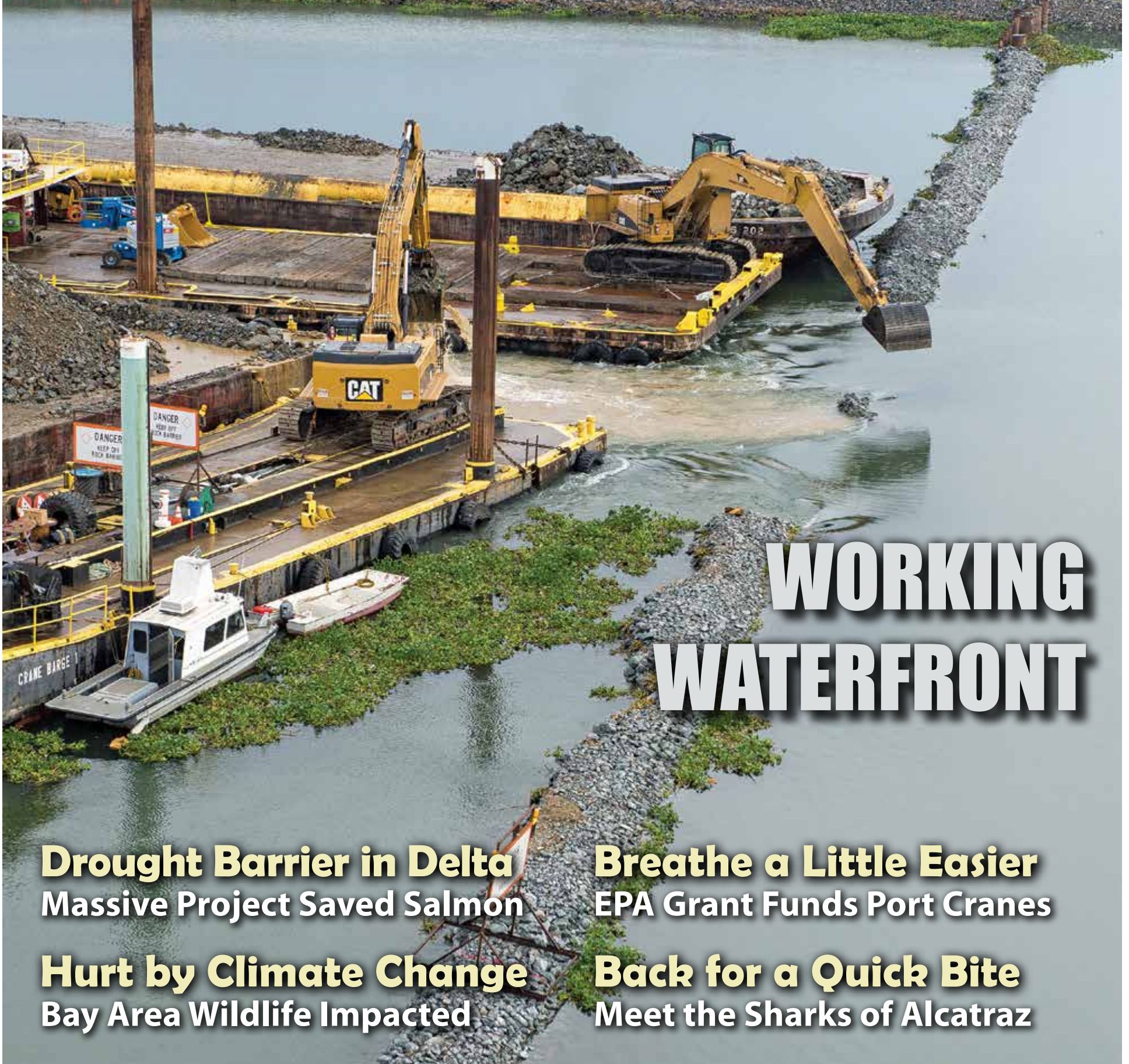




BAY CROSSINGS

"The Voice of the Waterfront"

November 2015 Vol. 16, No. 11



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"The Voice of the Waterfront"

columns

- 08 WHO'S ON DECK?**
Deckhand Pat Mooney
by **Matt Larson**
- 10 IT CAME FROM BENEATH THE SEA**
The Sharks of Alcatraz
by **Mallory Johnson**
- 16 SAILING ADVENTURES**
It Used to Be an Island
by **Captain Ray**

features

- 12 COVER STORY**
Dutra Group Begins
Removal of Emergency
Drought Barrier In Delta
by **BC Staff**
- 14 GREEN PAGES**
Port of Oakland Gets
EPA Grant to Retrofit
Diesel Crane Engines
by **Bill Picture**

news

- 06 WATERFRONT NEWS**
Bay Cargo Ports to
Benefit From State's New
Freight Policy
by **Patrick Burnson**
- 09 BAYKEEPER**
Global Climate Change
Is Already Affecting S.F.
Bay and Its Wildlife
by **Sejal Choksi-Chugh**
- 11 Bay Area Ferry Terminal
Maintenance Projects
Now Underway**
by **BC Staff**
- 17 CULTURAL CURRENTS**
Revisiting the Past in
Sight and Music
by **Paul Duclos**



11

guides

- 18 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



ON OUR COVER

A fourth year of drought made installation of an emergency barrier on the West False River necessary to preserve Delta water quality and conserve water in upstream reservoirs that otherwise would have been released to help block incoming tides of salty water from San Francisco Bay. Permits issued to DWR for installation of the barrier require removal in November due to fishery and potential flood concerns. Dismantling of the approximately 750-foot rock barrier began on September 8 and will be completed by mid-November.

Photo courtesy of CA Department of Water Resources

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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Bay Cargo Ports to Benefit From Gov. Brown's New Freight Policy

BY PATRICK BURNSON

The Pacific Coast Council of Custom Brokers and Freight Forwarders Association stages its annual conference, WESCCON, at this time of year to bring shippers up to date on the latest ocean freight trends and practices. It also gives industry experts a chance to speculate on worst case scenarios.

John McLaurin, president of the San Francisco-based Pacific Merchant Shipping Association (PMSA) was hardly surprised to address a question that is top-of-mind in 2016: "Will West Coast Ports Recover?"

"I am assuming that the question is referring to the congestion that occurred during prolonged waterfront contract negotiations which resulted in congestion, the diversion of cargo and damage to the reputations of West Coast ports," he said. "The short answer based on conventional wisdom and port press releases would be a firm 'yes.'"

McLaurin noted that publications like *Bay Crossings* have recently reported that cargo volumes that had been diverted to Gulf and East Coast

ports are making their way back to the Port of Oakland and other traditional West Coast gateways.

"There are multiple reasons for the return of cargo to West Coast ports ranging from congestion at East Coast ports, geography, faster transit time, cost, population and an extensive warehouse, distribution and rail service network," McLaurin said. "However, the cynic in me would respond to the question by asking, 'Recover from what?'"

Unfortunately, said McLaurin, life is not static. He said West Coast ports continue to face a number of challenges that threaten future growth and market share. These challenges include an uncertain regulatory environment and the associated cost of compliance; waterfront contract negotiations in 2016, at least for the ports of Los Angeles and Long Beach; continued development of competitive alternative gateways, whether found in Prince Rupert, the Panama Canal, the Suez Canal, shifting overseas manufacturing locations with accompanying changes in supply chains and ongoing concerns about reliability.

"In addition, we are a victim of our own success—or luck," said McLaurin. "We work in a supply chain system that,

while in many instances is extremely innovative, at its core it remains focused and based on the unannounced random pickup and delivery of cargo. Should cargo volumes continue to grow through West Coast ports, we will eventually choke on our own success—or, restated a different way, choke on our own stubbornness."

Absent a willingness by all elements of the supply chain to change, if we maintain our current culture and cargo delivery systems, our current practices will not be sustainable over time.

