnerable by building their leadership and advocacy skills.

- Breakthrough Communities offers proven strategies that demonstrate that every voice matters, as we reimagine the future of our cities and of the planet. These are grounded visions of hope and possibility, where social justice forges a new road for economic and environmental sustainability.
- Shore Up Marin City is a culturally diverse environmental and social justice community organization, advocating for equitable inclusion of low-income vulnerable communities focusing on resiliency planning, emergency preparedness, sea level rise/flooding, community leadership, and air, soil and water quality.
- EcoEquity Consulting is a woman-of-color owned environmental justice and social equity advocacy and policy research consulting firm, working in the San Francisco Bay Area and throughout the state of California. With a growing reputation as a trusted and strategic bridge-builder among underrepresented communities and government, EcoEquity designs and facilitates collaborative projects to help embed environmental justice and social equity into agency and organizational policies, programs and operations.

Tiny Plastics, Big Pollution

BY SEJAL CHOKSI-CHUGH

Every year, *seven trillion* tiny pieces of plastic—microplastics—flow into San Francisco Bay.

Once these tiny pieces are in the water, they never go away. They just break into smaller and smaller pieces. Microplastics range from the size of a popcorn kernel to smaller than a grain of salt.

Some plastic particles sink into the mud on the Bay floor. Others float near the surface, where tides slosh them repeatedly around the Central Bay and in and out of the Golden Gate. Sadly, microplastics also end up in a lot of Bay wildlife.

The Bay is one of the worst microplastics-contaminated waterways in the country, according to a new study released by the San Francisco Estuary Institute and 5 Gyres. More than a third of Bay fish that researchers caught had microplastics in their digestive tracts. When birds, seals and other wildlife eat these fish, they eat the microplastics, along with any toxins the microplastics have absorbed, like flame retardants and pesticides.

Microplastics get washed into the Bay by rain flowing from Bay Area streets and storm drains. These tiny particles are broken-down pieces of plastic take-out containers and utensils, plastic bags, plastic food wrap and cigarette filters. Surprisingly, nearly half are black and rubbery, shed onto roads by tires.

The Bay Area's 40 sewage treatment plants also discharge microplastics into the Bay. Current wastewater treatment technology doesn't remove things like bits of synthetic fiber that come off clothing in a washing machine, or fragments of baby wipes that were flushed down toilets.

The good news is that microplastic pollution can be stopped, with the right changes in laws and policies.

Baykeeper is supporting urgently-needed laws that phase out single-use plastics and packaging. We're also advocating for Bay Area wastewater treatment technology to remove small pollutants. And we're working for tougher requirements on city governments to keep trash from running into the Bay via storm water.

One of the most effective solutions to prevent microplastics from reaching the Bay could be green infrastructure. For example, rain gardens and permeable paving keep contaminated rainwater out of storm drains that empty into the Bay. Instead, the water is absorbed into the ground, where pollutants like microplastics get filtered out before the water reaches the Bay (See Green Pages article on pages 16-17).

Baykeeper recently secured a landmark legal agreement requiring the City of San Jose to use green infrastructure to keep contaminated rainwater from entering the Bay. Now, we're about to challenge other cities to do the same. We've focused so far on South Bay cities, where researchers are finding the highest concentrations of microplastics in San Francisco Bay.

Each one of us can also take action to prevent microplastic pollution. We can avoid buying products packaged in plastic. We can bring reusable containers to restaurants for takeout food and leftovers. We can support an increase in our local sewer rates to finance equipment upgrades that will keep microplastics out of the Bay. And we can vote yes when our cities propose green infrastructure bond measures.

Baykeeper helped conduct this groundbreaking microplastics research.

