



# BAY CROSSINGS

"The Voice of the Waterfront"

November 2017 Vol. 18, No. 11



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# BAYCROSSINGS

"The Voice of the Waterfront"

## columns

- 07 WHO'S ON DECK?**  
Deckhand Tressa Hall  
by **Matt Larson**
- 09 BAYKEEPER**  
*Cosco Busan* Oil Spill's  
Legacy Ten Years Later  
by **Sejal Choksi-Chugh**
- 11 SAILING ADVENTURES**  
A Change in Season  
by **Captain Ray**

## features

- 12 COVER STORY**  
SMART Train Gets  
Rolling in North Bay  
by **BC Staff**
- 14 GREEN PAGES**  
Expanded Recycling  
Program Comes to S.F.  
by **Bill Picture**

## news

- 06 WATERFRONT NEWS**  
Bay Area Firms Innovate  
Supply Chain Technology  
by **Patrick Burnson**
- 08** Governor Brown OKs  
Transit Ballot Measure
- 08** Sausalito Grants Consent  
for Ferry Landing Project
- 16** San Rafael Becomes Winter  
Wonderland on Nov. 24  
by **BC Staff**
- 17 CULTURAL CURRENTS**  
San Francisco Opera  
Dramaturg Discusses  
*Girls of the Golden West*  
by **Paul Duclos**
- 18** Svendsen's Boat Works  
Relocates to Richmond



## guides

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

## BAYCROSSINGS

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### Corrections & Letters

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

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# Bay Area Shipping Industry Works on Environmental and Technological Innovations

BY PATRICK BURNSON

San Francisco-based BSR created its Clean Cargo Working Group (CCWG) some time ago to address the ongoing need for reducing the environmental footprint of the world's merchant vessels. Last month CCWG issued a key report demonstrating that much progress has been made.

The report is based on emissions reported by more than 3,200 ships from 22 of the world's leading ocean container carriers, representing 87 percent of the global ocean container shipping industry by volume.

The data show that the industry improved performance of greenhouse gas emissions by 2.4 percent from 2015 to 2016, a lower rate of improvement than in previous years. This highlights that performance continues to improve, but also demonstrates the critical importance of collaboration and collective action to enable shipping to contribute to global emissions reductions targets. This was also the first year that 100 percent of carriers included in the emissions factors were verified using CCWG's procedure and guidance for verifying CO<sub>2</sub> and SO<sub>x</sub> data.

CCWG has also reached a major milestone of 50 corporate members. The group now includes 22 container carriers and 28 of this industry's largest customers—both global brands and freight forwarders. APL Logistics, CEVA Logistics, EFL, Expeditors International, LF Logistics, Panalpina Management, Philips Lighting and SAT Albatros all joined in 2017.

"Partnerships along the value chain are key to conducting business truly sustainably. In joining CCWG, we join a group of peers dedicated to accelerating sustainability in the container shipping industry," said Nicola Kimm, head of sustainability at Philips Lighting, one of the new shippers to join in 2017. "Furthermore, we gain access to reliable and accurate data on individual carrier performance, enabling us to make better informed procurement decisions and drive down carbon emissions of our logistics."

The group continues to foster environmental performance innovations for the sector, such as a pilot program by members Electrolux and Hamburg Sud to reduce pollution in ports. CCWG has also kicked off a materiality assessment to prioritize the most critical social, ethical and environmental impacts industry-

wide that will help CCWG to set a vision for 2030 and a three-year agenda.

"CCWG provides so much more than relevant, credible data; it is also the forum to work collaboratively with our supply chain and other buyers to make progress," said Tomas Dahlman, director of global energy strategies for Electrolux. "The group works on several innovative initiatives that enable us and the shipping industry to work more sustainably."

## Prologis Partners With Plug and Play to Support Supply-Chain Startups

Another San Francisco-based "working waterfront" leader is Prologis, which recently announced a strategic partnership with Plug and Play, a global startup ecosystem and venture fund specializing in the development of technology startups in the supply chain field.

Prologis will provide mentorship and space in its logistics real estate properties to a select group of startups in the Plug and Play accelerator program to pilot new technologies. Prologis joins DHL, Maersk, Panasonic, Hitachi, Mann+Hummel, CMA CGA, Daimler, Deutsche Bahn, Swiss Post, BASF, Union Pacific Railroad and Ericsson as partners with Plug and Play.

"Prologis will collaborate with startups and industry leaders—many of which are Prologis customers—to develop the next generation of supply chain technology," said William O'Donnell, senior vice president of Prologis. "With our continued focus on streamlining operations to better serve our customers, we're making strides in driving the future of logistics facilities."

According to O'Donnell, this is



Photo by Joel Williams

A recent report shows that the global container shipping industry reduced greenhouse gas emissions by 2.4 percent from 2015 to 2016.

reflected in the company's leading-edge building features such as solar and lighting installations, and new building designs such as multistory facilities. "We look forward to exploring and integrating a range of new capabilities, including advanced analytics, Internet of Things (IoT) and other innovations within the supply chain."

Saeed Amidi, founder and CEO of Plug and Play, noted that his company launched this new initiative to find new technologies for the supply chain. "This is one of the greatest opportunities for corporations to innovate and transform the future of the industry," he said. "We're excited to have Prologis join the program and to further support their innovation strategy."

Patrick Burnson is the executive editor of *Logistics Management*.  
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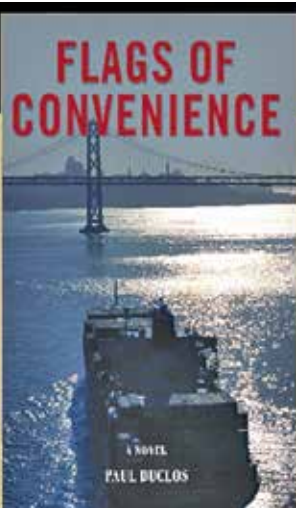
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# Tressa Hall

BY MATT LARSON

No matter what you have a degree in, where you're working or what kind of experience you have, working on the water can be just one big decision away. That was the case for Tressa Hall. Before working as a deckhand for Blue & Gold Fleet, she was a sales representative for Pepsi. With only two years in the field now, she's already begun her training toward becoming a ferry captain.

"I have a best friend who is a merchant seaman for the Navy," she said. "He was telling me about his job, and I thought that it would be fun to be on the water."

It took some time to make the decision to leave her job with Pepsi and start a new career, but Hall has been enjoying every minute of her time at Blue & Gold and is excited to come to work in the morning. "There's never a dull moment," she said. "I love being out on the water and learning about how the boats operate. That's what I love about

this job—I'm always learning something different every day."

Before working with Blue & Gold, she never knew about the ferry service to Sausalito and Tiburon—she'd never even been to Tiburon. But now, she's an expert on the waterways of the San Francisco

Bay. The bridges of the Bay are still her favorite sights when she's at work, especially the Golden Gate Bridge during a sunset or sunrise. "I never get bored with this job," she said.

A Texas native and mother of four, Hall first moved to California around 1995. No longer a newcomer to the Bay, she's now the one who's directing tourists on where to go for the best experiences. Her top recommendations for travelers are visiting Pier 39 and Fisherman's Wharf. She also recommends riding a bike over the Golden Gate to Sausalito and taking the

ferry back.

Hall also appreciates engaging with the commuters and getting to know them. "You really have to be a people person," she said. "And you have to have patience because you deal with a lot

of different people and different cultures." Interacting with her regular commuters is always a highlight of the day. "You get to learn who they are, they get to learn who you are, and it's just wonderful getting to greet them."