"Unless all of us are willing to take a hard and honest look in the mirror and are willing to be open about changing business practices throughout the supply chain, we are simply putting off the inevitable—more congestion, less reliability, higher costs, loss of reputation, diversion of cargo and fewer job opportunities."

McLaurin said that in addition to "self-inflicted wounds," California's recovery will also depend on future environmental policies and regulations currently under discussion.

"As part of the governor's plan to reduce greenhouse gas emissions 40 percent below 1990 levels along with a 50 percent reduction in the use of petroleum in cars and trucks from current levels by 2030, in late July of this year, Governor Jerry Brown issued an executive order requiring various state agencies to work together," he said.

According to McLaurin, Governor Brown has pledged to develop an integrated action plan by July 2016 that establishes clear targets to improve freight efficiency, transition to zero-emission technologies and increase competitiveness of California's freight system.

"The governor's policy directive will impact everyone that handles or receives domestic or international freight, including warehouses, distribution facilities, airports, airplanes, ports,

trucks, railroads, ships, manufacturers, agriculture, retailers and final mile delivery," said McLaurin.

PMSA cautioned, however, that this effort will be transformative and very expensive. "If drafted and implemented poorly, this policy directive will negatively impact everyone in this room that moves cargo through California and negatively impact the ability of California's ports to compete with alternative gateways," said McLaurin.

Fortunately, the governor's executive order acknowledged the importance of California's freight transportation system, noting that it is responsible for one-third of the state's economy and jobs. However, the development of a zero-emissions strategy for California's freight system will require not only immense creativity by the private sector to overcome technological challenges in achieving zero emissions, it will also require an equal amount of creativity by state regulators in the formation of a public policy strategy to successfully transform California's freight industry while ensuring that the state remains positioned as a global economic leader.

"Alleviating and preventing congestion at West Coast ports and achieving an innovative and sensible *Sustainable Freight Strategy* in California represents a call for action," said McLaurin.

He told shippers to be fully engaged and to express their opinions. "Silence equates to acceptance," McLaurin said. "Acceptance will lead to failure."

Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.
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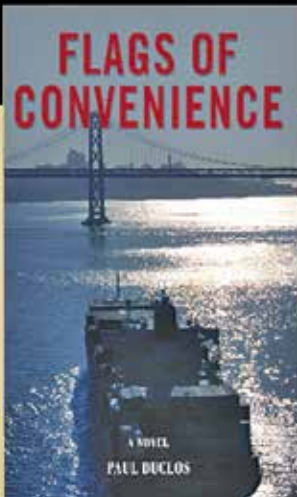
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 **San Francisco Bay Ferry**

Pat Mooney

BY MATT LARSON

Pat Mooney has been a deckhand for Blue & Gold Fleet out of its Vallejo terminal for more than three years, but his history of life on the water has deep roots: His father was in the Sailors' Union of the Pacific as far back as the 1930s, Mooney himself worked for the Matson steamship company in his early years, and his two brothers worked on oil tankers in Alaska and Los Angeles.

"It's really been in our family for a long time," said Mooney. "When my father was doing it he was in one generation and now I'm kind of like the next generation; he was deep sea, container ships and cargo, and everything I'm doing is inside the Bay."

Even as a youngster, growing up in South San Francisco when his dad was working for American President Lines at Pier 50 by China Basin, Mooney spent a lot of time around the ships. "When I was a kid we would check out the whole area down there," he said. "Walk along the waterfront just having a great time. We spent a lot of time on the docks goofing around."

Mooney took a break from working the waterways when he left Matson in the

1970s to work at a winery in Northern California for about 20 years. "Then one day my wife was looking around and said, 'Are you ever going to do anything with your merchant mariners' credentials?' So I took a class with Matt Kirkpatrick [featured in our December 2013 issue] and ever since then we went from casuals to making it into Blue & Gold." Currently they're working on the same maintenance team.

Working in Vallejo affords lots of opportunities for Blue and Gold employees to do a lot of different things.

Mooney splits up his year by working as a deckhand during the summer months, and then working on the maintenance crew in the winter. "I like it all," he said. "It's a nice change. I enjoy working on the high-speed boats—I do training, a little driving, I also do some line splicing and to me it's kind of fun. It's interesting in Vallejo because you can do quite a bit; lots of opportunity to do different things and actually learn stuff."

As a deckhand, Mooney always looks forward to the people. "You see people from all over the world," he said. "Right now we're getting a lot of people from Australia; it's their winter



Photo by Matt Larson

Pat Mooney comes from a family that works on the water. His father worked on cargo and container ships and his two brothers worked on oil tankers in Alaska and Los Angeles.

right now so they're here." And Mooney loves going above and beyond for his customers, whether it's giving them insider knowledge about Fleet Week or calling a cab for them so they don't miss out on nonrefundable Napa Valley Wine Train tickets. "A huge part of what we do is customer service and helping people," Mooney said. That's what keeps him coming to work every day. "For me, it's helping the people."

Living in Sonoma with his wife of 35 years, Mooney enjoys the quiet life in his small town of Schellville. "A deli, a gas station and a fire department—that's Schellville," said Mooney. "It's out in

the country, I have about three or four wineries within walking distance, and I do a lot of hiking in the area." He also collects honey from his several beehives, has fruit and olive trees, and just enjoys living the country life.

Especially coming from Sonoma, Mooney can't recommend the ferry enough. "On our end we have a tremendous amount of traffic," he said. "You look at the roads and every morning highway 37 is a parking lot. I think the ferry is the only way to go up here." He even takes it himself when commuting to the city, so follow his lead! We'll see you out there.



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Global Climate Change Is Already Affecting San Francisco Bay

BY SEJAL CHOKSI-CHUGH

This year, record numbers of starving seals and sea lions have washed up on California beaches, including those in the Bay Area. In recent months, hundreds of young common murre—sea birds that look like small penguins—have been discovered dead or dying on beaches in more than a dozen Bay Area locations. Scientists believe global climate change is negatively altering the supplies of fish eaten by birds and marine mammals.

In addition to the wildlife impacts we're already seeing, global climate change will bring another serious consequence to San Francisco Bay: sea level rise. We only have estimates about how fast it will happen, but we know for certain that the result will be flooding along the shore. Wildlife habitat could vanish underwater. Wetlands, which help buffer the shoreline from flooding, but which also need some time during each 24 hour-period above water, could be permanently submerged.

Where the shoreline is developed, flooding could reach major infrastructure like sewage treatment plants, industrial facilities, and airports. This would lead to significant economic damage, and also send large amounts of toxic pollution into the Bay.

San Francisco Baykeeper is working to make San Francisco Bay and the Bay Area more resilient to sea level rise. One way we're doing this is by challenging dredging methods that rob the Bay of sand. Routine dredging is necessary to keep ship channels open, but clean dredged mud and sand are being wasted—dumped far out in the ocean. The mud and sand could instead be used to build up and restore shorelines, creating natural flood defenses that protect communities and wetlands against rising water.

Another way we're making San Francisco Bay more resilient to climate change is by reducing toxic pollution in the water. Healthy wildlife, free of toxins, will be better able to cope with disruption caused by climate change than wildlife stressed by polluted water and a contaminated food supply.

Baykeeper's Clean Water Act lawsuits stop toxic pollution from some of the Bay's worst polluters. Sewer agencies serving 20 Bay Area cities are now annually inspecting and upgrading their pipes and treatment plants to protect Bay waters from raw and undertreated sewage. Twenty-nine highly-polluting Bay Area industrial facilities are also now legally required to keep contaminated rainwater from running off their sites and into the Bay.

In addition, Baykeeper's legal actions help stop trash and other pollution that



Photo by Robb Most

Seals, birds and other wildlife are already feeling the effects of global climate change.

washes off city streets and into the Bay. We're working with the city of San Jose to protect the Bay from trash and fecal bacteria that washes off the city's streets, parks, and open spaces into Bay tributaries. Our goal is zero trash pollution from San Jose by 2017. And then we're going to work with other cities in a similar way.