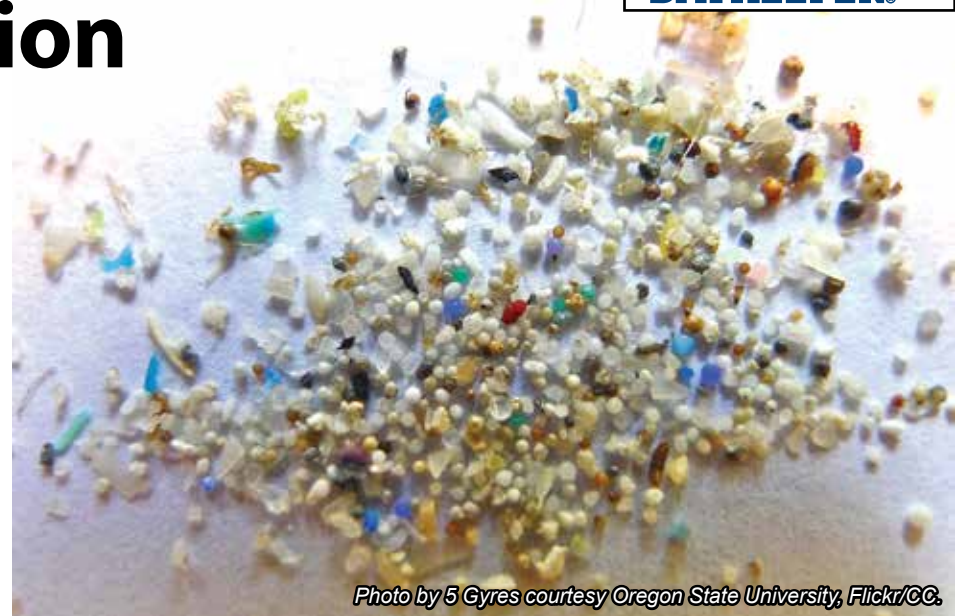


Photo by 5 Gyres courtesy Oregon State University, Flickr/CC.

Seven trillion tiny pieces of plastic a year flow into San Francisco Bay, adding up to a big pollution problem. The good news is that this problem can be stopped.

Our scientists took our partners out on the Bay in our patrol boat, trailing a device that skims the water and traps tiny particles. To find ways you can help and support Baykeeper's work to end big pollution from tiny plastics in San Francisco Bay, visit Baykeeper online at baykeeper.org.



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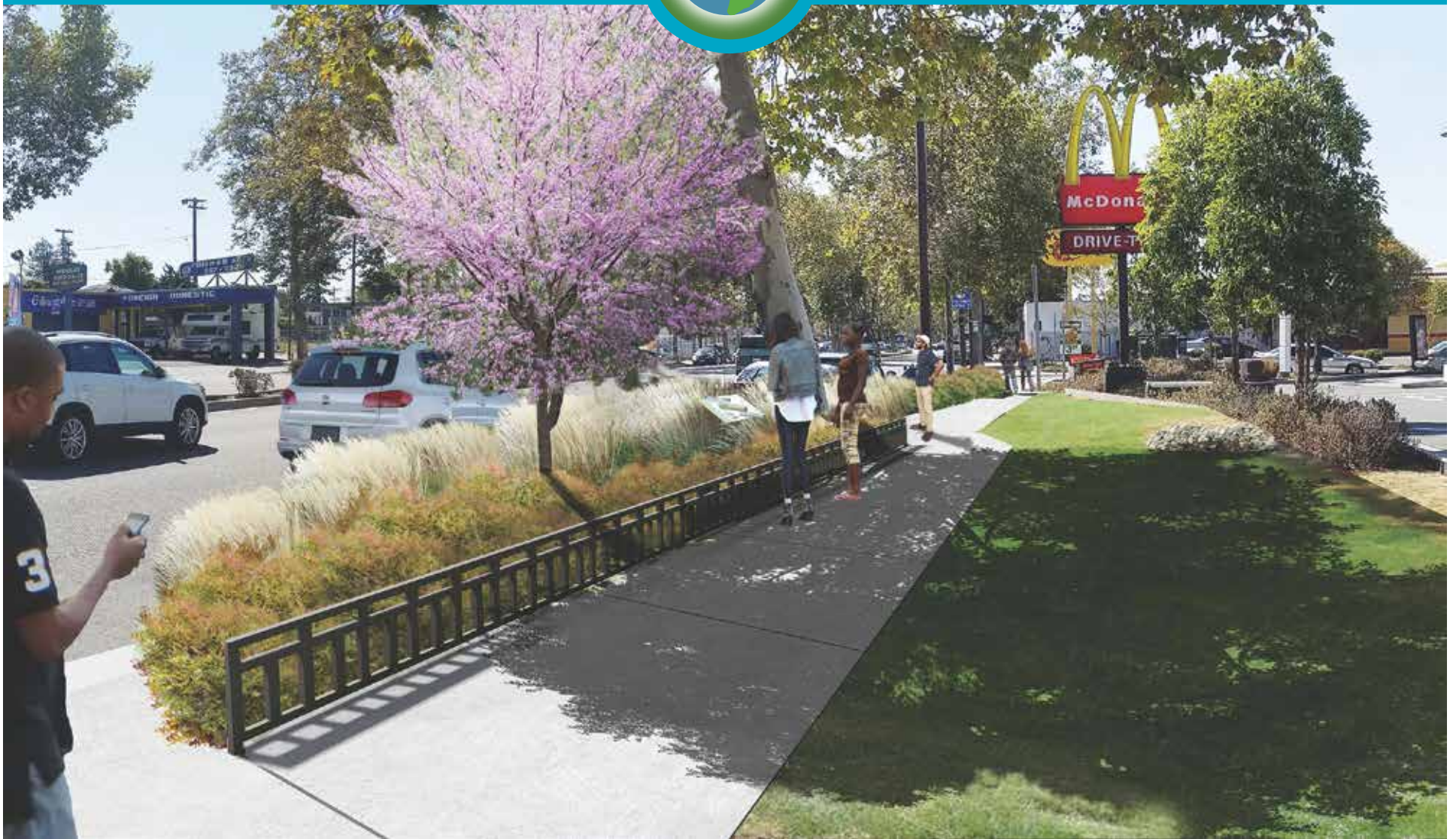
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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been using science, advocacy, law, and a boat to stop Bay pollution. To report pollution in the Bay, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.