Enjoying every minute as a deckhand, Hall still has her eyes on the captain's seat. She's already gained some experience up in the helm and has begun honing her skills on one of the most difficult parts of the job as a captain—landing the boat. "Every time I do a good landing I get more and more excited," she said. She loves a good challenge, and she chose well by deciding to work toward being a captain. "I think having control of that ferry, especially when it's rough with the tides or even when it's not rough, I just think that's really amazing."

When she's not crewing a ship or practicing her boat landings, Hall is often found cooking at her Brentwood residence. "I get a thrill out of seeing people happy and smiling when they're eating my food," she said. "I'm a southern girl, so you're gonna get the southern food—fried chicken, mac and cheese, greens, grits, stuff like that. I love to cook." That love for hospitality goes all the way to her job working on the



Before becoming a deckhand for Blue & Gold Fleet, Tressa Hall was a sales representative for Pepsi.

ferry, which in her opinion is the greatest reason to use it.

"The ferries are very comfortable, very clean, and you have options," she said, noting that ferry riders can get a cup of coffee on board in the morning and have a drink from the bar on the way home from work. Even using the bathroom is a luxury that a car or a BART train can't provide. "They make it very comfortable for riders on the ferry," she said. "Plus, you're on the water, there's no traffic and you get to see the Bay from a different angle."



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# Governor Brown Signs Bill Authorizing Bay Area Transit Ballot Measure

In October, Governor Brown signed Senate Bill 595 into law, clearing the way for Bay Area voters to decide—potentially as early as next June—on Regional Measure 3 (RM3), which would raise tolls by up to \$3 on the region's seven state-owned toll bridges to finance the sweeping \$4.5 billion package of congestion relief and mobility improvement projects identified in the bill.

The Metropolitan Transportation Commission (MTC), in its role as the Bay Area Toll Authority, is expected to decide by early 2018 when the RM3 question will appear on ballots in the nine Bay Area counties. The commission also will decide the amount of the proposed toll increase and whether the proposed increase would be instituted all at once or phased in over several years.

The RM3 expenditure plan provides mobility improvements in each of the region's seven state-owned bridge corridors, helping to speed up commutes and provide better travel options—particularly for those traveling to major

job hubs, such as San Francisco and Silicon Valley.

The plan includes numerous congestion relief projects in the bridge corridors, including new express lanes, a direct freeway connector from northbound U.S. 101 to eastbound Interstate 580 in Marin County to improve access to the Richmond-San Rafael Bridge as well as improvements to the westbound approach in Contra Costa County; constructing a direct connector between Interstates 680 and 880 in Fremont and improvements to the I-680/State Route 84 interchange in Alameda County serving the Dumbarton Bridge; upgrading the I-680/State Route 4 interchange in Contra Costa County serving the Benicia Bridge corridor and the U.S. 101/State Route 92 interchange in San Mateo serving the San Mateo-Hayward Bridge; various improvements to relieve congestion in the Dumbarton Bridge corridor and improve State Route 37 in Marin, Sonoma, Napa and Solano counties; and completing

the widening of U.S. 101 to three lanes in each direction through the Marin-Sonoma Narrows.

Major public transit improvements that would be funded by the measure include 306 new BART cars to accommodate record ridership; new ferries and expanded service and terminals across San Francisco Bay; further extension of BART's Silicon Valley service to downtown San Jose and Santa Clara; extending Caltrain to downtown San Francisco; expanding transbay bus service and AC Transit's bus rapid transit lines serving the transbay corridor; extending the new SMART rail system to Windsor; and expanding San Francisco's fleet of Muni Metro rail cars to improve transit access not just to San Francisco, but within it as well. RM3 also would fund a \$150 million grant program to improve bicycle and pedestrian access to regional transit hubs and to close gaps in the Bay Trail.

"Nobody likes higher tolls," commented MTC Chair and Rohnert

Park Mayor Jake Mackenzie. "But nobody likes traffic jams or crush-loaded train cars either. The Bay Area has been blessed by seven straight years of strong economic growth. But the price we've paid is the growing congestion on our freeways, railways and ferries. If our region is going to maintain its economic leadership, we have to invest in projects that will keep businesses and their workers moving. Governor Brown and the state Legislature deserve a lot of credit for shaping RM3 into a comprehensive and integrated strategy that will modernize both our highways and our transit networks."

For details on the complete range of investments that would be funded if a majority of voters in the nine Bay Area counties approve RM3, go to MTC's web site at [mtc.ca.gov/our-work/advocate-lead/state-federal-advocacy/state-advocacy/regional-measure-3](http://mtc.ca.gov/our-work/advocate-lead/state-federal-advocacy/state-advocacy/regional-measure-3). MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area.

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## City of Sausalito Grants Consent for Ferry Landing Project

At the October 10 meeting of the Sausalito City Council, the council voted unanimously to grant consent, with conditions, for the Golden Gate Bridge, Highway and Transportation District's revised plans to remove the existing Sausalito ferry landing and build a new ferry landing.

The city council vote granting consent for the project was a unanimous 4-0. The vote for consent included a list

of 18 conditions of approval, which were accepted by Golden Gate.

After the vote, Mayor Ray Withy thanked the members of the community, his fellow council members, and city and Golden Gate staff for all of the hard work that went into making the revised project compatible with the character of Sausalito. Mayor Withy also stated, "I look forward to continued collaboration with the district on development of crowd management

solutions in the downtown area."

The agreement came near the close of a 45-day review period for the City of Sausalito to make a determination on the project. The review period, which is stipulated by the Golden Gate's 1995 lease with Sausalito, began on August 31 and was set to expire on October 15.

The City of Sausalito's approval for the project brings an end to a process that began in September 2012 with Golden

Gate's submission of an initial study for a project to rehabilitate the boarding area for ferry vessels at the Sausalito terminal. Construction of the new ferry landing is expected to get underway a year from now, in winter 2018, and be completed by the summer of 2020.

More information on the history of the project may be found on the City of Sausalito website at [sausalito.gov/ferrylanding](http://sausalito.gov/ferrylanding).



# Cosco Busan Oil Spill 10 Years Later: Is the Bay Safer Today?

BY SEJAL CHOKSI-CHUGH

Ten years ago, on November 7, 2007, more than 53,000 gallons of heavy oil spilled into San Francisco Bay. The disaster happened when a 900-foot container ship, the *Cosco Busan*, side-swiped a Bay Bridge tower, gashing open two of the ship's fuel tanks.

The damage was compounded because the ship initially reported that only 400 gallons had spilled. But the tide soon washed an unexpectedly long plume of thick, floating oil south of the bridge. When the tide turned, the oil surged out the Golden Gate and blackened Baker Beach, Ocean Beach, Muir Beach, Rodeo Lagoon and more coastline north and south. Flood tide washed oil back into the Bay, coating the shorelines of Alcatraz, Angel Island, Richardson Bay and the East Bay.

The response by government agencies tasked with oil spill cleanup was uncoordinated and inadequate. Many local agencies, municipal officials and thousands of would-be volunteers wanted to help prevent damage to sensitive shorelines. But they were left out of the response efforts. Skimmers—specialized equipment used to remove oil from the water's surface—were not deployed until most of the oil was too dispersed to be cleaned up.

