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"The Voice of the Waterfront"

October 2016 Vol.17, No.10



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ON OUR COVER

During a news conference held by the Solano County Sierra Club in front of Vallejo City Hall, Yana Zegri and granddaughter ZuZu Zegri join in a protest against the construction of a proposed "green" cement facility on the Vallejo waterfront and the establishment of an international deep-water shipping hub to receive the raw materials needed for the cement. The local chapter of the Sierra Club formally announced its opposition to the project at the event and some Vallejo residents say that the idea is bad for the environment, bad for public health and bad for Vallejo. Photo by Joel Williams.

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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New Publication to Cover West Coast Trade Community

BY PATRICK BURNSON

West Coast ports—including several in the Bay Area—are a major economic asset, serving as the nation's premier trade gateway.

These ports play critical roles supplying U.S. consumers with imported goods, handling exports from U.S. companies bound for other parts of the world and providing jobs and economic benefits to the state and communities along the trade corridors.

Critical facts about the West Coast ports provide information about larger issues such as international trade and the performance of the U.S. economy.

To provide greater insight about the West Coast's ports, the Oakland-based Pacific Merchant Shipping Association (PMSA) has begun to publish *The West Coast Trade Report*, a new monthly publication pulling relevant data from multiple sources and examining trends impacting the trade community and West Coast ports.

With insightful analysis by international trade economist Jock O'Connell, the publication will also include commentary on a variety of subjects including the supply chain,

legislative and regulatory issues, and other information to help inform both industry and public officials.

"PMSA staff and Mr. O'Connell bring decades of experience from the industry and government that will be reflected in this new monthly publication," said PMSA President John McLaurin.

For more information, see www.pmsaship.com.

Ma Featured at Women in Logistics Luncheon

The PMSA looms large in the news this month as it co-sponsors an important event with the local chapter of Women in Logistics. The fall luncheon featuring California Board of Equalization Chairperson Fiona Ma, at Scott's Restaurant in Jack London Square on October 5, is certain to generate a lively discussion. Ma is the former majority whip of the California State Assembly and is running for California State Treasurer. She will share her insights into California's financial position and what that means for transport infrastructure and logistics.

For more information, see www.womeninlogistics.org.

Major New Shipping Route Coming to Oakland

A new shipping route linking Asia and the United States will add weekly Port of Oakland stops beginning in November. Oakland, California's third largest ocean cargo gateway, will become the sixth stop in the service operated by three Asian shipping lines.

The service, known as the Calco-C, connects ports in Vietnam, China and California. Port spokespeople expect to bring an additional 50 vessel arrivals to Oakland annually. If that is indeed the case, it would mean an increase in Oakland cargo volume by as much as 30,000 twenty-foot-containers (TEUs) a year. The port handled the equivalent of 2.28 million TEUs last year.

The announcement comes as the International Longshore and Warehouse Union negotiate in advance on new management contracts with the Pacific Maritime Association.

Volume growth could lead to more cargo-handling jobs in Oakland, the port said. Maritime Director John Driscoll also pointed out that the development may strengthen Oakland's role in the Transpacific container trade.

The port said the service gives shippers more opportunity to import finished Asian goods such as wearing apparel and consumer electronics. It said exporters will gain new routes to Asia for commodities such as California agricultural products.

Oakland is the largest outbound port of agricultural products on the U.S. West Coast. Other ports in the service include Cai Mep in Vietnam; Xiamen, Yantian and Nansha in China; and the Port of Long Beach. The service is operated by Tokyo-based "K" Line, Taiwan's Wan Hai Lines and Singapore's Pacific International Lines.

Seven ships from the three ocean carriers are deployed on the service.

Each has the capacity to carry between 8,000 and 9,000 20-foot containers. The vessels will make weekly calls at the port's Oakland International Container Terminal beginning November 6.

Matson Earns Top Spot in Annual Quality Survey

Oakland's Matson Navigation was again given the number one ranking by *Logistics Management* magazine and Peerless Research Group, whose annual Quest for Quality Awards survey of qualified buyers of transportation and logistics services is considered the most important measure of customer satisfaction and performance excellence in the industry.

The magazine's 33rd annual survey this year drew almost 5,000 participants who rated transportation companies in all modes and service disciplines against the five criteria most valued by shipping customers: on-time performance; value; information technology; customer service; and equipment and operations.

Of the 11 domestic and foreign companies in the ocean carriers category, Matson came out on top of four of the five categories. Matson Logistics also earned another Quest for Quality Award this year, ranking second-highest and within one half-point of the top spot in the intermodal marketing companies category. Matson Logistics subsidiary Span Alaska also earned a Quest for Quality Award for its service in the regional LTL (less-than-truckload) carriers category.

Patrick Burnson is the Executive Editor of *Logistics Management*. (www.logisticsmgmt.com)

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WETA Breaks Ground on New Ferry Facility in Alameda

BC STAFF REPORT

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) broke ground on its new Central Bay Operations and Maintenance Facility in September, naming it after well-known Alameda businessman, ferry advocate and Harbor Bay Isle developer Ron Cowan.

The Ron Cowan Central Bay Operations and Maintenance Facility is a major step in WETA's near- and long-term ferry expansion plans. It will serve as a consolidated maintenance base and operations control center for WETA's Central Bay fleet, which serves Alameda/Oakland, Alameda Harbor Bay and South San Francisco, with future services to Richmond and Treasure Island. The \$49.5 million investment is located near Pier 3 of the former Naval Air Station, now known as Alameda Point.