Innovative East Bay Stormwater Project Breaks Ground

BY BILL PICTURE

The San Francisco Estuary Partnership has broken ground on a green street project that will help improve water quality in the Bay by cleaning the stormwater that travels along paved city surfaces.

The “Green Stormwater Spine” will eventually replace a cumulative total of six acres of concrete and other impervious surfaces along the East Bay’s San Pablo Avenue corridor with landscaped areas that collect runoff and filter out surface contaminants using simple natural processes.

“We’re essentially putting it back the way it was, which is kind of funny,” said project manager Josh Bradt. “It’s full circle.”

Polluted stormwater wasn’t a concern back when cities were taking shape along the shores of the San Francisco Bay. Concrete became the material most favored by city planners, and soon anything that didn’t move was covered in the stuff.

“That’s because concrete doesn’t really require care or tending to,” Bradt said. “Once you lay it, you don’t have to touch it or even think about it again really for 25 years.”

But a few decades later, the negative impacts of cities’ “modern equals paved” approach to urban design became evi-

dent. Without some naked soil here and there for stormwater to soak into, the Bay became an unwitting receptacle for all sorts of toxic stuff. And eventually, residents of these concrete jungles realized all that gray wasn’t so good for the soul. Now cities are trying to undo the damage and bring back some green.

And then there were four

Seven cities were originally tapped to participate in the \$4 million project, which is paid for with funding from the Metropolitan Transportation



Replacing concrete surfaces with landscaping that collects runoff helps prevent contaminants from entering the Bay.



Commission, Caltrans and a California Natural Resources Agency Strategic Growth Council grant.

“It was going to be seven cities, seven projects and seven acres,” Bradt said. “Each city was going to select a site based on their own criteria and needs, they would participate in the design process, and they would waive the permit fees. Then we would build it, manage the whole thing from soup to nuts, and hand it back over to them after two years.”

But identifying spots that could be taken offline for a construction project proved a challenge for some cities. “Some couldn’t afford to lose revenue from parking meters if the area they had in mind had meters,” Bradt said. “For others, losing on-street parking wasn’t an option at all, even if there were no meters there.”