More than 6,500 birds died, with two species, western grebes and surf scoters, hit hard. Getting coated with oil destroys a bird's natural waterproofing. Instinctively, they preen their feathers to restore waterproofing, in the process ingesting oil, which can poison them.

Much of the year's herring eggs and many small creatures at the base of the Bay's food chain were also killed. Fifty beaches and shoreline parks were closed, some for longer than a month.

In the decade since, Baykeeper has been formally collaborating with government oil spill response agencies to prevent other oil disasters like this. We also took part in a post-spill review process with the agencies, then successfully sponsored nine major new state oil spill laws. The laws mandated important changes, including improved coordination between agencies, better support for oiled wildlife care and increased funding for oil spill response. Systems are now in place to train skilled volunteers in advance, and, if a spill happens, to inform local agencies in a timely manner, so they can protect shorelines from oil.

As a result, oil spill response has improved. During smaller oil spills that have occurred after the 2007 spill, authorities have been better coordinated and have acted more quickly to try to contain and remove the oil.

But oil spill response and cleanup technology is not perfect. Oil spilled in moving water like the Bay is difficult to contain and remove, especially if it is heavier sinking oil. The only way to make the Bay safer is to prevent oil spills.

That's why Baykeeper and our partner community and environmental groups oppose the oil industry's current push to expand oil refining around the Bay. Together, we stopped a new oil storage facility proposed for Pittsburg and an expansion proposed at the Valero oil refinery in Benicia. Now, we're advocating



Photo credit: San Francisco Baykeeper

In the aftermath of the 2007 Cosco Busan oil spill, 50 Bay Area beaches were closed to the public, some for more than a month.

to prevent Phillips 66 from increasing the number of oil tankers carrying heavy crude oil across the Bay to its refinery in Rodeo. These expansion plans dramatically increase the risk of oil spills.

From stopping oil industry expansions to improving preparedness, the Bay Area can do more to prevent another oil spill disaster. Ten years

after *Cosco Busan*, Baykeeper remains determined that the Bay's wildlife and shorelines will have the strongest protections to reduce the risk of oil spills, and the most effective cleanup possible if spills occur. To learn more about Baykeeper's work to keep San Francisco Bay healthy, visit us at [baykeeper.org](http://baykeeper.org).

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



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# A Change in Season, A Change in Mood

BY CAPTAIN RAY

Summer has ended, and with it comes an inevitable decline in the wind. With the sun no longer heating the Central Valley to triple-digit temperatures, the temperature gradient (which creates a pressure gradient) between the coast and inland eases and the strong winds of summer, for which San Francisco Bay is so famous, abate.

Summer sailing is often an adrenalin-rush experience. When the day of sailing is over, I often find myself mentally as well as physically tired. I've been focused on my immediate surroundings: the waves directly in front of the boat, the changes in wind speed and direction and nearby boats, among other things. Everything is very direct, very intense, very *now*; it never lets down and I am forced to remain alert and focused.

As the winds of summer decrease, so too does some of that intensity of summer sailing. San Francisco Bay is no longer the full-foul-weather-gear, spray-flying-everywhere, water-running-across-the-deck experience that is typical of summer afternoons.

Instead, the sailing (and the pleasures derived from it) becomes more mellow. With the wind speeds coming down, the foulies come off and the decks dry out. In fact, during the end of this September and on into the beginning of October, I've been sailing in shirt sleeves—and sometimes even short sleeves! As the intensity of the sailing softens, other pleasures come to the fore.

When sailing a well-designed yacht, it is often possible to balance the wind pressures in the various sails, lock the wheel and allow the boat to sail itself. On the open ocean, with steady conditions (wind strength and direction constant) this can be done for days (or more) at a time. Old-time sailors were heard to say to the new hands, "Aye laddie! See

how she swims!" We don't have that kind of space here on the Bay, but the joy of balancing all the forces and enjoying the ride (albeit for a shorter time) is one of the pleasures derived from the Bay's autumn change of mood.

In the autumn, with the reduced wind and a lot less fog, there is more time to look around at this glorious sailing venue. San Francisco is one of America's most (if not the most) beautiful cities—especially when viewed from the water. (Another that comes to mind is Honolulu.) Sailing down the city front, you pass one street after another climbing up the hills, beautiful Marina Green, the twin steeples of St. Peter and Paul's Church rising above the North Beach area, the iconic pyramid of the Transamerica Building and then Coit Tower crowning Telegraph Hill. Turn your head to the right and the Golden Gate Bridge comes into view. Continuing to turn your gaze clockwise, and there's Mt. Tamalpais rising above Sausalito and Mill Valley. To the north, on these cool, crisp autumn (and winter) days the visibility is so good that Mt. St. Helena is visible while sailing the Central Bay. Mt. St. Helena is at the north end of the Napa Valley, about 60 miles away from the central Bay.

To the east, there is the undulating ridgeline of the East Bay Hills; the eucalyptus-covered hump that the Spanish called *el Cerrito*, the little hill, which is now (strangely) in Albany; and the beautiful Campanile on the UC Berkeley campus. Completing our clockwise circuit, looking to the south we come to the very distinctive tower of the new eastern span of the Bay Bridge and the tree-covered slopes of Yerba Buena Island.

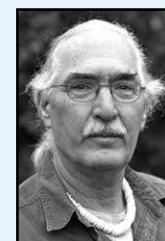
It's all a beautiful, ever-changing and rearranging panorama as you move across the water. Those of you who ride the ferries understand just how marvelous the vistas from the water can be.



Photo by Joel Williams

As the winds of summer decrease, sailing in the Bay becomes a much mellower experience.

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



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## SMART Train Gets Rolling

Photo by Joel Williams

### BC STAFF REPORT

**S**onoma-Marín Area Rail Transit (SMART) is the Bay Area's newest passenger rail service, providing a new option to avoid the weekday highway 101 gridlock from highway 37 to Santa Rosa. The initial 43-mile system, which began service in late August, includes stations in the Sonoma County Airport area, Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato and San Rafael.

SMART fares are based on the distance traveled, with 50 percent discounts available for seniors, youth and for passengers with disabilities. Substantial commuter discounts are also

available through SMART's annual Eco-Pass or through SMART's 31-Day Pass program.

SMART uses the Clipper Card system for a smooth and seamless connection to other Bay Area public transit services. In connection with SMART's start of service, several public transit agencies have developed new routes or adjusted existing ones to coordinate with the train's schedule.

SMART passengers also receive transfer credits to make their connections with a \$1.50 discount (\$0.75 for youth, seniors and passengers with disabilities) when transferring to Golden Gate Transit, Marin Transit, Petaluma Transit, Santa Rosa CityBus or Sonoma County Transit — all of which also accept Clipper as fare payment. The same

discount applies when you transfer from one of these public transit providers to SMART and pay with cash value.

An extension expected to be completed in early 2019 will take the line to the ferry terminal at Larkspur for an easy ride across the Bay to San Francisco. This \$36.3 million project includes construction of the 2.2-mile extension, the center platform station and two new bridges as well as reconstruction of a trestle and improvements to the Bettini Transit Center in downtown San Rafael.

"This is an important milestone for us," said SMART Board Chairwoman Debora Fudge. "This extension provides a link to the Larkspur Ferry and will connect SMART passengers with employment centers, entertainment, recreation and all of the benefits San



Photo by Joel Williams

The number of people bringing bicycles on the train has been higher than expected, forcing SMART officials to look into ways to accommodate the large demand.

Francisco has to offer. It will also connect visitors and others coming from San Francisco with the North Bay, showcasing our local shops, employers, wineries, restaurants and more.”