The WETA Board of Directors voted to name the new facility after Ron Cowan to acknowledge him for his role in creating a viable, sustainable and growing ferry system on San Francisco Bay. WETA Vice Chair Jim Wunderman said, "Ron saw the potential for bringing back ferries as critical elements in our transportation system. His dream—a comprehensive regional water transit system—will be reality, due in large part to his vision and dedication to the people of Alameda and commuters throughout the greater Bay Area. We are grateful to Ron for adding significantly to transbay capacity and for being a fierce advocate for our agency's role in both transportation and emergency response."

The new maintenance facility is an important milestone in WETA's long-term vision of expansion of service. "Ridership on the Alameda/Oakland routes has increased by 77 percent since 2012," said Nina Rannells, WETA's executive director. "In our strategic plan



Photo by Joel Williams

On September 15, WETA broke ground for the Ron Cowan Central Bay Operations and Maintenance Facility. In addition to its function as an operations and maintenance facility, it will include an Emergency Operations Center that will serve as a primary location for WETA to coordinate the provision of emergency transportation services in the event of a regional disaster or transportation disruption.

we've set forward a vision for ferry service over the next 20 years that includes wait times of 15 minutes or less during peak commute hours. In order to ensure that our vessels operate at peak performance and meet the growing demand for ferry service, investments in new and existing infrastructure are critical."

The facility will include a 70-foot-high, four-story building and working yard that will support light repair and maintenance work, spare parts storage, concession supply and administrative office space. WETA also will construct a diesel fuel facility with a total storage capacity of 45,000 gallons—enough to operate WETA's Central Bay fleet for up to a week in the event of an emergency. Extending from the shoreline of the project site and into the Bay will be a marine facility with berthing slips for 12 ferry vessels. Each slip will be outfitted with equipment to deliver fuel and utility hookups to WETA vessels,

while a limited number of slips will be specially outfitted to meet regular vessel maintenance needs such as engine oil changes and life raft servicing. The facility will employ union engineers as well as construction trades.

In addition to its function as an operations and maintenance facility, the RCF will include an emergency operations center that will serve as a primary location for WETA to coordinate the provision of emergency transportation services in the event of a regional disaster or transportation disruption. As part of its founding charter, WETA is directed to coordinate the ferry transportation response and provide emergency response capabilities that might be needed after events such as natural disasters, emergencies or major network disruptions in the Bay Area.

The Central Bay Operations and Maintenance Facility project also will provide a public benefit for Alameda

residents and the Bay Area public. To make the surrounding areas more attractive and accessible, WETA will improve approximately one-half acre of land by expanding the San Francisco Bay Trail; constructing a shoreline viewing terrace; and installing parking for bikes, interpretive signage, improved landscaping and seating.

The groundbreaking was attended by more than 150 local officials, including former San Francisco Mayor Willie Brown, Jr. and Alameda Mayor Trish Herrera Spencer. "The attendance demonstrates the need, interest and support for expanded ferry service," Rannells said. "Other important milestones on the near-term horizon include the opening of the North Bay Operations and Maintenance Facility in Vallejo, the launch of Richmond ferry service and completion of the San Francisco Ferry Terminal expansion project."

Jeff Troughton

BY MATT LARSON

If you're a daily ferry commuter from Vallejo, you will probably already recognize Jeff Troughton, one of the bartenders on the Vallejo ferry boats. Though he's only been at the position since April of this year, he was a barista at Panama Bay Coffee (formerly Panama Red) in the Vallejo Ferry Terminal for more than two years before taking this job, so chances are you've at least seen him around.

Troughton has been able to get to know many of his coffee regulars on a much deeper level since taking the job with the ferry. "Now instead of just knowing their coffee drink, I know their bar drink too!" Troughton said with a laugh. "But I love serving people, I like making connections and I like to socialize with people. So on the ferry, especially from Vallejo, there's a good chance—you're on the boat for 50 minutes. Who else are you going to talk to?"

As opposed to staying indoors at his previous job—though the Vallejo ferry terminal does lend itself to some impeccable views—not much can compete with actually working out there on the water. "The view is different every day," said Troughton. "I get to see the sunrise over the city, which is amazing. And seeing the whale the past couple

weeks has been pretty awesome."

When he says he loves serving people, that goes for both his customers and his coworkers. Troughton always looks forward to Friday mornings, when he heads into the Golden Gate Meat Company in the San Francisco Ferry Building to get breakfast sandwiches for himself and his crew. He's gotten to know the ferry building well during layovers here and there, and he recommends Hog Island Oyster Co., but maybe not for the reasons you'd expect. "They have really good drinks," said Troughton. Coming from a bartender, that means a lot. He added, "I go for the drinks. I stay for the oysters."

Troughton's personal go-to drink is the Moscow Mule (ginger beer, lime and vodka). It's actually a drink he can make for you on the ferry boat! Though nobody has ever ordered one from him—yet. So far the most common drinks are the standard Jack and Coke, Irish coffee and Bloody Mary (especially during the Giants games). Troughton said that his bar is generally fully stocked (except for blended drinks, as some passengers like their peace and quiet), so Troughton can probably make you whatever you want. Or you could just have him surprise you.