As Baykeeper works to make San Francisco Bay more resilient to future climate change, we can all help the wildlife that's being harmed now. If

you find a sea bird in distress, wrap it in a soft towel or jacket and gently put it in a well-ventilated box. You can take it to a wildlife rescue center or contact your local animal control agency. If you find a stranded marine mammal, don't approach it or touch it. Instead, call the Marine Mammal Center hotline at (415) 289-7325 with exact location information.

To learn more about Baykeeper and support our work, please visit www.baykeeper.org/donate.

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



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Sharks of Alcatraz

MALLORY JOHNSON

Sharks are an integral species that play an important role in our ecosystems. Even though sharks have been around for over 400 million years, there's still a lot about these prehistoric animals that remains a mystery.

For example, last month, we presciently published a story about white sharks occasionally peeking their heads into the Bay. The story was timely because, in October, a group of tourists witnessed a white shark attacking a sea lion just off Alcatraz Island. The attack, which is the first known white shark predation event inside the Bay, was captured on dramatic video that has

been circulating on the Internet.

To follow up on the renewed interest in the Bay's sharks, you can enjoy these fun facts that we do know about the sharks of Alcatraz. You can learn even more about these amazing animals in person at Aquarium of the Bay.

Horn Shark – Horn sharks inhabit temperate waters from central California to Baja Mexico, and tend to stick with shallow waters less than 40 feet deep. These bottom dwellers can be seen virtually crawling along the ocean floor with the help of their strong pectoral fins.

Fun fact: Female horn sharks lay spiral egg cases, which they place in crevices while they wait for them to hatch.



Photo by Aquarium of the Bay/Courtney Lauchaire

At up to 9.5 feet long, sevengill sharks are the largest species of shark that lives and breeds in San Francisco Bay.



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Leopard Shark – Leopard sharks are the most common shark species in San Francisco Bay and along the California coast. Similar to horn sharks, leopard sharks tend to stick toward the bottom of shallower waters, where there is bountiful access to favorite foods including crabs, shrimp, worms, small fish and fish eggs.

Fun fact: Leopard shark pregnancy lasts 10-12 months and can produce anywhere from 4-33 pups at a time.

Sevengill Shark – Sevengill sharks are the largest shark species living in San Francisco Bay. Male sevengill sharks grow up to 6.5 feet long, while their female counterparts grow to an impressive 9.5 feet. Sevengill sharks are ovoviviparous, meaning they give birth to live young. It is thought that San Francisco Bay may be the primary pupping ground on the West Coast for sevengills.

Fun fact: Sevengill sharks sometimes hunt in groups, with individual sharks working together to capture larger prey.

White Shark – Unlike sevengills, leopard and horn sharks, white sharks do not reside in San Francisco Bay, though they have been known to stop by for the occasional quick visit. White sharks can

typically be spotted along the California coast from late summer to early winter, also known as “Sharktober.”

Fun fact: White sharks are one of the only sharks that can lift their heads above water to observe their surroundings—a behavior called spy-hopping.

You can get up close and personal with the Bay's sharks when you visit Aquarium of the Bay. Walk through out underwater tunnels and surround yourself with local shark species, including leopard sharks, tope sharks, angel sharks, swell sharks and sevengill sharks. Catch exciting presentations given by shark experts, play at our interactive shark stations, and learn everything you need to know about the sharks of Alcatraz.

For more information, visit www.aquariumofthebay.org.

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



Bay Area Ferry Terminal Maintenance Projects Underway

BC STAFF REPORT

If you have been travelling by ferry over the last month, chances are you've seen some recent dredging and maintenance activities being performed at the ferry terminals in Vallejo, Larkspur and San Francisco.

In Vallejo, the passenger float at the end of the gangway was removed to allow for periodic maintenance dredging, which occurs every four years and ensures that ferry service between Vallejo and San Francisco continues uninterrupted. The passenger float structure was then sent to Alameda's Bay Ship & Yacht for routine maintenance and upkeep.

At Bay Ship & Yacht, the passenger

float structure was drydocked in order to perform several important procedures: renewing the slip resistant (non-skid) paint on the decks to ensure traveler safety; replacing the sacrificial anodes to prolong the life of the vessel; and completing underwater/freeboard paint renewal. Bay Ship & Yacht performed routine maintenance and replacement of the hydraulic cylinders that adjust the gangway height, and also replaced some of the rubber fendering that became damaged over time as vessels docked against the structure. The project also included replacing gangway lights at the Vallejo Ferry Terminal with high efficiency LED fixtures.

Dredging is also underway at the Larkspur Ferry Terminal. However, due



Photo by Joel Williams

The passenger float was removed from the end of the gangway at the Vallejo ferry terminal to allow better access for dredging, which was last performed in 2011.

to environmental restrictions, dredging within a 250-foot buffer of the marshlands near the berths and turning basin was not allowed to begin until September 1. After that window had opened, the contractor, San Rafael-based Dutra Group, mobilized a second dredging crew in this area. The work within the berths and turning basin is also restricted to between the hours of 8:30 a.m. and 4 p.m. to minimize effects on ferry operations. Dutra is continuing work in the channel around the clock, and the dredg-

ing work is expected to be complete by November 30. Golden Gate Ferry does not anticipate that the work will affect operations, but passengers may see more equipment and work in the area.

Elsewhere, work started several months ago on Golden Gate's San Francisco Terminal outer berth to retrofit and replace the boarding ramp cylinders. This work is part of a larger overhaul of the terminal that includes replacing the roofs, replacing the water and sewer lines, and repairing and repainting the walls.



Clockwise from top left: San-Rafael based Dutra Group performs maintenance dredging in the channel leading to the Larkspur ferry terminal. Work continues at the San Francisco ferry terminal to retrofit and replace the boarding ramp cylinders. The passenger float for the Vallejo ferry terminal heads back from Alameda's Bay Ship & Yacht after routine maintenance and upkeep procedures. All photos by Joel Williams

Emergency Drought Barrier Removal Underway in Delta



In early October, water began flowing over what remains of the salinity barrier that was completed in June to preserve Delta water quality and conserve water in upstream reservoirs that otherwise would have been released to help block incoming tides of salty water from San Francisco Bay.



BC STAFF REPORT

In June, *Bay Crossings* reported that a temporary rock barrier across a Sacramento-San Joaquin Delta channel was constructed due to potentially insufficient water supplies to repel salinity in the Delta. San Rafael-based Dutra Group installed the single emergency salinity barrier across West False River and has now begun removing it.

The barrier was erected to block salt water from pushing into the Delta from San Francisco Bay. The Delta's water is used by 25 million Californians, including residents of the Delta and Contra Costa, Alameda and Santa Clara counties. The California Department of Water Resources' (DWR) State Water

Project and the federal Central Valley Project convey Delta water through their aqueducts to distant parts of the state.

Last month, DWR had the Dutra Group return to the site to dismantle the emergency drought barrier located between Jersey and Bradford islands. The Dutra family has been working in the Delta since the early 1900s performing numerous repairs to levee breaches, which are comparable to the installation of the salinity barrier.

A fourth year of drought made installation of the barrier necessary to preserve Delta water quality and conserve water in upstream reservoirs that otherwise would have been released to help block incoming tides of salty water from San Francisco Bay. Permits issued to DWR for installation of the barrier require removal in November due

to fishery and potential flood concerns.

Dismantling of the approximately 750-foot rock barrier began on September 8 and will be completed by mid-November. About 150,000 tons of large rocks (riprap) taken from the Dutra rock quarry in San Rafael were used to build the barrier. By the beginning of October, cranes had removed about 22,000 tons of riprap on the downstream side of the barrier along its length between the West False River's banks, thereby narrowing the width while not lowering the barrier's height.

Bryan O'Sullivan, Dutra's project manager, said, "Both the installation and removal of the salinity barrier had extremely tight timelines. Redundancy had to be built in to our work plans to

ensure continued operation if something went wrong."