While work on the Larkspur extension is underway, SMART and Golden Gate Transit have partnered to offer SMART passengers free bus service from its San Rafael station to the Larkspur Ferry terminal. Future extensions are planned further north to Windsor, Healdsburg and Cloverdale, with the completed line planned to run 70 miles.

SMART General Manager Farhad Mansourian, who received a standing ovation at the grand opening for his role in overseeing the project over the last six years, provided a capsule history of the project at that event. He noted that as early as the 1980s, a group of Marin and Sonoma County residents had the vision to save the Northwestern Pacific right-of-way, which was being abandoned.

“They had the idea of preserving this right of way for future passenger rail service,” he said. Then came legislation that provided seed funding to purchase the right of way. “That was the beginning

of our journey,” he said.

Another breakthrough came in 2008 when Marin and Sonoma counties passed Measure Q with 70 percent of the vote, establishing a quarter-cent sales tax to finance the system. The global financial meltdown put a crimp in the project’s coffers, but Mansourian said the planners overcame that hurdle by creatively phasing the construction.

The initial SMART system cost, including the seven inaugural two-car train sets, came in at roughly \$500 million. Ultimately, it took a combination of federal, state, regional and local funds to buy the right of way, lay the rails, engineer and install a state-of-the-art control system, and build the rail cars. SMART’s initial passenger train service includes 34 trips each weekday, and limited weekend service, with the weekend runs designed to connect with the Larkspur Ferry.

### Rider Comfort

SMART trains feature large, comfortable seats with tray tables and ample overhead storage. Each two-car train has space for 24 bicycles and includes a service area where passengers can purchase food and beverages. SMART trains are equipped



Photo by Joel Williams

SMART uses the Clipper Card payment system, which provides for a smooth and seamless connection to other Bay Area public transit services.

with restrooms and free wi-fi. The trains also have large windows so that riders can sit back, relax and enjoy the scenic North Bay views.

### Green Technology

SMART trains are equipped with the latest clean diesel engines, with SMART being the first rail service in North America to use Environmental Protection Agency Tier 4 engines. SMART’s fuel-efficient engines feature catalytic reduction technology that reduces particulates.

### Early Growing Pains

Initial ridership numbers for the service have far exceeded expectations, with almost 53,000 passengers in the first three weeks of operation—well over the 46,800 passengers projected. Although each train can accommodate 300 passengers, a full train will find about half of them standing during morning and evening commutes.

The number of people showing up with bicycles has also been far more than expected, causing cars during high commute hours to quickly become filled to capacity. Nearly 3,800 bicycles boarded the trains during the first weeks of operation, with some days seeing up to 800 bicycles total. SMART officials said that they are looking into ways to accommodate the large demand for passengers with bicycles.

Another frequent passenger complaint concerns the schedule. On weekday evenings, there is a 90-minute gap between the 5:29 p.m. train departure from San Rafael and the next train at 6:59 p.m. Many passengers feel this causes an undue inconvenience for those that miss or are left behind by the 5:29.



Photo by Joel Williams

An added perk for SMART passengers is a snack bar with food and beverages, including beer and wine, to enjoy on the ride home.

For more information on fares and schedules, visit [www.sonomamarintrain.org](http://www.sonomamarintrain.org).



# Expanded Recycling Program Ups the Ante in San Francisco

BY BILL PICTURE

It's been 17 years since San Francisco launched its highly successful recycling program, and many city residents admit they still find themselves wondering "do I or don't I?" when approaching the blue bin at their home or work.

San Francisco Department of the Environment (SF Environment) and Recology hope to make answering that question easier by expanding the list of recyclable items and taking more of the guesswork out of sorting waste. Effective immediately, to-go coffee cups with sleeves and lids, food cartons and plastic films (bags, shrink wrap and bubble wrap) can all be tossed in blue bin.

Technically, these bin-friendly items have been recyclable for some time, but the logistics involved with their collection, handling and processing made recycling on a citywide basis cost prohibitive until now. As a result, recycle-happy San Franciscans have had to begrudgingly chuck these items into their black bins with landfill-bound waste. But as technology has improved, Recology has seized the opportunity to keep more waste out of landfills and help San Francisco meet its goal of being a zero-waste city by 2020.

"There were operational challenges that needed to be addressed first, and Recology has made a tremendous investment in upgrading their infrastructure at Recycle Central at Pier 96 in San Francisco," said SF Environment spokesperson Peter Gallotta. "The expanded capacity and new technologies, such as optical sorters, have now enabled San Francisco to accept more recyclable materials in the blue bin."

"It's a serious investment in the city's continuing commitment to achieve zero



People living in San Francisco can expect their black bins to get smaller and their blue bins to get bigger with the new expanded list of recyclable items accepted by Recology.

waste and our commitment to changing our industry into resource recovery," said Recology's Paul Giusti, the company's community and government affairs manager.

The expansion of San Francisco's recycling program is being rolled out on a neighborhood-by-neighborhood basis, beginning in the Sunset District and moving east toward the Bay, with all neighborhoods expected to be onboard with the program enhancements within the next two years. As neighborhoods join, business and residents will see their blue bins get bigger (64 gallons instead of 32 gallons), and their black bins get

smaller (16 gallons instead of 32 gallons). Compost bins will remain the same size.

"The smaller black bins that are rolling out throughout San Francisco are intended to remind residents that very little material actually goes in the black bin," said Gallotta. Roughly 50 percent of the waste deposited in black bins is actually recyclable or compostable, according to SF Environment.

"The blue and green bins are where the majority of items should be placed," said Gallotta. So the real question that the new smaller black bins prompts residents to think about is, "Does it go in the blue or green bin?"

And the reminder appears to be working. Gallotta said that no sooner were bins swapped in the Sunset District than Recology reported an increase in the amount of waste being deposited in blue bins and a decrease in the amount being deposited in black bins. "These are very preliminary results, but are promising for the direction we want to be heading in," he said.

In 2012, San Francisco reported an 80 percent diversion rate, meaning only 20 percent of the city's waste was being sent to landfills. City officials hope its new recycling guidelines will help bump that diversion rate up to 90 percent. But

to achieve zero waste, consumers will need to think more sustainably at the checkout counter—which means being more conscious about what they buy and how much, and about where those purchases are going to end up when they are done with them.

The onus is also on the manufacturers providing goods to consumers to design products more sustainably and think about the entire lifecycle of those products. And that can't happen soon enough, as landfills are quickly nearing capacity. In 2013, SF Environment reported that only one million of the original 15 million tons contracted at Altamont Landfill were still available.

“While we have made tremendous progress toward reducing waste, we must keep up the momentum and try to do even more,” said San Francisco

Board of Supervisors President London Breed at a press event last month. “The people of San Francisco are committed to zero waste, and these recycling changes represent another giant step forward in our history of environmental stewardship.”

“We are asking San Franciscans to join us, once again, in doing their part to help us reduce waste, reuse what they can, and recycle and compost even more,” said SF Environment Director Debbie Raphael.

Gallotta said that education is a key part of San Francisco’s zero-waste strategy, and SF Environment will be doing targeted outreach over the next few years to business owners, property managers and residents to inform them of program enhancements, along with providing new signage, bin stickers



City officials hope its new recycling guidelines will help get the City's diversion rate up to 90 percent.

and other materials. A new website, **SFRecycles.org**, was also launched recently to be a one-stop resource that San Franciscans can use to figure out

what goes in which bin. “Success is dependent on everyone’s collective help,” Gallotta said.