"I really love the job," he said. And as a born-and-raised Vallejoan, "I love being in Vallejo and working for people who live in Vallejo." Troughton has prided himself



Jeff Troughton, who works behind the bar on the Vallejo ferry route, is ready and able to make a mean Moscow Mule for you to enjoy on your way home from work.

on volunteering in his local community over the years for various causes in Vallejo, and still dabbles with the Vallejo Naval and Historical Museum and the Mare Island Historic Park Foundation. He's also a fan of the architecture in downtown Vallejo, specifically the Empress Theatre and the Temple Art Lofts.

Troughton is currently attending Solano College and finishing up his associate degree in drafting. After that, he hopes to attend Cal Poly to learn more about architectural design, with the goal of eventually landing his dream job as a city planner, designing public plazas and parks and such. But until then, life on the water is working out swimmingly.

"I've always been fascinated with boats," said Troughton. He enjoys shadowing the deckhands when he can to learn more about the trade, and just being there he gets to experience the same luxury of ferry travel as the passengers do. "I enjoy the rides very much," he said. "I can see why people use the ferries. It's a much more enjoyable ride than sitting on a loud screeching BART train or sitting in traffic." And speaking of enjoying things, ask him to make his best Moscow Mule next time you're on board. Drink up! (But also remember to drive safely or get a ride after your ferry trip.)



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FLEET WEEK

BY CAPTAIN RAY

Once again, San Francisco's annual Fleet Week celebration is upon us. Here's a little background to put the event into context.

It has long been the custom of the United States marine military forces (the United States Navy, the United States Marine Corps and the United States Coast Guard) to visit various U.S. ports when returning from long overseas deployments. This gave the crew an opportunity to come ashore and see the sights of American cities. Sometimes

the hosting city would even "adopt" the ship and its crew, hosting sporting events, discounting drinks for all those in uniform and performing other welcoming gestures.

In the summer of 1935, in conjunction with the California Pacific

International Exposition, which was being staged to help the San Diego economy shake off the lingering effects of the Great Depression, San Diego had the honor of hosting the very first Fleet Week celebration.

This was also a time of great militarization in Germany and Japan, and the Soviet Union was showing strong nationalist tendencies under Joseph Stalin. Most citizens of the United States were more concerned with digging out of the Depression and felt well protected from these world events because of the great oceans on either side of the country.

President Franklin Roosevelt sensed these international threats, however, having previously served as the Assistant Secretary of the Navy. It was his intention to expand the U.S. Navy, and he used the California Pacific International Exposition as a public relations springboard.

A color guard from the United States Marine Corps was scheduled to open the exposition. Not coincidentally, what was described at the time as "the mightiest fleet ever assembled under the U.S. flag" arrived in San Diego. The harbor filled with 114 warships, including 48 battleships, cruisers and aircraft carriers, delivering almost 60,000 officers and crew into a town with a population of about 150,000. These sailors (in uniform, of course) visited the exposition and were seen everywhere. In addition, some of the ships held open houses and invited the civilian population aboard for tours.

And so the Fleet Week celebration was conceived.

In 1981, the name Fleet Week was revived and applied to a celebration in San Francisco. While it was not uncommon for U.S. Navy ships to visit San Francisco, this occasion was to be greatly expanded, advertised, and held in conjunction with the already popular Columbus Day festivities in early October. Coincidentally, this is often the very best weather of the year in San Francisco. Fleet Week has been held annually ever since, and continues to expand.

After San Francisco's resurrection of this celebration, other port cities have picked up on this festivity and host a Fleet Week of their own. The very next year, which was 1982, New York City planned its Fleet Week around the Memorial Day weekend. Several Fleet Week celebrations have cropped up here on the West Coast integrated into existing local events: Portland, Oregon holds its Fleet Week in conjunction with its Rose Festival every June, Seattle couples Fleet Week with its Seafair celebration in July and August, and Los Angeles and San Diego host Fleet week around the Labor Day holiday.

Events like the parade of ships and the open house that these visiting ships host have become integral parts of Fleet Week activities. However, for most people the most exciting (but because of the noise, a bit controversial) event is the airshow put on by the Blue Angels. Officially named the United States Navy



Photo by Joel Williams

Officially named the United States Navy Flight Demonstration Squadron, the name Blue Angels was actually chosen by one of the first squadron pilots and was inspired by a New York City nightclub. The Blue Angels have been a part of Fleet Week celebrations for many decades.

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Flight Demonstration Squadron, the name Blue Angels was actually chosen by one of the first squadron pilots. It was inspired by a New York City nightclub. The Blue Angels have been a part of Fleet Week celebrations for many decades, although they did not fly in 2013 because of sequestration.

So come on into San Francisco and enjoy the festivities. Parking is always tight, so look to using ferries, BART or other public transit to reduce your carbon footprint and lessen your stress level.

The following is a schedule of the main events and some activities at Pier 39. See www.fleetweeksf.org for more complete information.