So in the end, four cities are participating, and the size of the projects varies from one city to the next. The Emeryville project will treat four acres when it’s completed; the Berkeley project that just broke ground will cover only a half-acre. “But the Berkeley project is a really important one because it’s located on an inlet that discharges directly into Cordonces Creek, which has salmon in it,” Bradt said.

For its project, Oakland picked a location downtown which allows for its upkeep to be covered by the Oakland Business Improvement District’s maintenance budget. “It’ll get the love it needs, which it probably wouldn’t if it were a part of the public works inventory,” Bradt said.

And make it pretty

It’s no coincidence that aesthetic considerations figure as largely into the design of each project as does function, according to Bradt. “Water quality isn’t a very sexy calling card,” he said. “An improved walking experience is much easier to sell.”

But breaking ground at these sites also presents to city agencies and utility companies some opportunities for infrastructure upgrades that their

tight budgets wouldn’t have otherwise allowed. For instance, 110-year-old water lines sit below the Oakland site. Once San Francisco Estuary Partnership’s contractor takes up the concrete, replacing those water lines becomes significantly easier and less expensive.

Bradt said it would be nice if the opportunity to rethink stormwater management was similarly considered as cities across the country work to make streets and sidewalks more pedestrian-, bike- and transit-friendly. Ironically, this effort is referred to as “complete streets.” “It’s a huge missed opportunity,” he said.

But Bradt stresses he’s just happy to see this project, which was first hatched in 2012, finally get off the ground because it almost didn’t. When an original source of funding disappeared, it seemed the Green Stormwater Spine was sunk.

“It took too long to select the sites and get started, and the funding expired,” he said. “There were a few times that I thought we were dead in the water, so there’s been a lot of tooth-grinding on my end as the project manager. But getting some dirt moved last month has really changed my outlook.”

“This is the wave of the future in terms of street engineering and design,” Bradt said. “And the proof of concept is in.” Bradt’s team conducted water quality testing at a site in El Cerrito that preceded the Green Stormwater Spine. Samples of gutter flow water were taken before the site was redesigned and then compared to subsequent samples collected after the project’s completion. The simple methods employed proved excellent at reducing heavy metals, oil and other pollutants associated with cars, pesticides and PCBs (industrial chemicals widely used until they were banned in the late 1970s).

“They say ‘the proof is in the pudding,’” he jokes. “There’s the pudding. This really works.”

All photos courtesy of MTC-
Association of Bay Area
Governments



Seven cities were offered Green Stormwater Spine projects but only four took advantage of the opportunity.

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Call of the Sea Educates Bay Area Youth About Traditional Sailing

BY MONICA GRANT

Have you ever wondered about the tall ships and schooners that you see gracing the waters as you ride the ferry across San Francisco Bay? Their majesty and beauty are a testament to traditional sailing vessels and a cause for many of us to stare, often with envy of those onboard. “What are they doing out there?” and “How can I get on board?” are thoughts that come to mind.

Some of the vessels are privately owned pleasure craft sailed purely for enjoyment. Others, such as the 82-foot schooner *Seaward*, are among a handful of boats that can be accessed by the broader community. A regular sight on the Bay, *Seaward* is operated by Call of the Sea, a Sausalito based nonprofit organization with a mission to provide free, educational sailing excursions for Bay Area youth.

This summer, students and youth from schools in San Francisco, Sausalito, Berkeley, Alameda, Redwood City, Monterey and beyond stepped aboard *Seaward* and the brigantine *Matthew Turner* to discover the wonders and mysteries of local marine environments, learn about the region’s nautical heritage and experience many aspects of life aboard a traditional sailing vessel. And while *Matthew Turner* is in the final stages of construction and Coast Guard licensing, *Seaward* has been sailing the Bay and beyond providing local youth with valuable water-based learning opportunities.

Throughout the school term, students sail on San Francisco Bay taking water samples and exploring marine life while learning to navigate, set sails and even take the helm. Summer holidays provide opportunities for teenagers to

experience coastal adventures to the Farallon Islands, Drakes Bay, Santa Cruz and Monterey. These five-day passages provide enhanced learning opportunities in areas such as marine ecology and oceanography, and local and global wind and weather patterns. The young sailors also gain skills in course plotting, GPS and celestial navigation, and traditional sailing practices including night-watch. And of course there are dozens of sightings of whales, dolphins, seals and seabirds.