# GOLDEN GATE BUS & FERRY HOLIDAY SERVICE SCHEDULE

HOLIDAY	FERRY	BUS
<b>Veterans day (observed)</b> Friday, November 10, 17	<b>Regular</b>	<b>Regular</b>
<b>Thanksgiving day</b> Thursday, November 23, 17	<b>NO SERVICE</b>	<b>HOLIDAY</b>
<b>Friday after Thanksgiving</b> Friday, November 24, 17	<b>REDUCED SERVICE</b> <i>(go to Goldengate.org)</i> <b>Larkspur and Sausalito</b>	<b>HOLIDAY</b>
	<b>Tiburon - NO SERVICE</b>	

THE CUSTOMER SERVICE CENTER WILL BE CLOSED ON THANKSGIVING DAY & OPEN 7 AM TO 6 PM ON VETERANS DAY & THE DAY AFTER THANKSGIVING.

**goldengate.org Toll Free 511 (say “Golden Gate Transit”), TDD 711 **

# San Rafael Transforms Into Winter Wonderland on Black Friday

## BC STAFF REPORT

Downtown San Rafael will once again turn into a winter wonderland—complete with a snow hill for sledding—during the annual San Rafael Parade of Lights and Winter Wonderland. In its 38th year, the event features a holiday marketplace with arts and crafts, live entertainment, children's activities, free snow sledding and one of the largest holiday parades in the Bay Area.

An annual Bay Area tradition, this event brings together those near and far to celebrate and ignite the holiday spirit. It also enjoys a very local feel and



Photo by Steven Restivo Events

Kids will have a chance to meet Santa after the official tree lighting ceremony.

is known as a great destination for people of all ages. The entire event is free to the public and takes place the day after Thanksgiving, one of the biggest shopping days of the year. More than 35 exhibitors, merchants, sponsors and restaurants participate in the annual festivities.

The festivities begin at noon on Friday, November 24, when a sledding hill with over 40 tons of snow is constructed on A Street between Fourth Street and Fifth Avenue in downtown San Rafael. Other activities for kids include inflatable jump houses, mini carnival rides and face-painting booths. The holiday marketplace is open from noon to 8 p.m. The Parade of Lights with Santa and Mrs. Claus begins at 5:30 p.m. at E and Fourth Streets, and then travels eastbound down Fourth Street to San Rafael City Plaza, just beyond the A Street intersection.

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 official tree lighting ceremony. Kids will have a chance to meet Santa and friends following the ceremony in the plaza. The sledding continues on Saturday, November 25 from 9 a.m. to noon or until the snow is no longer safe.

The City of San Rafael will once again contribute to the holiday cheer by providing downtown merchants the opportunity to give their customers three hours of free parking. Parking is available in the two city garages, located on 3rd and A and 3rd and C Streets. To assist the West End Village, parking meters in the lot located at 1550 4th Street will also be providing three hours free parking. The program will run from Thanksgiving Day through December 31.

The producers of the festival are kindly asking for donations to help offset the cost of producing this wonderful legacy event for the community.



Photo by Steven Restivo Events

Forty tons on snow will be brought to downtown San Rafael to construct the popular sledding hill.

There will be volunteers in the sledding area and roaming the event site helping with the donation effort. Tax-deductible contributions will help continue this treasured tradition. You can also donate online at [sresproductions.com](http://sresproductions.com).

## Schedule of Activities:

### Friday, November 24th

- Snow Sledding: A Street between Fourth Street and Fifth Ave. from noon to 4:30 p.m. and 6 to 8 p.m. (kids only)
- Holiday Marketplace: Fourth Street between B Street and Lootens Place from noon to 8 p.m.
- Parade of Lights: Fourth Street from E Street to San Rafael City Plaza; 5:30 p.m. (everyone is welcome to join the parade. Parade participants meet in the staging area at E Street and Fourth Street at 5 p.m.)
- Tree Lighting: San Rafael City Plaza following the Parade of Lights

### Saturday, November 25th

- Snow and Kids Activities: 9 a.m. to noon (or until snow is no longer safe)

## SNOW HILL DETAILS:

- Sleds provided at snow hill; no need to bring your own
  - Must be 15 and younger and be able to ride alone
  - Parents cannot ride with child
- Sledding hill only, no snow play area



# Gold Rush Opera

BY PAUL DUCLOS

While Thanksgiving remains a quintessential native saga for most Americans, here in California we have a distinctly different perspective.

This should be highly evident when John Adams' *Girls of the Golden West* receives its world premiere at the War Memorial Opera House on November 21. With a libretto drawn from historical sources by director Peter Sellars, this new work from the composer of *Nixon in China* and *Doctor Atomic* explores the true and often brutal stories of pioneers on California's Gold Rush frontier.

And before the production gets underway, SFO company dramaturg Kip Cranna will give a series of preview lectures. In this exclusive interview with *Bay Crossings*, he expounds upon his role.

**Bay Crossings:** *Can you tell us how your duties as dramaturg differ from the traditional job description?*

**Kip Cranna:** In European opera companies a dramaturg usually comes from a theater background and deals with production-related issues like staging concepts. I'm a musicologist by background, so I rarely get involved with staging issues, but instead I work on the musical side of things and act as the "musicologist in residence" and as a resource for questions about the actual musical score. I also do a lot of teaching, writing and public speaking.

**BC:** *Your work on the Moby Dick commission brought seafaring alive for our readers. How will the company do the same thing with Girls of the Golden West?*

**Cranna:** *Moby Dick* of course dealt with the adventures of men at sea on a whaling ship. *Girls of the Golden West* deals with different adventures and

is based on the real-life situations of women braving the harsh conditions and experiencing the wild excitement of the California Gold Rush.

**BC:** *If it's not too far a stretch, one might note that Red Chamber also spoke to waterfront culture? Any thoughts about that?*

**Cranna:** *Dream of the Red Chamber* was based on a classic Chinese novel from the 18th century. In our beautiful production, we saw the orphaned heroine arrive to live with her wealthy new family by gliding across a lake on an elegant barge.

**BC:** *How do you keep publishers on deadline? What if someone fails to deliver?*

**Cranna:** Managing the nuts and bolts of a newly-commissioned opera is a big part of my job. Composers sometimes fall behind schedule, so I work with their publishers to be sure the singers can get enough musical score material to learn their parts. Unlike the theater world where actors convene and learn their roles together, opera singers are expected to show up on the first day knowing their roles cold.

**BC:** *What were the most important lessons learned when researching this subject?*

**Cranna:** I've learned that what most people know about the California Gold Rush is romanticized and to some extent glamorized fantasy. *Girls of the Golden West* goes beyond the Spaghetti Western to explore real-life people from the Gold Rush days and their actual struggles, conflicts and exploits.

**BC:** *Any startling discoveries?*

**Cranna:** I learned that the burning question "what does it mean to be an American?" was as hot a topic in the 1850s as it is now.

**BC:** *What were the main challenges in the creative process?*

**Cranna:** In this opera, the main challenges will be musical. John Adams' music is ebulliently rhythmic and energetic, but also very difficult, especially for the chorus. Just memorizing his tricky rhythmic patterns is both a challenge and a thrill, and the opera will convey an excitement that I know the audience will sense immediately.