Continued removal of the riprap allowed water to begin flowing over what remained of the barrier while dismantling of the remaining submerged portions of the barrier will continue until all of it is removed and boating restrictions end at that location. According to O'Sullivan, "The velocity of water flowing over a partially complete barrier meant all barge and boat moves needed to be thoroughly planned around the tides."

The removed riprap will be stored near Rio Vista for possible use if drought

conditions continue and installation of an emergency drought barrier once again becomes necessary to preserve water quality.

The barrier was an essential part of DWR's strategy to maintain good water quality in the Delta and preserve water in upstream reservoirs to help keep young salmon cool enough to stay alive downstream of dams. Construction, monitoring, mitigation and removal are estimated to cost roughly \$28 million, to be paid for with a mix of funding from Proposition 50, a \$3.4 billion water bond approved by voters in November 2002, and general fund dollars. Removal is expected to take 45 to 60 days. DWR last used emergency drought barriers to reduce salinity intrusion in 1976-77.

Conservation—the wise, sparing use

of water—remains California's most reliable drought management tool. The three-year period from 2012 through 2014 was the driest three-year period on record in California, and 2015 opened with the driest January in the state's history. The Sierra Nevada snowpack typically peaks by April 1; this year, the snowpack was measured at five percent of historic average, the lowest measurement in recorded history.

Paul Marshall, chief of DWR's Bay-Delta Office, said the barrier performed as expected based on DWR's computer modeling. "The water users in the interior of the Delta, including many farmers and residents there, would have experienced much higher salinity without it," he said. "The barrier has achieved what we intended, and having



Complete removal of the 750-foot-wide salinity barrier is expected to take 45-60 days and be done by mid-November.

it go in by early June helped us to counter high tides experienced later that month."

All photos courtesy of CA Department of Water Resources



The salinity barrier was an essential part of the California Department of Water Resources' strategy to maintain good water quality in the Delta and preserve water in upstream reservoirs to help keep young salmon cool enough to stay alive downstream of dams.



Port of Oakland Gets EPA Grant to Retrofit Diesel Cranes

BY BILL PICTURE

The Port of Oakland announced last month that TraPac, one of four terminal operating companies at the port, has been awarded money by the Environmental Protection Agency to upgrade cargo-handling equipment in a further effort to reduce greenhouse gas emissions along the waterfront.

The \$277,885 grant will be used to install cleaner-burning diesel engines and/or exhaust filters on four rubber-tired gantry cranes and one top-pick crane. These cranes are used at the port to load inbound containers onto trucks for transport to customers all over the country.

An earlier EPA grant allowed two other rubber-tired gantry cranes at the port to receive similar green makeovers early last year. Those cranes were each re-engineered to run on a rechargeable battery. An energy management system and small diesel generator were also added. When the battery runs low, the onboard energy management system fires up the generator to recharge it.

“The port is always looking to identify new ways to reduce pollution,” said Port of Oakland Communications Manager Robert Bernardo. “We’re looking at all of the contributing sources and making cuts wherever and whenever we can. It’s a very holistic approach that we are taking.”

That approach has allowed the Port

of Oakland to drastically reduce carbon emissions on the waterfront since 2008, when it pledged an 85 percent reduction in diesel particulate matter (DPM) by 2020. “We’re now well beyond the 70 percent mark, which we’re really proud of,” adds Bernardo.

Port’s bit part

While air quality in bustling West Oakland continues to be a hot-button issue for the people who work and live in the area—and the politicians and groups who represent them—it’s important to note that a health inventory assessment completed in 2008 showed the port itself to be a pretty minor player in this ongoing problem. At-port sources accounted for only about 16 percent of the diesel particulate matter in the air.

The study went on to show that the biggest culprit was I-880 and the many, many vehicles that travel on it. The thousands of drivers weaving through West Oakland’s heart each day are unwittingly leaving behind dense concentrations of exhaust, and the chemicals in that exhaust are largely to blame for the higher-than normal rates of asthma and cancer being reported in the area.

Naturally, that stream of emissions-spewing vehicles includes large trucks heading to and from the port, so regulation was enacted at the state level to require older trucks to either be retrofitted with cleaner engines or be replaced entirely. And that’s improved air quality in West Oakland considerably.

Next on the port’s to-do list was the



Photo courtesy of Port of Oakland

In 2008, the Port of Oakland pledged an 85 percent reduction in carbon emissions and is already beyond the 70 percent mark. The recent EPA grant will help further the port’s efforts to reduce greenhouse gas emissions.

creation of an on-land power grid that vessels could use while at port, allowing captains to switch off their diesel engines. Ocean-going vessels had been found to be the biggest at-port source of pollution, with off-road equipment, like the cranes benefitting from the EPA’s latest green grant, coming in last.

“But every source is taken very seriously,” Bernardo said.

Keeping an eye on the money

Bernardo said that port management keeps a close eye on grant opportunities so as not to miss out on the chance to make improvements. “Grants are popping up all the time, but not every

one is a good fit for us,” he said. “When this grant came up, it looked really doable for us, so we approached all of our marine terminal operating companies about applying.”

In the end, TraPac’s equipment was the best suited for the proposed retrofit. “And they were really excited,” Bernardo said.

A retrofit is expensive, and it’s unclear if the EPA grant will cover the cost entirely. Still, the money is well spent. Once the retrofit is completed, each crane will reportedly emit 95 percent less carbon monoxide and 44 percent less diesel particulate matter.

At this point, emissions standards



haven't been set for this kind of equipment, so emissions reductions are completely voluntary. But Bernardo doesn't foresee a day when such equipment will be subject to emissions standards like the ones enacted for trucks, because operators at the port are eager to do their part for the environment.

"All of us recognize that climate change is a very real thing, so we're always looking for ways to improve things," he said. "We're here for eight to 10 hours a day and breathe this air, so air quality here is very important to us."

When asked if he's noticed an improvement in air quality himself,

Bernardo said, "It certainly feels that way to me; but it's hard to tell sometimes because of my allergies."

Once the retrofit is completed, each crane will reportedly emit 95 percent less carbon monoxide and 44 percent less diesel particulate matter.

So what will happen when the port reaches its goal of an 85 percent reduction in DPM? Is that good enough for the seemingly always ahead-of-the-green-curve Port of Oakland? Will they sit back and let the other ports catch up?

"Absolutely not," Bernardo said. "There's always something you can do, always room to be better. As soon as we reach that goal, we'll do an assessment, determine where improvement can be made, and come up with a new set of goals for ourselves."



Photo courtesy of Port of Oakland

An EPA grant was recently awarded to TraPac to improve emissions on four gantry cranes and one top-pick crane. An earlier EPA grant allowed two other rubber-tired gantry cranes at the port to receive similar green makeovers early last year.



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It Used to Be an Island

BY CAPTAIN RAY

I thought I had finished my series of articles about the islands in San Francisco Bay some time ago. But now I realize that if I can do an article about a place that sometimes is and sometimes is not an island (Mare Island), and about a place that was not but is now an island (Alameda), why not an article about a place that once was but is no longer an island?

I am referring to Bay Farm Island. It is located just southeast of Alameda Island, separated from it by San Leandro Bay. The Bay Farm Island Bridge provides access to Alameda. The first bridge in this location was built in 1854, when Bay Farm was

still an island. The present bridge was constructed in 1881 and has been in continuous operation ever since.

The Ohlone people gathered food on Bay Farm Island for millennia. With the coming of the Spanish in the 1770s, the use and title of the land changed radically. Land that had been held communally by the Ohlone was transferred to private ownership. Bay Farm Island was part of a very large land grant (stretching from Albany to San Leandro) given to Don Luis Maria Peralta in 1820 as a reward for his years of service in the Spanish army. He divided this grant among his four sons in 1845; Bay Farm Island was part of the 16,000 acres presented to Antonio Maria Peralta.