In between, *Seaward* provides opportunities for the community to enjoy a morning or late afternoon sail. Mother’s Day and Father’s Day sails are popular, as are *Seaward*’s “free sails” for Summer Sailstice and later in the season, Friday marine science sunset sails.

Whether aboard for a few hours, a day or a week, students, teachers and the community have all been inspired by the depth and breadth of opportunity available thorough Call of the Sea’s educational and community sailing programs—programs that are made possible by the generosity of sponsors, individual donors and the organization’s fundraising efforts.

Call of the Sea’s annual gala, Sausalito’s Jazz and Blues on the Bay, and April’s Opening Day on the Bay are three major events that help fund the organization’s education programs. For example, \$1,550 provides a three-hour Bay explorations sail for 40 students, while \$9,600 enables 12 students to experience a five-day offshore voyage.

Another major source of income for Call of the Sea is its Mexico chartering season. Each year, *Seaward* escapes to Mexico for three months of cruising and exploration, and for anyone seeking a relaxing yet adventurous holiday experience this is the perfect opportunity.

On December 30, *Seaward* will



Photo courtesy of Call of the Sea

Call of the Sea is a nonprofit organization that provides free, educational sailing excursions for Bay Area children.

head south from Sausalito to San Pedro in Southern California. This first passage will be filled with 12 youth from San Francisco Sea Scouts which are part of Boy Scouts of America. From Southern California, *Seaward* will embark on a 10-day delivery voyage to Cabo with opportunity for up to 12 people to join the passage. Once she’s arrived in Mexico, *Seaward* will engage in a program of 10 charters throughout Mexico’s premier destinations including San Jose del Cabo, La Paz, and Puerto Vallarta plus a return delivery back to Sausalito.

Call of the Sea’s Mexico trips have proven immensely popular. Swimming, snorkeling, sunsets, balmy breezes and beach walks offer a chance to get away from it all. *Seaward* has only 12 berths, so it never feels crowded like a large cruise ship. Available on either a per-boat or per-head basis, some Mexico charters are already sold out.

For more information about Call of the Sea and to choose and book your Mexico charter, go to www.callofthesea.org or call (415) 331-3214.

How to Support Call of the Sea

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 Charters include San Jose del Cabo, Puerto Vallarta, Manzanillo and La Paz. Delivery voyages are from San Pedro, CA to San Jose del Cabo, Puerto Vallarta to La Paz and San Jose del Cabo to Sausalito, CA. Prices range from \$500 per person to \$13,000 for the full vessel with up to 12 passengers.

For more information or to contact Call of the Sea -

Visit the webpage: callofthesea.org

Email: info@callofthesea.org

Call: (415) 331-3214

Fashion & Faith Comes to the Legion of Honor

BY PAUL DUCLOS

James Tissot (1836–1902) was one of the most celebrated French artists during the 19th century, yet he is lesser known today than many of his contemporaries.

Presenting new scholarship on the artist's oeuvre, technique and remarkable life, *James Tissot: Fashion & Faith* provides a critical reassessment of Tissot through a 21st-century lens. The exhibition, co-organized by the Fine Arts Museums of San Francisco and the Musées d'Orsay et de l'Orangerie, Paris, includes approximately 70 paintings in addition to drawings, prints, photographs and cloisonné enamels, demonstrating the breadth of the artist's skills. The presentation at the Legion of Honor will be the first major international exhibition on Tissot in two decades and the first ever on the West Coast of the United States.

"The work of James Tissot provides a fascinating lens onto society at the dawn of the modern era. Long recognized as a keen observer of contemporary life and fashion, this exhibition brings new light to his narrative strengths and his skill in portraying the emotional and spiritual undercurrents that exist below surface appearances," said Thomas P. Campbell, director and CEO of the Fine Arts Museums of San Francisco. "Continuing the Fine Arts Museums' tradition of contributing original scholarship around key works in our collection, we are thrilled to introduce the perspective of this enigmatic, prolific artist in the first exhibition of his work to take place on the West Coast."