**BC:** *How are the principal performers preparing for various roles? Some must be more difficult than others. Can you describe the preparation for us?*

**Cranna:** The opera doesn't open until late November, but we had an early rehearsal week in August so that the singers could get acquainted with their musical roles, which are highly differentiated. Among our characters we have a highly educated New England woman, Dame Shirley, as our main eyewitness to the Gold Rush adventure, but we also have a

Chinese prostitute (a high coloratura part), a Mexican bar maid (who sings in Spanish poetry), and the famous dancer Lola Montez (a role for a solo dancer). These are the *Girls of the Golden West*, each very different from the others.

**BC:** *Finally, how should the audience prepare? Your lectures, of course, are always a good start.*

**Cranna:** Any background information about the California Gold Rush you can put your hands on will be valuable. The letters of Dame Shirley, our main character, are a great resource. Google "the Shirley letters" and you will see what I mean. Mark Twain's *Roughing It* is another great read.

Follow Paul Duclos' Cultural Currents online with his blog at:  
[www.duclosculturalcurrents.com](http://www.duclosculturalcurrents.com)



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# Svendsen's Boat Works Relocates to Richmond

**S**vendsen's Boat Works, serving the boating community from Alameda since 1963, last month announced its impending relocation. Beginning January 1, Svendsen's renowned team of experienced boatwrights, riggers and metal fabricators will join forces with Bay Marine Boatworks in Richmond to become the premier boat repair facility in Northern California.

The soon-to-be combined facility in Richmond will include an expansion of Bay Marine's existing boatyard with use of recently acquired land, as

well as state-of-the-art environmental improvements. The site will also include a new marine store, which is presently in the planning stage. Svendsen's/Bay Marine customers in Richmond will have access to the full range of services, including bottom and topside painting, rigging fabrication and installation, fiberglass and wood repair, metal fabrication and repair, engine repair and repower, custom refits and a 100-ton Travelift capacity.

"The quality and depth of experience we are creating in our Richmond yard will be unparalleled



Photo courtesy of Bay Marine

Bay Marine Boatworks in Richmond will become the new home for Svendsen's Boat Works, which will close its Alameda operations on November 3.

on the West Coast. Our larger Travelift capacity should also be a bonus for Svendsen's customers with larger boats," said Bill Elliott, president and CEO of Svendsen's Boat Works. "The re-designed Svendsen's/Bay Marine facility in Richmond will become a true destination yard with outstanding customer service. We welcome and encourage all current Svendsen's customers to visit our new location in 2018."

In January 2017, Bay Maritime, which owns Bay Marine Boatworks and Bay Ship & Yacht in Alameda, acquired all of the divisions of Svendsen's, including Svendsen's Marine Distributing, Svendsen's

Rigging Shop and Svendsen's Metal Works. Svendsen's products divisions, including wholesale distribution and chandlery, will continue to operate in the current location in the Alameda Marina.

Svendsen's existing boatyard in Alameda will close its operations on November 3 to facilitate the company's relocation to Richmond and the eventual redevelopment of the Alameda Marina. While most of the Svendsen's employees will transition to the new Svendsen's/Bay Marine facility, some will transfer to Bay Ship & Yacht's full-service shipyard in Alameda.

## SUPPORT THE BAY.



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San Francisco Baykeeper is the pollution watchdog for San Francisco Bay. Since 1989, we have been patrolling the Bay for pollution, strengthening clean water laws, and holding polluters accountable. Baykeeper is dedicated to restoring the Bay to a healthy, thriving estuary.

We rely on the support of people like you who care about the health of the Bay and its wildlife. Visit us online at [www.baykeeper.org](http://www.baykeeper.org) and become a member today.

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# WATERFRONT ACTIVITIES

- November 11 7PM – 10PM - San Francisco Cruising Destinations – OCSC Sailing, Berkeley, (510) 843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are “in the know.” You too can become an insider by attending this seminar. Popular and challenging destinations – restaurants, nature preserves, maritime and natural history museums, night clubs and secluded coves -- are all just a sail away, but only if you know where to go and how to make the most of them. Discover the well-kept secrets of Bay cruising. Please RSVP. Retail: Free Member: Free
- November 15 Deck License Renewal Course - Maritime Institute, San Rafael, (888) 262-8020, [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Renew your U.S.C.G. Deck license (up to 200 ton only) by completing the one day classroom presentation and course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- November 15 6PM – 8PM – Wednesday Night Sail – OCSC Sailing, Berkeley, (510) 843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Leave your mid-week blues at the dock and come out for a rejuvenating, twilight sail on San Francisco Bay. Join us for two hours of sailing on a boat skippered by an OCSC instructor. Hit the water to break up the work week and watch the sun set behind the Golden Gate. Once you dock, shed your foulies and join us in the club room for chili, chowder, and drinks. Each Skippered boat takes up to 6 passengers. No experience required to join in! Retail: \$75 Member: \$56.25
- November 18 6:30PM – 9PM – Galapagos Planning Party – OCSC Sailing, Berkeley, (510) 843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
The Galapagos are home to turtles, albatross, iguanas, and other exotic creatures. There is no place on earth where one can wander among the crags, the lava flows and the beaches, and not feel like an intruder. Join us for our first Galapagos planning party to find out more details on this 2018 trip. Please RSVP at (510)843-4200. Cost: free
- November 24 3PM – 5:30PM - Après Thanksgiving Sail aboard Schooner *Freda B*, Sausalito, (415) 331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
Extend your Thanksgiving holiday with a sunset sail around San Francisco Bay! Be part of a centuries-old nautical tradition as you watch the crew raise sails, and grab a drink as you enjoy the sunset from the special vantage of the water. Tickets \$49
- November 25 12PM – 3PM - Wine Tasting on the Bay aboard Schooner *Freda B*, Sausalito, (415) 331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
Your Thanksgiving indulgence doesn't have to end on Thursday! The Schooner *Freda B* will be hosting a public wine tasting event on the Saturday of Thanksgiving weekend, featuring curated pairings of local wines from Napa, Sonoma, and Mendocino. Tickets \$129
- November 26 8:15AM – 11AM – San Francisco Bay History Sail aboard Schooner *Freda B*, Sausalito, (415) 331-0444, [www.schoonerfredab.com](http://www.schoonerfredab.com)**  
Shanghai your friends for a history-themed sail! During the Gold Rush, San Francisco became a dangerous place for those seeking new fortunes. Learn more about the lawless past buried below the 'City by the Bay.' Adults \$65, Kids \$29
- Nov 27 - Dec 1 Radar Observer Unlimited Course - Maritime Institute, Alameda, (888) 262-8020, [www.MaritimeInstitute.com](http://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](http://www.MaritimeInstitute.com).

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# All Bay Area Ferry Schedules in One Place!