Photo by Joel Williams

Friday, October 7

- 11 AM: Parade of Ships
- 12 PM: US Navy Pacific Fleet Rock Band on the PIER 39 Entrance Plaza Stage
- 12 – 4 PM: Air Show featuring the Blue Angels at 3 PM
- 4 – 6 PM: Neon Velvet on the PIER 39 Entrance Plaza Stage

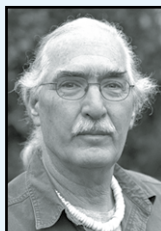
Saturday, October 8

- 9 AM – 4 PM: Ship Tours at Pier 35
- 12 – 4 PM: Air Show featuring the Blue Angels at 3 PM
- 1 PM: Navel Sea Cadet Corps Band of West on the PIER 39 Entrance Plaza Stage
- 4 – 6 PM: Mustache Harbor on the PIER 39 Entrance Plaza Stage
- 6:15 – 6:45 PM: Blue Angels Meet & Greet near PIER 39 Entrance Plaza
- 7:15 PM: US Navy Pacific Fleet Band Wind Ensemble on the PIER 39 Entrance Plaza Stage

Sunday, October 9

- 9 AM – 4 PM: Ship Tours at Pier 35
- 12 – 4 PM: Air Show featuring the Blue Angels at 3 PM
- 4 – 6 PM: WJM The Band on the Entrance Plaza Stage

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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Proposed Vallejo Cement Facility Raises Environmental Questions

BY BILL PICTURE

Vallejo residents, activists, business owners and city officials all agree the city's economy needs a shot in the arm. What they disagree about is exactly how that shot should be administered.

The city was dealt a blow 20 years ago when the Mare Island Naval Shipyard went dark, and city officials are now looking to a proposed waterfront project to help Vallejo regain its financial footing. That proposal calls for building a "green" cement facility on waterfront acreage that once housed a flour mill, as well as the establishment of an international deep-water shipping hub to receive the raw materials needed for the cement.

But some area residents say that, no matter how environmentally friendly the cement's manufacturer claims its product is, how many jobs the project promises to create or how much tax revenue it might generate, the idea is bad for the environment, bad for public health and bad for Vallejo.

Cement-maker Orcem California and privately-owned Vallejo Marine Terminal LLC (VMT) are the driving forces behind the project. Orcem's green cement is made largely from the recycled byproduct of the steel-making process. When added to traditional cement, which requires an enormous amount of energy to produce, it thereby theoretically reduces the mixture's overall carbon footprint. The cement industry is one of the world's largest producers of greenhouse gases.

"In Orcem's mind, adding their cement means less regular cement has to be made or used," said Peter Brooks of Fresh Air Vallejo. "The problem is, their main ingredient is coming from steel mills in Asia. So when you factor in the long trip it has to make to get here, their green cement isn't so green anymore."

Brooks is also concerned about the potential health risks posed by exposure to the "slag," as the main ingredient is called.



Dozens of protestors gathered in front of Vallejo's City Hall for a news conference held by the Solano County Sierra Club to voice their objections to the construction of a proposed "green" cement facility on the Vallejo waterfront and the establishment of an international deep-water shipping hub to receive the raw materials. The local chapter of the Sierra Club formally announced its opposition to the project at the event.

"There will be huge piles of this stuff sitting out in the open on a windy point at the edge of the San Francisco Bay," he says. "Does that sound safe to you?"

Brooks points to already poor air quality in the underserved neighborhood at whose doorstep the proposed site sits. South Vallejo already has some of the highest rates of asthma in the state. "Hasn't this community paid its toxic dues?" he says. "The last thing they need is more industry dumped on them."

Orcem did not respond to a request for a comment on the proposed Vallejo project, but representatives have made it clear they believe saying "no" to the project would be hitting a city when it's already down.

Earlier this year, Orcem CEO Steven Bryan told the *San Francisco Chronicle*: "Our project, along with the terminal, brings back life to the waterfront of Vallejo. It brings in good union jobs, businesses will want to be in close proximity to us and we will generate income for a city

that needs money for cops and roads and everything else. Our project would be a sign that Vallejo is open for business."

Actions speak louder than words

A draft environmental impact report was released in September 2015. Citizen groups, environmental organizations and regional agencies claimed there were major holes in the report's findings, and angry opponents have since packed several community meetings to voice their concerns.

An Environmental Justice Analysis followed in April of this year. The report found the project would not place a disproportionate burden on the minority and/or low-income populations living nearby, but critics argued the findings were flawed because the analysis failed to take into account already-existing air pollution.

Among the laundry list of concerns raised over the last year is the absence of

a plan to provide ship-to-shore power at the proposed terminal. Without it, ships berthed at the terminal would need to run their engines in order to have power, resulting in diesel emissions.

Also of concern were emissions from trucks and trains servicing the new shipping terminal. At first, the terminal would receive only the incoming slag for Orcem's green cement. But eventually, VMT's goal is to establish Vallejo as a major transit point for bulk and break-bulk commodities making their way in and out of the country.

South Vallejo resident Pat Dodson told the *Earth Island Journal*, "The trucks will be three blocks from my house, 24 hours a day, seven days a week. They're going to kill everything out here—the trees, the grass, the wildlife, the fish in the sea—us!" The proposal was recently amended to limit hours for trucks to 7 a.m. to 10 p.m.

Joe Feller of the Solano Group, a chapter of the Sierra Club, says he's

concerned about what other materials might eventually move through the terminal. “My fear is that a coal project is being dressed in a green coat,” he said. “Seattle and Oakland both decided not to allow coal to move through their ports. Are we the coal industry’s Plan C? Industry says ‘no,’ but I’m not so sure. Once they’ve established port status, there’s nothing on the federal books to stop them from doing that.”