Arranged chrono-thematically, *James Tissot: Fashion & Faith* traces the extraordinary turns of the artist's life, as he consistently defied traditional conventions, both professionally and personally.

A Frenchman who started out painting medievalized scenes from history and literature, Tissot maintained a com-

plicated friendship with mentee Edgar Degas, went on to adopt an Anglicized version of his name, Jacques, and spent a decade as an expatriate in London, immersing himself in and chronicling modern society.

For a time, he ventured into a love affair with the young divorcée Kathleen Newton, who became his model and muse. After her tragic premature death, he returned to Paris and spent long periods of productive retreat at his family estate in the French countryside, nurturing a growing, deep commitment to religion.

The exhibition includes many key modern-life works, such as *The Ball on Shipboard*, which will surely speak to our ferry-riding readership. Another nautical number we enjoyed was *On the Thames*, featuring a lucky mariner with two fetching lasses.

Melissa Buron, exhibition curator and director of the art division at the Fine Arts Museums of San Francisco, noted that the artist understood "the inner lives of women" despite never having any sisters or daughters.

"He obviously had a great passion for society women of complexity," she said. "Although shopkeepers and housemaids were also prominently painted. He had a deep meaningful relationship with his mother and his mistress, which would have made a great modern-day movie."

The Washington Square Bar & Grill: Thanks for the Memories

We understand that new investors are planning on opening a restaurant and bar at the long-abandoned site of the legendary Washington Square Bar & Grill in North Beach.

As readers of *Flags of Convenience* may recall, this was the primary hangout and piano gig for the novel's protagonist, Eugene Bryan. Inspired by the prospect of a resurrected WSB&G, we went to our basement library to fetch a decomposing copy of *The Square: The*

Story of a Saloon by Ron Fimrite.

The book still fascinates, especially when the author describes "the amazing catholicity" of Ed Moose's taste in cocktails:

"The boss might start his day with a revivifying glass of bitters and soda, then step up to a pre-luncheon champagne. He will polish off several glasses of cabernet sauvignon with lunch and then down a port afterward. If he is in an expansive humor, he might even have a postprandial pink gin or maybe some plain coffee with anisette. Then he'll be off to the Press Club for a swim and a nap."



Image provided by courtesy of the Fine Arts Museums of San Francisco

On the Thames is included in the exhibition James Tissot: Fashion & Faith at the Legion of Honor.

We first became acquainted with Mr. Moose when the Press Club was still a vibrant newspaper haunt. Its decline was a sad affair, but vestiges of the old place still exist in the University Club of San Francisco's "Black Cat Bar."

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

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VALLEJO/SAN FRANCISCO - Weekdays

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	-----
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-----	8:30	9:40	9:45	-----	-----	10:55	11:05
-----	9:30	10:30	10:40	10:50	11:00	12:00	12:15
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-----	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	-----
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-----	7:00	8:00	8:15	-----	-----	9:15	9:30

Weekends & Holidays

8:10	8:30	9:50	10:00	9:30	9:40	11:00	-----
-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
-----	11:30	12:30	12:45	-----	-----	1:45	2:00
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
3:40	4:00	5:25	5:35	5:00	5:15	6:35	-----
-----	5:15	6:15	6:30	-----	-----	7:30	7:50
-----	7:30	8:50	9:00	8:30	8:40	10:00	10:15

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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

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			
12:40 p.m.	1:15	1:25	2:00	Youth (5-18)/Senior/Disabled \$ 6.25			
2:15	2:50	3:00	3:30	Children 4 and under FREE			
2:50	3:25	3:30	4:00	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	4:00	4:30	Visit goldengateferry.org for updates.			
3:40	4:15	4:30	5:00	Contact Information Toll free 511 or 711 (TDD)			
4:10	4:45	5:00	5:30	Giants Larkspur Ferry: \$14 each way per person. Advanced purchase of tickets at goldengateferry.org or (877) 473-4849 is required. Ferry departure times vary.			
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	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
Humbolt 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

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

TIBURON - Pier 41

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

* Via Angel Island ^ Via Sausalito

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

BAY CRUISE

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

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

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20 a.m.	12:25 p.m. **	12:40	1:05 p.m.
1:15 p.m.	2:20 * +	2:30	2:55
3:05	4:10 * +	4:20	4:45
4:55	5:25	5:35	6:25 +

Weekends and Holidays

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

* Via Tiburon, + Via Angel Island

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

For the most current schedule, visit www.blueandgoldfleet.com

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

ANGEL ISLAND - S.F.