## San Francisco Bay Ferry

VALLEJO			
VALLEJO – SAN FRANCISCO			
Travel time between Vallejo and San Francisco is approximately 60 minutes.			
Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10 a.m.	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	10:00	11:10	11:30
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:50	3:10	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
-----	6:45	7:15	-----
-----	-----	8:15	-----
Weekends & Holidays			
-----	10:00 a.m.	11:10 a.m.	11:30 a.m.
11:00 a.m.	11:30	12:45 p.m.	-----
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:10	3:30	4:40	-----
-----	5:15	7:00	6:30
-----	-----	-----	-----
FARES: One-way			
Adult	\$14.20	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$10.70		
Youth (5-18)	\$ 7.10		
Senior (65+)/Disabled/Medicare	\$ 7.10		
School Groups	\$ 4.70		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.60		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---	9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
6:30 a.m.	6:40	7:00	---	11:25	11:10	11:50	12:10 p.m.
7:00	7:15	7:35	---	12:05 p.m.	11:50 p.m.	12:30 p.m.	12:50
7:35	7:45	8:05	---	1:50	1:35	2:20	2:40
8:10	---	8:40	---	2:50	2:35	3:20	3:40
---	8:20	8:40	---	4:40	4:25	---	5:10
8:40	8:50	9:10	---	6:10	5:55	6:30	6:50
9:15	9:25	9:45	10:00 a.m.	7:45	7:30	---	8:20
10:15	10:25	10:45	11:00				
11:00	10:50	11:30	11:45				
11:45	11:35	12:15 p.m.	12:30 p.m.				
2:40	2:25	3:05	---				
3:50	3:35	4:20	---				
5:05	4:50	5:30	---				
5:55	5:40	6:20	---				
6:20	6:05	6:50	---				
6:55	6:45	7:20	---				
7:55	7:45	8:25	---				
8:55	8:45	9:25	---				
Weekdays from San Francisco				Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m.	7:10 a.m.	7:00 a.m.	9:00 a.m.	9:15 a.m.	9:55 a.m.	9:40 a.m.
---	7:00	7:45	7:35	10:35	10:50	11:05	11:20
---	7:45	8:20	8:10	11:15	11:30	11:45	12:00 p.m.
---	8:05	8:50	8:40	1:00 p.m.	1:15 p.m.	1:30 p.m.	1:45
---	8:40	9:25	9:15	2:00	2:15	2:30	2:45
---	9:40	10:25	10:15	3:50	4:05	4:20	4:35
10:15 a.m.	10:30	10:50	11:00	5:20	5:35	5:50	6:05
11:00 a.m.	11:15	11:35	11:45	6:55	7:10	7:25	7:40
1:45	2:00	2:20	2:35				
2:55	3:15	3:30	3:45				
3:30	---	4:10	4:20				
4:15	---	4:40	4:55				
---	4:30	4:45	5:05				
---	5:20	5:40	5:50				
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:25	6:45	6:55				
---	6:55	7:15	7:25				
---	7:25	7:45	7:55				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				
FARES: One-way				FARES: One-way			
Adult	\$6.80			Adult	\$6.80		
Adult (Clipper Only)	\$5.10			Adult (Clipper Only)	\$5.10		
Youth (5-18)	\$3.40			Youth (5-18)	\$3.40		
Senior (65+) Disabled	\$3.40			Senior (65+) Disabled	\$3.40		
Child under 5	FREE			Child under 5	FREE		
School Groups	\$2.20			School Groups	\$2.20		
Short Hop - Adult	\$1.60			Short Hop - Adult	\$1.60		
Short Hop - Youth	\$0.80			Short Hop - Youth	\$0.80		
Short Hop - S / D	\$0.80			Short Hop - S / D	\$0.80		

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

### GIANTS BASEBALL AT AT&T PARK

## Service will resume for 2018 Season



*Illustration from www.tuscolatoday.com*

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

Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
		7:35	8:00
FARES: One-way			
Adult	\$7.10		
Adult (Clipper Only)	\$5.30		
Youth (5-18)	\$3.50		
Disabled / Seniors (65+)	\$3.50		
School Groups	\$2.30		
Children (under 5)	FREE		

### SOUTH SAN FRANCISCO

Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00	5:55
7:00	7:50	7:35
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way FARES:	Adult \$8.30	Seniors (65+ yrs), Disabled \$4.10
	Adult (Clipper Only) \$7.60	School Groups \$2.70
	Youth (5-18 years) \$4.10	Children (under 5) (with an adult) FREE

### Angel Island Ferry

#### TIBURON – ANGEL ISLAND

Weekdays and Weekends				FARES:	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Tiburon to Angel Island	Angel Island to Tiburon	Tiburon to Angel Island	Angel Island to Tiburon			
Monday - Friday	Monday - Tuesday	Monday - Friday	Monday - Tuesday	Adult (13 - 64)	\$15.00	For the most current schedule and other information, visit <a href="http://www.angelislandferry.com">www.angelislandferry.com</a> Schedule Subject to change w/o notice
* There is no scheduled weekday service during this time period.	* There is no scheduled weekday service during this time period.	* There is no scheduled weekday service during this time period.	* There is no scheduled weekday service during this time period.	Seniors (ages 65+)	\$14.00	
				Children (ages 6 - 12)	\$13.00	
				Small Children (ages 3 - 5)	\$5.00	
				Toddlers (ages 2 and under)	Free*	
Saturday - Sunday	Saturday - Sunday	Saturday - Sunday	Saturday - Sunday	Bicycles	\$1.00	
10 a.m.	1 p.m.	10:20 a.m.	1:20 p.m.	* Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups		
11	3	11:20	3:30			

### Red & White

#### BAY CRUISE Pier 43½

10:00 a.m.	1:10	3:45	FARES: Bay Cruise Adult (18+) \$32.00 Youth (5-17) \$22.00 Child (under 5) Free  # Bridge to Bridge Adult (18+) \$40.00 Youth (5-17) \$28.00
10:30 *	1:40	4:15#*	
11:15	2:15 # p.m.	6:00 ^ 5:30**	
12:30 p.m. #	2:30		
12:00 p.m. #	3:00		
* Effective thru Nov. 4 * Thursday - Monday			^ Sunset Cruise Adult (18+) \$68.00 Youth (5-17) \$46.00
Effective beginning Nov. 5			

# GET THERE BY FERRY

## Golden Gate Ferry

### LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	<b>One-way Ferry Fares</b>			
8:45	9:20	-----	-----	Larkspur		Sausalito	
9:15	9:50	10:10	10:45	Daily		Daily	
10:10	10:45	10:55	11:30	Adult Cash Fare (19 – 64) \$11.50 \$12.00			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 7.50 \$ 6.50			
12:40 p.m.	1:15 p.m.	1:25 p.m.	2:00	Youth (5-18)/Senior/Disabled \$ 5.75 \$ 6.00			
2:15	2:50	3:00	3:30	Children 4 and under FREE FREE			
2:50	3:25	3:30	4:00	(limit 2 per fare-paying adult)			
-----	-----	4:00	4:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
3:40	4:15	4:30	5:00				
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

### SAUSALITO

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

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

### Bay Area Ferry Terminal Locations

**Alameda Ferry Terminal**  
2990 Main Street

**Harbor Bay Ferry Terminal**  
215 Adelpian Way, Alameda

**Larkspur Landing Ferry Terminal**  
101 E. Sir Francis Drake Boulevard

**Oakland Ferry Terminal**  
10 Clay Street @ Jack London Square

**Sausalito Ferry Terminal**  
Humbolt Street & Anchor Avenue

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

**South San Francisco**  
911 Marina Boulevard

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

**Vallejo Ferry Terminal**  
289 Mare Island Way in Vallejo

### TIBURON COMMUTE

#### TIBURON – S.F. Ferry Building

##### Weekday Service ONLY

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

FARES:		One-way
Adult (19-64)		\$12.00
Clipper		\$ 7.00
Youth (5-18) Senior (65+)		\$ 6.00
Child (age 4 & under)		FREE

## Blue & Gold Ferry

### TIBURON – Pier 41

### SAUSALITO

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

^ Via Angel Island, \* Via Sausalito # Only available on Fridays

### TIBURON – Pier 41

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

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

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

### BAY CRUISE

Depart Pier 39	
Daily Monday - 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](http://www.blueandgoldfleet.com). Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.			
Adult	\$31.00	Child (5-11)	\$21.00
Junior (12-18)	\$25.00	Senior (62+)	\$25.00

Discount fares available at [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

### ESCAPE FROM THE ROCK

Monday - Thursday (depart PIER 39)	Friday - Sunday & Holidays (depart PIER 39)
11:30 a.m.	11:30 a.m.
	3:45 p.m.