Orcem and VMT’s seemingly good intentions were further questioned when a plan to establish a \$1 million community benefits program benefiting South Vallejo nonprofits was announced as Vallejoans wait for a final version of the environmental impact report and Vallejo’s Planning Commission prepares to weigh in on the project. Both are expected to happen before the end of the year.

Blaise Fetting, principal of VMT, told the Vallejo *Times Herald*, “We are very excited about the opportunity to provide support to the Vallejo community. Once we establish our new state-of-the-art marine terminal and Orcem develops their new green cement milling operation at the ex-General Mills site, we will have the opportunity to be able to give back to the community in a meaningful way.”

What raised eyebrows were the conditions of the partners’ good deed. South Vallejo only gets the money if the city greenlights the project. If the proposal is rejected, the money is off the table. Naturally, opponents were outraged by what they perceived as the dangling of a \$1 million carrot in front of a community badly in need of help. Fresh Air Vallejo’s Peter Brooks told the *Times Herald*, “Where were these offers of job training, and community services a year ago?”

The plot further thickened when reports surfaced that Orcem CEO Steven Bryan let it slip during a town hall-style meeting at an African-American church that Orcem and VMT had been meeting privately with members of the city council for almost two years to move the plan along. *Earth Island Journal* reported that documents obtained by community groups via the Freedom of Information Act allegedly revealed that a state law prohibiting secret government meetings had been skirted by keeping the number of elected officials who attended just under the legal limit.

But wait, there’s more

Four city council seats are up for grabs next month, and sources say that to ensure Orcem/VMT isn’t used as a political tool that might threaten the project’s chances of approval, candidates, as well as existing council members, were advised by Vallejo City Attorney Claudia Quintana not to speak about the project.

When asked whether city council members and candidates had been advised not to talk about the Orcem/VMT project, Quintana replied in an email: “Normally, councilpersons wait until the public hearing on the matter to hear the description of the project and consider all materials presented, before making definitive statements of approval or denial on a project.”

“That’s ridiculous,” said Feller. “How can you be running for city council and not address a major issue?”

One current city council candidate has spoken publicly on the project. At a September 14 news conference held by the Solano County Sierra Club, Liat Meitzenheimer said, “Once a decision is made, you can’t go back. A lot of our people that live in the city don’t really pay attention to the decisions that are being made by the policy makers. And they don’t understand the impact until it’s actually too late. This one project can have an impact for the next 65 years.” She added, “This is our waterfront, it’s our most protected and valuable property that we have in Vallejo. We have an obligation to make sure that we have the fullest and the best use for the waterfront.”

“What we want is simple,” said Fresh Air Vallejo’s Brooks. “We want a waterfront that we are proud of, not one that hurts us. The Sperry Mill is a landmark. It symbolizes the entrance to the Napa Valley, and it should be saved and repurposed the way they did in Sacramento and Napa.”

Or as Meitzenheimer put it, “We want to make sure that the waterfront is always there for the people, not for corporations.”

For more information on the Orcem/VMT Project, visit www.orcem.com/vallejo_project.html and www.vallejomarinetterminal.com. Fresh Air Vallejo’s website in opposition to the project is freshairvallejo.com.

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Swimming With Sharks, and Working to Save Them

BY DAVID MCGUIRE

As an open-water swimmer, I frequently encounter wildlife in the Bay and open ocean. My workouts normally take place in Aquatic Park with the San Francisco Swimming and Rowing Club, but my friends and I often take longer swims across the Bay and in the ocean.

Occasionally we encounter sharks, but most often it's the wind, tides and angry sea lions that make me nervous. Thanks to efforts of organizations like Baykeeper, Save the Bay and to some degree our own (Shark Stewards), the San Francisco Bay is becoming healthier and the wildlife more abundant. Herring spawns bring in foraging seabirds and fish and provide nourishment for the harbor seals and harbor porpoises that frequent the Bay.

Inserted into this food web are the predators, including the sharks. White sharks enter the Bay in the late summer and fall months, with coastal observations peaking in October—the month we call Sharktober. The juvenile great white shark caught on a viral iPhone video last year consuming a seal near Alcatraz gained a lot of attention in the news and among my fellow Bay swimmers, but most sharks rarely make the news.

Around 11 species of sharks inhabit the Bay or use it as a feeding or breeding ground, with another 15 or so living outside in the waters of the Greater Farallones National Marine Sanctuary. These include the lovely leopard shark, a beautifully patterned houndshark that grows to six feet. This is the most common shark in the Bay, giving birth to live pups in the shallow parts of the estuary that have healthy eelgrass beds and wetland habitat.

Their close cousins, the brown smoothhound and soupfin sharks, also mate and give birth to their live young in the Bay. Many of these sharks range along the outer coastline, but are also observed in the Bay's deeper reaches.

Another shark seen in the Bay, commonly confused with the great white shark, is the salmon shark. These sleek, dark sharks are occasionally seen along the waterfront along Ocean Beach, and inside the Bay. These sharks can make acrobatic leaps out of the water in pursuit of their favorite prey (salmon) and can sometimes be observed during a ferry passage across the Bay. In the past few years, thresher sharks, normally an open water species, have also been observed leaping clear of Bay waters.