Europeans had several names for the island, the first of which was Bay



Alameda's Bay Farm Island (now a peninsula) can be seen at bottom of photo.

Island. In 1873, Amos Mecartney (a major street on the island bears his name) moved to the island and began farming. This inspired Farm Island, another of the early names for the island. Manure from the farm animals mixed with imported dirt helped enrich the sandy soil, and the mild climate allowed for long growing seasons. One crop that did very well was asparagus, which prompted use of yet another name for the land—Asparagus Island.

In the 1880s, the Silva family settled on the island and in 1905 the Ratto family arrived. (Island street names memorialize both of these families.) They farmed the land, growing a great variety of produce in addition to asparagus—including potatoes, many types of lettuce and hops. The Ratto enterprise eventually became Ratto Bros., which later moved to the Central Valley and which still continues to grow produce.

Bay Farm Island was also known for the native Olympia oysters. The shallow waters around the island were once rich with the mollusks, upon which the Ohlone and early San Franciscans feasted. Oakland native Jack London, certainly more famous as an author, was once an oyster pirate. London would make nighttime raids

on the oyster beds around Bay Farm Island in his boat *Razzle Dazzle*. The Olympia oyster beds were quickly destroyed by land fill, silt from hydraulic mining for gold in the Sierra Nevada, introduced oyster species and industrial pollution. Environmental organizations are now attempting to restore these native beds.

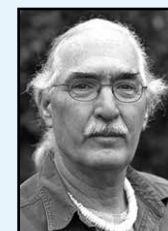
Early maps show that Bay Farm was clearly an island, separated from the shoreline of the East Bay by the marshes at the mouth of San Leandro Creek. Island Drive marks the original shoreline of the island. This land (to the east and south of the island) was filled for housing, a golf course and an airport. The fill connected Bay Farm Island to the mainland; it ceased to be an island.

The original Oakland Airport (now called North Field) was dedicated by Charles Lindbergh in 1927. At that time it was the longest runway in the world (just over 7,000 feet) and was the takeoff site for the first commercial flights to Hawai'i as well as Amelia Earhart's ill-fated attempt to fly around the world. Further filling of the Bay in the 1960s enlarged Bay Farm Island (now a peninsula) and created what is the present Oakland International Airport.



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



Revisiting the Past in Sight and Music

BY PAUL DUCLOS

The Fine Arts Museums of San Francisco are now presenting *Jewel City: Art from San Francisco's Panama-Pacific International Exposition*, on view at the de Young from October 17 through January 10, 2016.

Celebrating the centennial of the 1915 Panama-Pacific International Exposition (PPIE) in San Francisco, this exhibition revisits a vital moment in the inauguration of San Francisco as a cultural center on the West Coast.

The PPIE was a world's fair hosted

by San Francisco to commemorate the opening of the Panama Canal and also served to promote the area's recovery following the 1906 earthquake. At the heart of the PPIE was one of the most ambitious art exhibitions ever presented in the United States. It included a comprehensive survey of American painting, sculpture and printmaking as well as European works drawn from international public and private collections.

"The curatorial team has spent more than three years assembling this ambitious exhibition that recreates highlights of the original exposition of 1915," said James Ganz, curator of the Achenbach Foundation for Graphic

Arts at the Fine Arts Museums of San Francisco and lead curator of *Jewel City*. "Our efforts to identify and locate actual works of art shown in the PPIE have led from our own storerooms to holdings as far away as Budapest, Hungary. In a way, we are following in the footsteps of the original organizers as we bring back to San Francisco a compelling array of significant works by American and European artists last seen together here a century ago."

Jewel City will present a series of galleries devoted to the main artistic venues of the fair—the Palace of Fine Arts and the Fine Arts Annex—as well as the French Pavilion, bringing together more than 200 paintings, sculptures, prints and photographs by major

American and European artists that were among the works on view at the PPIE, which numbered an estimated 20,000.

Jewel City features works from more than 70 international lenders as well as works drawn extensively from the museums' own permanent collections. These artworks have not been seen together in the 100 years since the PPIE was held, and they may never be reunited in an exhibition again.

Among the featured paintings are Winslow Homer's *Saco Bay* (1896), a dramatic seascape set near the artist's home at Prouts Neck, Maine, as well as *The Sketchers* (1913) by John Singer Sargent, a painting of artists working en plein air. Jewel City will also display photographs by Ansel Adams, Paul Strand, Edward Weston and Imogen Cunningham.

Matthew Shilvock has been named new general director of San Francisco Opera. He will begin his five-year contract on August 1, 2016. He fills the shoes of David Gockley, who will retire next July, concluding a 44-year career as opera impresario.

Here, in an exclusive interview, Mr. Gockley shares some insights regarding the San Francisco Opera:

Bay Crossings: *Our readers spend a good part of their commute listening to radio broadcasts, podcasts, and recordings on their portable devices. Any advice for them on how to prepare for the opera season?*

David Gockley: There is ample material on our website (sfopera.com) including a preview of each opera that I research and produce.

BC: *The San Francisco Opera Guild's "insight panels" also provide a great*

educational opportunity. Can you tell us more about how these are put together?

Gockley: The guild arranges for the space. We provide the panelists.

BC: *Each of the productions this season pose their own unique challenges in staging, casting, and orchestration. Can you give us a few examples of how SFO if using innovation to get over these hurdles?*

Gockley: The production of *Lucia di Lammermoor* uses very high resolution projections to create many different stage pictures at a surprisingly reasonable cost.

BC: *Now a little bit about you. As general director you have a frantic social agenda and extremely complex management duties. Can you describe your daily routine during the season?*

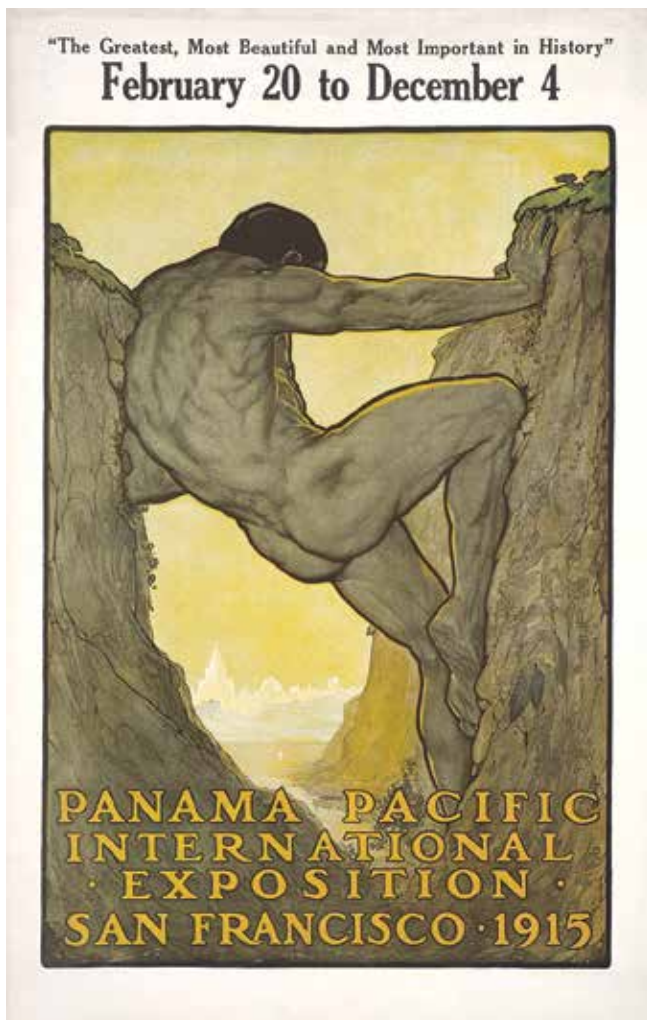
Gockley: I go to work between 9:00 and 9:30 a.m. Meetings and desk work consume the day. I stay for many—but not all—performances, but remain through the first intermission unless I'm out of town.