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

Weekends & Holidays (Depart Pier 41)

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

* Via Tiburon + Via Sausalito

ANGEL ISLAND PRICES

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

All prices include general state park entrance fee.

Red & White

BAY CRUISE Pier 43 1/2

Monday - Sunday				
10:00 a.m.	12:00 p.m. #	1:40 p.m.	3:30# p.m.	6:00 ^ p.m.
11:15	1:10	2:30	4:15	

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

AROUND THE BAY IN NOVEMBER

Winter Solstice Art in Marin

On November 16, MarinMOCA opens *Winter Solstice*, an exhibit that heralds the winter season. The short days and long nights of winter are imbued with moody ambiance and spiritual significance. It is a time for contemplation, but also for celebration. The exhibit was curated by Andrea Schwartz, owner of the Andrea Schwartz Gallery in San Francisco. Schwartz chose both traditional landscape works and contemporary artworks that express the magic of the season. Visitors will experience artwork in a variety of mediums such as painting, drawing, ceramics, embroidery and photography, showing the versatility of artists working within a common theme. The exhibit runs through December 22 with a reception on November 16. Schwartz will conduct a “walk and talk” through the gallery at 4:30 p.m., followed by the reception from 5 to 7 p.m. This exhibit is free to the public and appropriate for visitors of all ages. For more information, visit marinmoca.org. MarinMOCA is located at 500 Palm Drive in Novato.

Mmmm, Chocolate!

Discover, taste and savor the finest in artisan, gourmet and premium chocolates and confections for the holiday season.

The Fall Holiday Chocolate Salon is the seasonal chocolate show that takes place at the San Francisco County Fair Building Auditorium in Golden Gate Park from 10 a.m. to 5 p.m. on Sunday, November 24. Chocolate aficionados, fanatics, lovers and addicts can taste and experience the finest in artisan, gourmet and premium chocolate in one of the world's great culinary regions. The event participants include over 25 chocolatiers, confectioners and other culinary artisans. The Fall Holiday Chocolate Salon is the perfect place to find the perfect gift, while tasting and savoring the chocolate lovers experience. Tickets are \$20 in advance and \$25 at the door for adults and \$10 for children 6 to 12. For tickets and more information, visit www.fallchocolatesalon.com.

San Rafael's Winter Wonderland

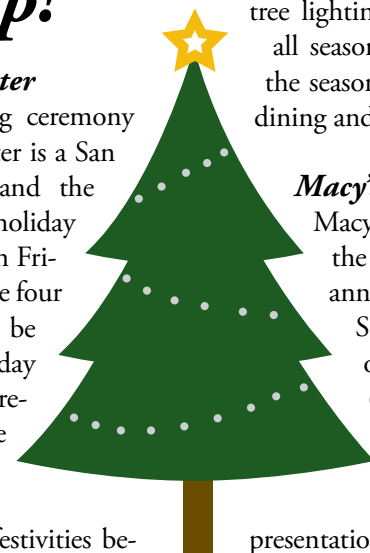
The 40th annual Parade of Lights and Winter Wonderland event in San Rafael takes place the day after Thanksgiving on Friday, November 29 starting at noon. The event features a holiday marketplace with arts and crafts, live entertainment, children's activities, snow sledding, and one of the largest holiday parades in the Bay Area, culminating with an official tree lighting ceremony. Following the parade,

Santa, Mrs. Claus and other costumed characters will arrive with the mayor of San Rafael at the center of town in San Rafael City Plaza for the tree lighting. Kids will have a chance to meet Santa and friends following the tree lighting ceremony in the plaza. Snow sledding and other kid activities continue on Saturday, November 30 from 9 a.m. to noon.

Light Up!