Ordinarily a deeper water species, the spiny dogfish swims on the bottom of the Bay in deeper waters and is a favorite food for sevengill sharks. In fact,



Photo ©David McGuire SharkStewards.org

White sharks have been seen in local waters in late summer and fall months, peaking in October.

the Bay is one of the primary nursery grounds for broadnose sevengill sharks along the California coast. Females enter in early summer and pup in shallow regions of the Bay including off Alameda and Hunters Point, where anglers frequently target them.

Rays are another member of the scientific grouping *Elasmobranchii*, which includes sharks, skates and rays. These “flat sharks” breed, forage and give birth in the muddy waters that play such an important role in the bottom ecosystem—which includes mud, sand and eelgrass beds. Bat rays are the most common in the Bay and popular among pier fisherman, who call them “mud marlin” for their fighting ability. The largest bat ray caught in the Bay measured nearly 11 feet in length and weighed 464 pounds!

Like the leopard sharks and smooth hounds, these fish forage on mollusks like clams as well as octopus, crustaceans and small fish. Other cousins include the big and longnosed skates, seldom seen and generally not targeted by anglers, yet important for maintaining the health of

the bottom in a process called bioturbation. Another type of ray is the shovel-nose guitarfish, which represents something of a transition between a shark and a ray.

Swimming across the Bay can be a wild experience, but most of the excitement passes unseen beneath our hands and our keels, and the importance of sharks is also unregarded. The San Francisco estuary provides critical habitat for these important fish, and sharks play a critical role in the health and balance of marine ecosystems. Many species of sharks are threatened with extinction, and the history of commercial shark fishing played its own role in reducing local shark populations. Increasing protection and habitat protection and providing best fisheries management practices are necessary to help ensure their survival and the health of the Bay.

This Sharktober, Shark Stewards is swimming for and celebrating sharks with a series of educational and fun events to help save sharks. Learn more at www.sharktoberfest.org.

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Vote for the Bay on November 8—Yes on State Prop 67

BY SEJAL CHOKSI-CHUGH

After more than 20 years as an environmental advocate, I shouldn't be surprised by industry shenanigans, but I still am. Case in point: On November 8, California voters will have the chance to vote on a ballot measure, Proposition 67, to ban single-use plastic bags.

Most people know that plastic bags are bad for our environment. We see plastic bags littering our creek beds, sidewalks, highways and beach shorelines every day. Plastic bags don't degrade. Only three percent are recycled. And they harm wildlife. Seals, fish and birds can become entangled in them and lose mobility, and some critters mistake bags for food, fill their stomachs with indigestible plastic and then die of starvation.

That's why California passed a statewide law in 2014 to phase out single-use grocery bags, with broad public support.

So now we come to the industry shenanigans. The plastic bag industry, in a tricky move, put Proposition 67 on the ballot. That put the 2014 law on hold until after the upcoming November vote. Now, plastic bag companies from South Carolina, Texas and New Jersey are spending millions of dollars here in California on a highly deceptive advertising campaign against Prop 67.

YES ON 67
PROTECT THE BAN ON PLASTIC BAGS

Their goal is to use the voters to overturn the 2014 state law and kill California's efforts to control plastic bag trash.

A yes vote on Prop 67 will keep in place the 2014 law banning single-use plastic bags, and ensure that it is implemented throughout our state.

Many Bay Area cities—and over half of California's communities—already have local bans. And these bans work. Where plastic bag bans are already in place, litter has been measurably reduced. Prop 67 builds on these local, proven successes and takes the ban statewide.

Californians throw away 500 plastic bags every second. Cleaning them up costs taxpayers \$100 million a year. Let's protect the entire Bay Area, San Francisco Bay's entire watershed, all of California's waterways and the Pacific coast from plastic bag trash.

On November 8, be sure to vote yes on California Proposition 67, the statewide ban on single-use plastic bags. And join me and thousands of Californians by taking reusable bags with you when you go shopping. To learn more about Baykeeper and support our work, visit our website at baykeeper.org.

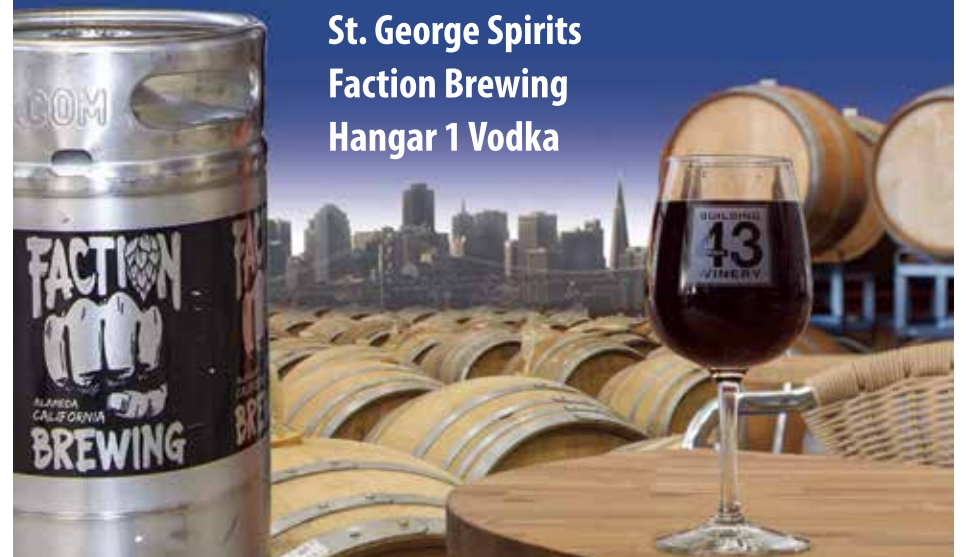


Photo by Ingrid Taylor, Flickr(CC)

Wildlife can mistake plastic bags for food, fill their stomachs with plastic and then die of starvation.