BC: *When you do have time to relax, what are your favorite activities?*

Gockley: Walking in the Marin Headlands and sailing on the Bay.

BC: *Finally, can you sum up how SFO has evolved since you first took the helm? What is your vision for this season and beyond?*

Gockley: We have become more accessible, including via a number of electrically-conveyed platforms: Opera at the Ballpark, KDFC and international radio, West Coast cinemas and KQED telecasts.



Perham Wilhelm Nahl (American, 1869–1935), "The Thirteenth Labor of Hercules: Official Poster for the Panama-Pacific International Exposition," 1913–1914. Collection of Donna Ewald Huggins

Follow Paul Duclos' Cultural Currents online with his blog at:
paulduclosonsanfranciscoculture.blogspot.com

WATERFRONT ACTIVITIES

- Nov. 1** **Times Vary - Sunday Sunset Sail- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Sail on San Francisco Bay on Sunday evening for a spectacular sunset sail and enjoy the many beautiful landmark sites with us from the deck of a beautiful classic schooner, including Angel Island, the Golden Gate Bridge, Alcatraz, and the Bay Bridge. \$59 per person, tickets available at tickets@sfbayadventures.com.
- Nov. 1** **6PM – 8PM – Cruising in Mexico Seminar – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
OCSC instructor Jim Lathe will be sharing his experiences and expertise about cruising in Mexico. Come and learn about the best destinations, what to expect from the weather, best practices for setting up your vessel. Course is free. Call to RSVP
- Nov. 14** **7PM – 9PM – Africa Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Join us for our second planning party for our Kenya Safari adventure! Kenya is a popular safari destination that offers private camps and lodges, wide-open spaces, picturesque landscapes, access to unique cultures and wildlife galore. If you are already signed up, coming to this party is a great way to meet your fellow travelers. If you are not a part of this adventure, it is a great opportunity to see what goes into the planning of these trips. Course is free. Call to RSVP
- Nov. 18** **6PM – 8PM – Moonlight Sail – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**

Set sail aboard one of our larger yachts skippered by a professional OCSC skipper or charter a boat yourself and enjoy an relaxing night out on the Bay. You can soak in the beauty of the twinkling city lights while not lifting a finger; or pitch in and take the helm. Following the sail we will serve chili, chips, salsa, snacks, and beverages from 8:00pm to 9:00pm. There is also a women only boat available. The aim of women-only sailing is to create a learning environment that fosters confidence and growth. Call to RSVP. Retail: \$75 Members: \$56

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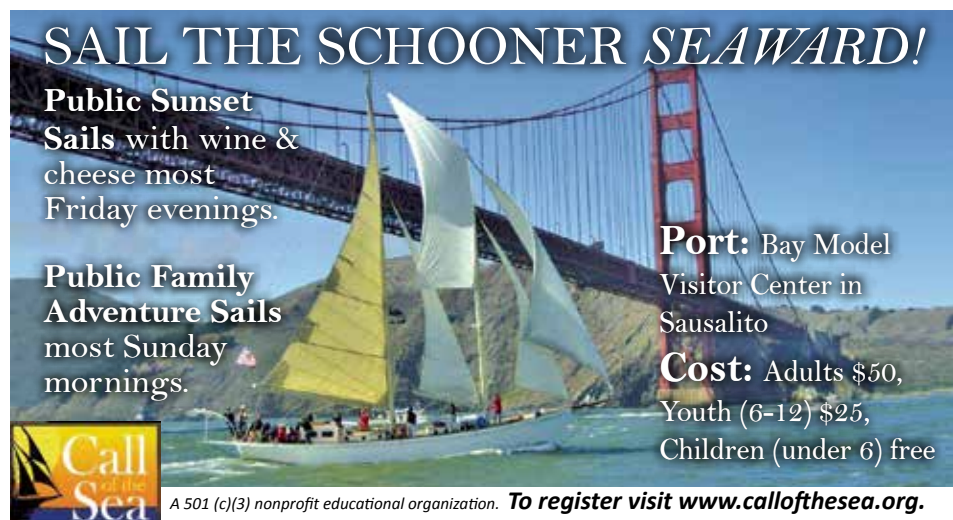


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WATERFRONT ACTIVITIES

- Nov. 19** **Deck License Renewal Course - Maritime Institute, San Rafael, 888-262-8020**
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.
- Nov. 22** **8:15AM – 11AM - Sunday Morning Eco Sail- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Set sail on a fresh Sunday morning for a special tour out the Golden Gate Bridge along the Marin Headlands. Sail under the Golden Gate Bridge and learn about the Wildlife and Eco Systems of the San Francisco Bay. \$65 per person, tickets available at tickets@sfbayadventures.com.
- Nov. 22** **Times Vary - Sunday Sunset Sail- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Sail on San Francisco Bay on Sunday evening for a spectacular sunset sail and enjoy the many beautiful landmark sites with us from the deck of a beautiful classic schooner, including Angel Island, the Golden Gate Bridge, Alcatraz, and the Bay Bridge. \$59 per person, tickets available at tickets@sfbayadventures.com.
- Nov. 25** **4:30PM - 6:30PM - Full Moon Sail: Beaver Moon - Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Sail the San Francisco Bay and watch this month's spectacular Full Moonrise from the deck of the schooner *Freda B*! \$59 per person, tickets available at tickets@sfbayadventures.com.
- Nov. 28** **6:30AM - 4:30PM - Whale Watching Sail Thanksgiving Weekend- Schooner *Freda B*, Sausalito, 415-331-0444, schoonerfredab.com**
Join us this Thanksgiving Weekend a Whale Watching sail aboard the coastal schooner *Freda B*! Built for ocean passages, this comfortable vessel offers an ideal layout for an all day adventure at sea. Sail out the Golden Gate and along the Marin Headlands, where we will travel near the wildlife rich National Marine Sanctuary the Farallon Islands. \$195 per person, tickets available at tickets@sfbayadventures.com.



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LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares Larkspur Daily \$10.00 Sausalito Daily \$10.75 Adult Cash Fare (19 - 64) \$6.50 \$5.50 Clipper \$5.00 \$5.25 Youth/Senior/Disabled \$5.00 \$5.25 Children 5 and under (limit 2 per fare-paying adult) FREE FREE Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult). Giants Ferry \$11.50			
8:40	9:15	-----	-----				
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.				
12:40 p.m.	1:15 p.m.	1:25 p.m.	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:30	4:00				
-----	-----	4:00	4:30				
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 a.m.	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	-----	-----	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				

Contact Information Toll free 511 or 711 (TDD)

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

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

Blue & Gold Ferry

TIBURON COMMUTE

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

TIBURON - Pier 41					
Weekdays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
9:45 am	10:25am	10:30am	-----	-----	10:55
11:00 am	11:45am	11:50am	-----	-----	12:15pm
12:20pm	1:05pm	1:10pm	-----	-----	1:45pm
1:50	2:30	2:35	-----	-----	3:15
4:10	4:50	-----	-----	-----	-----

TIBURON - Pier 41					
Weekends and Holidays					
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Pier 41
9:45am	10:25am	10:30am	-----	-----	11:20
11:35	12:30pm	12:40pm	-----	-----	1:05pm
2:05pm	2:50	2:55	-----	-----	3:50
4:00	4:50	4:55	-----	-----	5:25
5:35	6:20	6:30	-----	-----	6:55

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

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

BAY CRUISE

Depart Pier 39			
Daily	Monday - 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	\$30.00	Child (5-11)	\$20.00
Junior (12-18)	\$24.00	Senior (62+)	\$24.00

Discount fares available at www.blueandgoldfleet.com

SAUSALITO

FISHERMAN'S WHARF, PIER 41			
Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:25 a.m.	11:35 a.m.	12:15 p.m.
12:20 p.m.	12:45 p.m.	12:55 p.m.	1:45
1:50	2:15	2:20	3:15
3:10	3:40	3:45	4:10

Weekends and Holidays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:45 a.m.	10:55 a.m.	11:20 a.m.
11:35 a.m.	12:00 p.m.	12:10 p.m.	1:05 p.m.
2:05	2:30	2:35	3:50
4:00	4:25	4:35	5:25
5:35	6:00	6:05	6:55

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

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

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

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)					
Depart Ferry Bldg	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg	Arrive Pier 41
-----	9:45am	10:10am	10:15am	-----	10:55am
-----	-----	-----	2:50pm	-----	3:15pm

Weekends & Holidays (Depart Pier 41)				
-----	9:45 am	10:10 am	10:15 am	-----
-----	-----	-----	3:20pm	-----

ANGEL ISLAND PRICES

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

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

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

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

South San Francisco
911 Marina Boulevard

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

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Red & White

BAY CRUISE Pier 43½

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

Bridge to Bridge
Adult (18+) \$38.00
Youth (5-17) \$26.00

^ Sunset Cruise
Adult (18+) \$64.00
Youth (5-17) \$44.00

* Thurs-Sun Only

All Ferry schedules
subject to change.