Embarcadero Center

The building lighting ceremony at Embarcadero Center is a San Francisco tradition and the official start of the holiday season in the City. On Friday, November 22, the four iconic buildings will be lit with 17,000 holiday lights along with fireworks bursting in the sky and a magical show presented by Disney on Ice. The festivities begin at 4 p.m. with a family fun carnival followed by the lighting ceremony at 6 p.m.



Happier Holidays at PIER 39

PIER 39 will be spreading holiday cheer on San Francisco's Waterfront this year. PIER 39 is once again unwrapping a nightly tree lighting show on its 60-foot Christmas tree, which will come to life every half hour from 5 to 10 p.m. from November 26 through January 5. Synchronized to holiday music, the tree becomes a kaleidoscope of swirling color, adorned with thousands of specialty lights and ornaments. These dazzling tree lighting moments take center stage all season long. Get into the spirit of the season at PIER 39 while shopping, dining and strolling the pier.

Macy's Tree Lighting

Macy's will celebrate the start of the holiday season with its 30th annual tree lighting ceremony in San Francisco's Union Square on Friday, November 24, from 6 to 7:30 p.m. Following an evening of special musical performances, the ceremony will culminate with the presentation of a beautiful, reusable, 83-foot tree decorated with more than 33,000 twinkling energy-efficient LED lights and 1,100 shining ornaments.

Skating Away

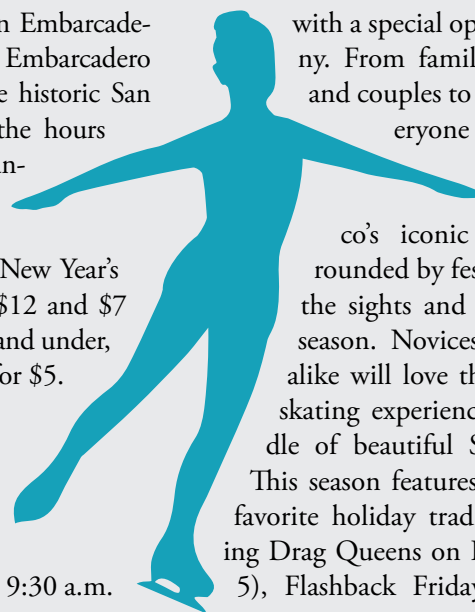
Embarcadero Center

Celebrate the holiday spirit in San Francisco with the Bay Area's largest outdoor ice rink in a beautiful city setting with an array of shops and restaurants to enjoy. This is signature San Francisco and it's what makes the Holiday Ice Rink at Embarcadero Center, opening on November 6, the perfect place for holiday fun. For three decades locals and visitors have been celebrating the season at Embarcadero Center. Join the fun and create festive, unforgettable memories

to last a lifetime. Located in Embarcadero Plaza, adjacent to Four Embarcadero Center and across from the historic San Francisco Ferry Building, the hours are 10 a.m. to 9:30 p.m. Sunday through Thursday and until 11:30 p.m. on Fridays and Saturdays and New Year's Eve. General admission is \$12 and \$7 for children seven years old and under, with skate rentals available for \$5.

Union Square

A San Francisco holiday tradition, the Holiday Ice Rink in Union Square kicks off on November 6 at 9:30 a.m.



with a special opening ceremony. From families to friends, and couples to colleagues, everyone can enjoy ice skating in San Francisco's iconic plaza surrounded by festive lights and the sights and sounds of the season. Novices and naturals alike will love the outdoor ice skating experience in the middle of beautiful San Francisco.

This season features the return of favorite holiday traditions, including Drag Queens on Ice (December 5), Flashback Fridays (November

8, December 13 and January 10), Silent Skate Party (December 12) and Polar Bear Skate (January 1). The ice rink will be open daily from 10 a.m. to 11:30 p.m., with the exception of December 31, when it will close at 9:30 p.m. Ticket prices for regular admission are \$18 and \$13 for children eight years old and under, with figure skate or hockey skate rental included in the cost of admission. Advance tickets are on sale at www.unionsquareicerink.com. The Holiday Ice Rink in Union Square will remain open through the holiday season and will close on Monday, January 20.

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

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



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

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