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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, e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



Parking Shortage Dogs Alameda Ferry Terminal

BY RICHARD BANGERT

Ferry riders driving to Alameda's Main Street Ferry Terminal on the Oakland Estuary found an extra parking lot waiting for them in May. The city-owned O Club parking lot across the street from the terminal provides 121 spaces under a temporary agreement with the Water Emergency Transportation Authority (WETA). Despite the added parking lot, the street shoulder and unpaved lot west of a dog park continue to absorb overflow.

"Ridership has grown 29 percent since May, the month we opened the lot," said Kevin Connolly, WETA's manager of planning and development. "Given that the street and dirt lot were basically full at that time, it makes sense that the O Club has absorbed the additional riders."

A ferry access study conducted by WETA in 2014 led to the O Club interim parking solution. The option of converting the nearby dog park to ferry parking was put on hold until the dog park could be moved a mile away to the planned Estuary Park near Alameda Landing.

Dog owners interviewed recently at the Main Street dog park don't see why the area they use for exercising their dogs should be blocking expansion of ferry parking. "I believe that it would be a better use of taxpayer money by relocating this dog park and turning it into a parking structure," said Jennifer Keene, who lives near the Bay Farm Bridge. Keene drives across the island because it's less crowded than Alameda's other dog park.

"I really like the idea of moving this dog park to Estuary Park because it has a lot more trees, and it's a better area for the dogs," said Madison Walzberg, a resident of Coast Guard Housing. "It doesn't take much to make a dog park. If they just fence it in, it would be a great

solution for anyone with dogs," said Walzberg.

Construction work on the first phase of Estuary Park on Mosley Avenue, featuring sports fields, began in August. Phase 2 of park construction, featuring an open meadow, picnic area and dog park, has yet to be funded. This four-acre section is already fenced in on three sides and could serve as an interim dog park by adding fencing to the remaining 500 feet along the street, according to Walzberg.

The demand for added ferry service at the Main Street Terminal prompted WETA to add five additional weekday departures last year. The enhanced service was set to expire this fall, but WETA will be extending the enhanced service through the end of 2017, thanks to a grant from the Metropolitan Transportation Commission.

In her report to the board of directors in August, WETA Executive Director Nina Rannells said that the enhanced service would coincide with the delivery of two new ferry vessels, the *Cetus* and the *Hydrus*, in early 2017. Both vessels will have capacity for 399 passengers and up to 50 bicycles. "The new vessels represent a significant improvement over today's operations, where average capacity is 324 seats and bikes are sometimes limited to 30 spaces," said Rannells.

Combined ridership for the Oakland and Alameda Main Street terminals increased by 18,234 passengers from July 2015 to July 2016, representing an increase of 15.69 percent. The systemwide increase for the same period was 7.78 percent.

"All the parking spots get full very early, and you have to fight for a spot," said Keene. "They park all the way down the road past the nursery, and that's kind of a hazard, especially early in the morning or late in the evening trying to cross the street." Keene said that she would gladly pay to "park in a legit parking structure."



Photo by Richard Bangert

With ferry ridership continually increasing, parking capacity at Alameda's Main Street Ferry Terminal remains a problem. A possible solution would be to relocate a nearby dog park and convert it to additional parking.

Dog owner Jeff Anderer, a resident of Marina Village, said he uses both dog parks but does not use the ferry. "I come to this dog park on the warmer days for the sea breeze," said Anderer. "Strictly speaking as a dog owner and not as a ferry user, I do think the parking is more important."

Asked about costs for expanded

parking, Connolly said, "That's something we will be studying in the coming year or two as part of a comprehensive look at Main Street and its capital needs."

Richard Bangert posts stories and photos on his blog, Alameda Point Environmental Report.



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Waterfront Philosophy and the Mystery of Jazz

BY PAUL DUCLOS

When San Francisco had a thriving commercial seaport in the 1950's, the longshoreman philosopher Eric Hoffer made his literary debut with *The True Believer*.

In this brilliant work, the self-educated dockworker analyzed and attempted to explain the motives of the various types of personalities giving rise to mass movements; why and how mass movements start, progress and end; and the similarities between them, whether religious, political, radical or reactionary.

He argued that even when their stated goals or values differ, mass movements are interchangeable, that adherents will often flip from one movement to another, and that the motivations for mass movements are interchangeable.

Thus, religious, nationalist and social movements, whether radical or reactionary, tend to attract the same type of followers, behave in the same way and use the same tactics and rhetorical tools. As examples, he often refers to Communism, Fascism, National Socialism, Christianity, Protestantism and Islam.

The first and best-known of Hoffer's books, *The True Believer* has been published in more than 25 editions since its debut in 1951. We recently came across Hoffer's *The Passionate State of Mind and Other Aphorisms*, and it too contains many insights that might explain today's cultural conundrums.