For the most up to date
information.

Visit:

www.baycrossings.com

ROCKETBOAT

Service resumes in May 2016

Angel Island Ferry

TIBURON - ANGEL ISLAND

Weekdays and Weekends			
Tiburon to Angel Island		Angel Island to Tiburon	
Saturday - Sunday		Saturday - Sunday	
10:00 a.m.	11:00 a.m.	10:20 a.m.	11:20 a.m.
1:00 p.m.	3:00 p.m.	1:20 p.m.	3:30 p.m.

Monday - Friday
There is no scheduled weekday service from November through December. Mon-Fri: Ferry service by advance reservation for groups of 25 or more may be available. Individuals may "piggyback" with scheduled groups. Call 415-435-2131 for details.

Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups.

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

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

VALLEJO		
VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	-----	-----
7:45	8:15	-----
10:00	11:10	11:30
2:00 p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45	6:00	-----
-----	7:15	6:55
Weekends & Holidays		
10:00 a.m.	11:10 a.m.	11:30 a.m.
11:30	12:45 p.m.	-----
2:30 p.m.	3:40	4:00 p.m.
3:30	4:40	-----
5:15	7:00	6:30
Available beginning November 7, 2015		
FARES:	One-way	
Adult	\$13.40	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Adult (Clipper Only)	\$10.10	
Youth (5-18)	\$ 6.70	
Senior (65+)/Disabled/Medicare	\$ 6.70	
School Groups	\$ 4.40	
Child (under 5)	FREE	

Take the Ferry to **GIANTS BASEBALL AT AT&T PARK**

Service will resume for 2015 Season



Illustration from www.tuscolatoday.com

VALLEJO - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

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

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m.	5:35	6:00
6:05	6:30	6:00	6:25
7:05	7:30	6:35	7:00
		7:35	8:00
FARES:	One-way		
Adult	\$6.70		
Adult (Clipper Only)	\$5.00		
Youth (5-18)	\$3.30		
Disabled / Seniors (65+)	\$3.30		
School Groups	\$2.20		
Children (under 5)	FREE		

ALAMEDA/OAKLAND - ANGEL ISLAND

Year-round ferry service is available from San Francisco Pier 41. Alameda/Oakland and Vallejo ferry service to Angel Island is available Seasonally from May through October

ALAMEDA/OAKLAND			
Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
11:25	11:10	11:50	12:10 p.m.
12:05 p.m.	11:50 p.m.	12:30 p.m.	12:50
1:50 p.m.	1:35 p.m.	2:20	2:40
2:50 p.m.	2:35 p.m.	3:20	3:40
4:40	4:25	---	5:10
6:10	5:55	6:30	6:50
7:45	7:30	---	8:20
Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
9:00 a.m.	9:15 a.m.	9:55 a.m.	9:40 a.m.
10:35	10:50	11:05	11:20
11:15	11:30	11:45	12:00 p.m.
1:00	1:15	1:30	1:45
2:00	2:15	2:30	2:45
3:50	4:05	4:20	4:35
5:20	5:35	5:50	6:05
6:55	7:10	7:25	7:40
Available beginning November 7, 2015			
FARES:	One-way		
Adult	\$6.40	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
Adult (Clipper Only)	\$4.80		
Youth (5-18)	\$3.20		
Senior (65+) Disabled	\$3.20		
Child under 5	FREE		
School Groups	\$2.10		
Short Hop - Adult	\$1.50		
Short Hop - Youth	\$0.75		
Short Hop - S / D	\$0.75		

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

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

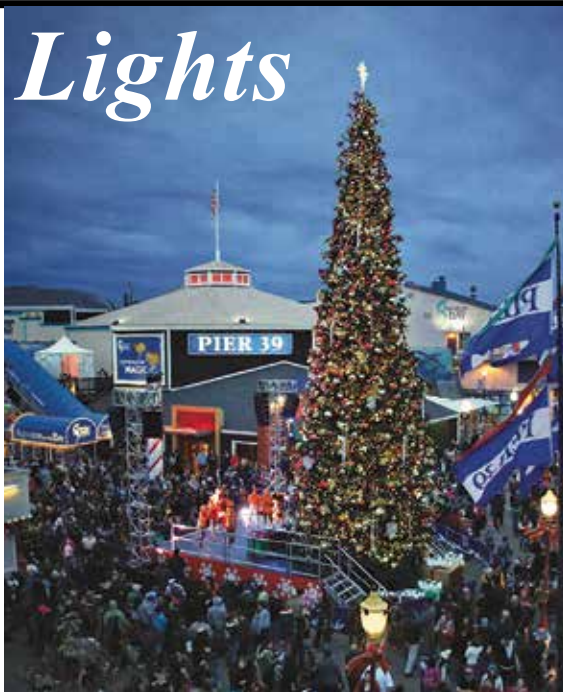
South San Francisco / San Francisco		
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way FARES:	Adult	\$7.40
	Adult (Clipper Only)	\$7.20
	Youth (5-18 years)	\$3.70
	Seniors (65+ yrs), Disabled	\$3.70
	School Groups	\$2.40
	Children (under 5) (with an adult)	FREE

AROUND THE BAY IN NOVEMBER

Holiday Lights

PIER 39

PIER 39 invites you to join some special friends from the Disneyland Resort at the annual PIER 39 Tree Lighting Celebration on Saturday, November 21 and Sunday, November 22. They're bringing a little bit of holiday cheer from the Happiest Place on Earth, where the 60th Diamond Celebration is making the holidays more dazzling than ever! Experience the magic, sing songs, give hugs to the Disneyland friends and welcome the holiday season with two days of holly-jolly magic and merriment for the whole family. The fun culminates at 6 p.m. each night as PIER 39's majestic 60-foot tree, adorned with glistening ornaments, bows and twinkling lights, will be illuminated against a stunning backdrop of the San Francisco city skyline. Catch the spirit of the season at PIER 39. Visit pier39.com for details.



Embarcadero Center

Embarcadero Center is brightening the holidays this year with the 29th Annual Building Lighting Ceremony & Carnival on Friday, November 20. A perfect event to share with the family, the carnival will kick off at 4 p.m. with a host of fun activities for the kids including carnival games, face painting, a visit from Santa & Mrs. Claus, cookie decorating, interactive arts and crafts booths, balloon twisters, musical performances, a very special appearance by Mickey Mouse and more. At 6 p.m., gather around the Holiday Ice Rink at Embarcadero Center for live ice skating and musical performances, followed by a sneak peek performance from Disney on Ice presents *Frozen*. Then tilt your head to the sky for a dazzling fireworks spectacular designed to complement the highlight of the evening — the initial lighting of Embarcadero Center's office towers, with a dramatic illumination of San Francisco's skyline, featuring 17,000 lights throughout the holiday season.