TICKET PRICES: ADULT: \$38.00 | CHILD (5 - 11): \$26.00  
JUNIOR (12 - 18): \$31.00 | SENIOR (65+): \$31.00

### ANGEL ISLAND - S.F.

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

Weekends & Holidays (Depart Pier 41)			
9:40 a.m.	10:05 a.m.	10:15 a.m.	11:05 a.m.
11:15	12:20 p.m.	12:30 p.m.	12:55 pm*
---	---	4:00	4:25 *
---	---	---	---

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



# BAYCROSSINGS

"The Voice of the Waterfront"

All Ferry schedules subject to change.

For the most up to date information. Visit: [www.baycrossings.com](http://www.baycrossings.com)

# AROUND THE BAY IN NOVEMBER

## *Fire Relief Concert*

In response to the North Bay firestorm—the most destructive and deadliest firestorm disaster in California history—a coalition of Bay Area business and community leaders are launching “Band Together Bay Area,” a benefit concert to support local relief and long-term recovery in the region. Metallica, Dave Matthews, G-Eazy and other artists come together to support the coalition and to help aid those in need on Thursday, November 9 at AT&T Park. Tickets are \$49 to \$199 and are available through Ticketmaster. All funds raised by Band Together Bay Area will go into an emergency relief fund established by Tipping Point Community and will be directed to the North Bay community foundations, service providers and government partners supporting the low-income communities hit hardest by the fires. The fund aims to address urgent needs, such as temporary housing, food, education and healthcare services, as well as rebuilding efforts.

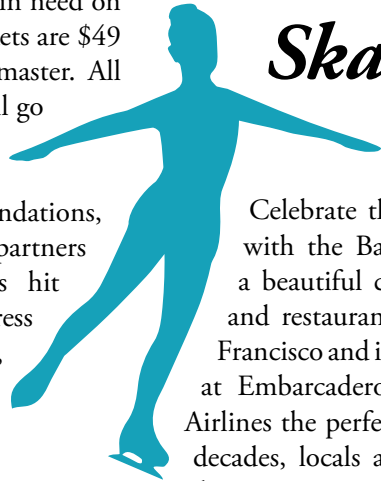
## *Unleash Your Inner Scientist*

The Bay Area Science Festival’s seventh annual Discovery Day at AT&T Park is a free event to entertain and inspire families and kids on Saturday, November 11 from 10 a.m. to 4 p.m. The AT&T field is transformed into a science wonderland with hundreds of hands-on activities, numerous performances, interactive demonstrations and family-oriented science entertainment. Past events have featured robots, astronaut training and scientists engineering the next great medical cure. Every exhibit sparks a child’s curiosity about health, medicine, engineering, technology, biotechnology, climate science and more. Bay Area museums, cultural institutions, universities and corporations created the Bay Area Science Festival, including festival organizer UC San Francisco. This year will feature over 150 hands-on science exhibits, games, experiments and shows. Learn more at [www.BayAreaScience.org](http://www.BayAreaScience.org).

## *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 for the San Francisco Bay Area and takes place this year at a cool new venue at the San Francisco County Fair Building Auditorium in Golden Gate Park from 10 a.m. to 5 p.m. on Sunday, November 19. 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 20 chocolatiers, confectioners, wineries and other culinary artisans. An intimate setting, the Fall Holiday Chocolate Salon is the perfect place to find the

perfect gift while tasting and savoring a true chocolate lovers’ experience. Salon highlights include chocolate tasting, chef and author talks, wine tasting and ongoing interviews by TasteTV’s *Chocolate Television* program. 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](http://www.fallchocolatesalon.com).



## *Skating Away*

### *Embarcadero Center*

Celebrate the holiday spirit in San Francisco with the Bay Area’s largest outdoor ice rink, a beautiful city setting and 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 presented by Hawaiian Airlines 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. General admission is \$12 and \$7 for children eight years old and under, with skate rentals available for \$5.

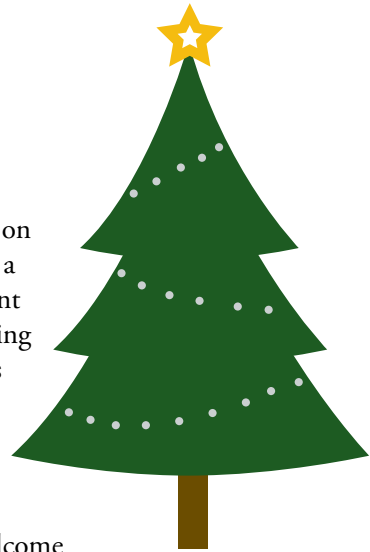
### *Union Square*

San Francisco’s favorite holiday tradition, the Safeway Holiday Ice Rink in Union Square presented by Alaska Airlines, is celebrating 10 years of outdoor ice skating in the bustling and festive locale that is quintessential San Francisco. Featuring new events and holiday festivities, the anniversary season kicks off on Wednesday, November 1 at 9:30 a.m. with a fun-filled opening day ceremony, followed by an all-day birthday celebration on Friday, November 3, where the community is invited to enjoy free ice skating, a variety of performances and special birthday treats! The milestone season features the return of favorite holiday traditions, including Drag Queens on Ice (December 7), Flashback Fridays and Polar Bear Skate (January 1), as well as a lineup of new events and promotions for all ages. The ice rink will be open daily from 10 a.m. to 11:30 p.m., with the exception of closing at 9:30 p.m. on December 31. 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](http://www.unionsquareicerink.com). The Holiday Ice Rink in Union Square will remain open through the holiday season, closing on Monday, January 15.

## *Light Up!*

### *Pier39*

Welcome the holiday season on Sunday, November 19 with a day of magic and merriment at Pier 39’s tree lighting celebration! Pier 39 invites you to join special friends from the Disneyland Resort to experience the magic—sing songs, see your Disney friends, and welcome the holiday season with a day of holly-jolly magic for the whole family. The fun culminates in the Entrance Plaza at 6 p.m. as the Disneyland Resort helps illuminate Pier 39’s majestic 60-foot tree against a stunning backdrop of the San Francisco skyline.



### *Macy’s*

Macy’s will celebrate the start of the holiday season with its 28th annual tree lighting ceremony in San Francisco’s Union Square on Friday, November 24, at 5:30 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. Enjoy live performances from the S.F. Boys’ Choir, Oakland Interfaith Gospel Choir, and performers from S.F. Playhouse’s *A Christmas Story: The Musical*. Plus, join us with Snoopy and Santa as we count down to light the tree. The Christmas tree will be lit at the end of the ceremony, around 6:40 p.m. The holidays would not be the same without a trip to see Santa, and Old St. Nick will listen to holiday wishes and be available for portraits on the seventh floor, starting Friday, November 24 through Saturday, December 24.

### *San Rafael*

The 38th annual Parade of Lights and Winter Wonderland event in San Rafael culminates with the 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. See full details on page 16.

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](mailto:joel@baycrossings.com).

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