Macy's at Union Square

In the San Francisco holiday tradition, Macy's once again presents its gift to the city—a beautiful, reusable 83-foot tree decorated with more than 33,000 twinkling energy-efficient LED lights and 1,100 shining ornaments—during the 26th Annual Great Tree Lighting Ceremony in Union Square on Friday, November 27 at 6 p.m. Enjoy live music, dance performances and very special appearances while waiting for that enchanting moment when Union Square's holiday tree is illuminated. This year, singer, songwriter and actress Jordin Sparks will be headlining the festivities.

Yountville's Annual Festival of Lights

The Friday after Thanksgiving is known as Black Friday—but it is anything but “dark” in Yountville. On this day, the people of Yountville kick off the holiday season by transforming their town into a magical winter wonderland using thousands of tiny, energy-efficient twinkling lights. Celebrating its 27th year, Yountville's Festival of Lights invites friends, families and visitors to play hooky from the shopping mall and gather in one of the world's most popular destinations for a feel-good family event to kick off the holiday season. Presales of tasting bracelets for the popular celebration are available now at the Yountville Welcome Center at 6484 Washington Street, online at yountville.com/events or by calling the Yountville Chamber at (707) 944-0904. The holiday celebration is Friday, November 28, 2-6 p.m.

Skating Away

Holiday Ice Rink at Embarcadero Center

Delighting families, couples and ice skating enthusiasts for over 25 years, the Holiday Ice Rink at Embarcadero Center presented by Hawaiian Airlines opens each winter for nine magical, fun-filled weeks. Get ready to skate under the sun and stars along the beautiful waterfront at the largest outdoor rink in San Francisco. This year's skating kicks off on November 4 and continues through January 3. The rink is located just steps from the Ferry Building and the California Street cable car line. The ring of the bells and the lights of the Embarcadero make skating at the Embarcadero Center an “only in San Francisco” experience. Hours of operation are from 10 a.m. to 9:30 p.m. weekdays and 10 a.m. to 11:30 p.m. on Friday and Saturday. Admission is \$11 for adults and \$6 for children seven and under with skate rentals for \$5. Tickets can be purchased online at embarcaderocenter.com or call (415) 837-1931 for more information.

Safeway Holiday Ice Rink

The Safeway Holiday Ice Rink in Union Square is a San Francisco holiday tradition that will kick off the ice skating season on November

4 with a lineup of jubilant and festive activities for all ages. The ice rink will remain open through Monday, January 18. The ice rink in Union Square is the premier location for outdoor ice skating amongst the vibrant lights and popular shopping destinations in San Francisco. 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 Thursday, December 31. Ticket prices for regular admission are \$11 and \$7 for children eight and under. Figure skate and hockey skate rentals are \$6. Tickets will be available at the ice rink ticket window in Union Square Park, or you can buy advance tickets at www.unionsquareicerink.com. Group rates and private parties are also available.

Yerba Buena Ice Skating

Located in an urban rooftop garden at Yerba Buena Garden, the view of the City from the rink's wall of windows can only be described as dazzling. The ice rink is open for public skating daily and skating lessons as well as private events and parties. Admission is \$12 for adults, \$10 for children/seniors (6-12 or 55+) and \$7 for toddlers five and under with skate rentals for \$4. Visit www.skatebowl.com for more information.

Anti-Whaling Activist Visits Vallejo

Marine conservationist, world record holder, television producer and author Pete Bethune is coming to Vallejo's Cal Maritime on Friday, November 13. Bethune works with governments in developing sound marine conservation policy and legislation. In 2010, his 18-ton powerboat was rammed by an 800-ton whaler while he was working to try to stop the Japanese whaling fleet. His subsequent arrest, five months in a Japanese maximum-security prison,

and trial in Tokyo became one of the most infamous anti-whaling events in history. Demonstrations while he languished in prison convinced the Australian Government to take Japan to the International Court of Justice, and four years later the court effectively banned Japan's whaling program. Bethune will speak in Rizza Auditorium at 6 p.m. and a reception will be held at 5 p.m. Admission is free. Both the event and the reception are open to the public. For directions or parking information, visit www.csum.edu/map.

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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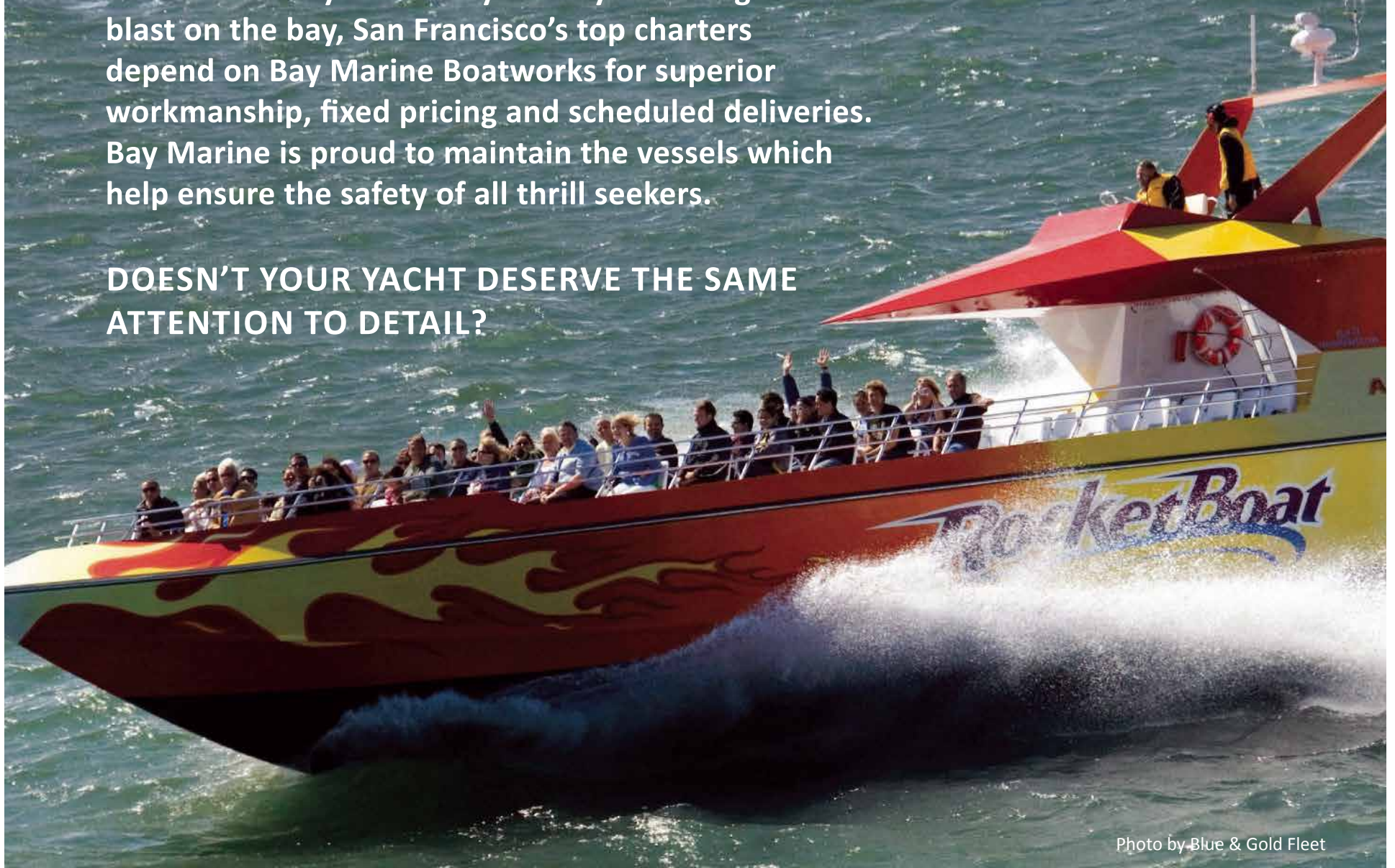


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