Hoffer was awarded the Presidential Medal of Freedom in 1983. Each year Hoffer is memorialized through the Eric Hoffer Award for prose and books. This award was founded at the start of the 21st century (with permission from the Eric Hoffer estate) to honor freethinking writers and independent books of exceptional merit.

The commercial environment for today's writers has all but crushed the circulation of ideas. It seems strange that in the Information Age, many books

are blocked from wider circulation and powerful writing is barred from publication or buried alive on the internet.

Furthermore, many of the top literary prizes will not consider independent books, choosing instead to become the marketing arms of large presses. The Hoffer Award-honored books are from small, academic and micro presses, including self-published offerings. Throughout the centuries, writers such as Emily Dickinson, James Joyce, Walt Whitman and Virginia Woolf have taken the path of self-publishing, rather than have their ideas forced into a corporate or sociopolitical mold.

Today, small and academic presses struggle in this same environment. The Hoffer Award will continue to be a platform for and the champion of the independent voice. Winners of the Hoffer are given prizes, honors and worldwide media exposure, as well as being covered in the *US Review of Books*.

Nominated books are judged by independent panels within 18 all-inclusive categories. The annual grand prize winner is awarded a \$2,000 cash prize. Each category is assigned a winner, runner up, and multiple honorable mentions. Recognition is given to the best academic, small, micro and self-published presses. The Montaigne Medal is awarded to the most thought-provoking books. The da Vinci Eye honors exceptional cover art. The First Horizon Award is given to the best first-time authors. Each year, the Eric Hoffer Award results are publicly announced in the spring, and every nominee is notified via the contact email on their registration form.

To learn more about entering your work of the work of someone you admire, write to: The Eric Hoffer Award, PO Box 11, Titusville, NJ 08560.

City Lights Booksellers and Publishers has just released a new tome that Hoffer himself would surely enjoy. *The Jazz of Physics: The Secret Link Between Music and the Structure of the Universe* by Stephon Alexander is a

complex and obtuse read, but well worth the energy. The effort has met with mixed literary reviews, but we favor how *City Lights* describes it:

"More than 50 years ago, John Coltrane drew the twelve musical notes in a circle and connected them by straight lines, forming a five-pointed star. Inspired by Einstein, Coltrane had put physics and geometry at the core of his music. Physicist and jazz musician Stephon Alexander returns the favor, using jazz to answer physics' most vexing questions about the universe."

Following the great minds that first drew the links between music and physics—a list including Pythagoras, Kepler, Newton, Einstein and Rakim—

The Jazz of Physics revisits the ancient realm where music, physics and the cosmos were one. This cosmological journey accompanies Alexander's own tale of struggling to reconcile his passion for music and physics, from taking music lessons as a boy in the Bronx to studying theoretical physics at Imperial College, London's inner sanctum of string theory. Playing the saxophone and improvising with equations, Alexander uncovered the connection between the fundamental waves that make up sound and the fundamental waves that make up everything else. As he reveals, the ancient poetic idea of the "music of the spheres," taken seriously, clarifies confounding issues in physics. For more info, see www.citylights.com.

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

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Breuner Marsh Project

BY BC STAFF

The Breuner Marsh Restoration and Public Access Project will restore wetlands and coastline prairie, protect the endangered California clapper rail (which has recently been seen nesting) and saltmarsh harvest mouse, as well as provide public access to the San Francisco Bay shoreline.

The project will restore approximately 60 acres of wetlands in the 150-acre Breuner Marsh area located in the City of Richmond, creating a self-sustaining wetland complex that will filter polluted runoff and support native plant and animal species. The project is one of the East Bay Regional Park District's first constructions that will withstand the effects of rising sea levels through the end of the century.

This final portion of the overall project involves installing approximately 1,300 feet of concrete pile-supported concrete bridge that will form part of the San Francisco Bay Trail. The raised walkway is intended to allow free



Photo courtesy of The Dutra Group

The Breuner Marsh Restoration and Public Access Project will restore approximately 60 acres of wetlands in the 150-acre Breuner Marsh area located in the City of Richmond.

movement of the endangered salt marsh harvest mouse, whose habitat is limited to the marshlands around the Bay. The bridges consist of 86 driven concrete piles, precast concrete bent caps and precast concrete decking. The structures are tied together with interlaced reinforcing steel and small sections of cast-in-place closure concrete.

Along with the raised bridges there is dyke construction, path grading and planting involved in completing the trail between the bridges to either end of the project. The San Rafael based Dutra Group was awarded

the project in May 2016, and the project will be completed by February 2017. The project is funded by a broad number of public and private organizations, and carries a price tag of \$4.3 million.

A majority of the work must be completed between September 1 and October 15 to avoid interfering with the endangered clapper rail's life cycle activities in the area. During this period, all work below elevation 7.5 (basically, all wetland work) must be completed, which is a challenging schedule. Along with this restriction are noise and local ordinances that preclude night and

weekend work, meaning that the work has to be planned and executed with a high degree of efficiency, all while working safely and cleanly in this highly sensitive area.

Dutra is working closely with East Bay Regional Park District, Ghirardelli (the construction manager) and WRA (the biological monitoring consultant) to ensure that the job is built correctly and with minimum impact to the environment. All Dutra personnel are trained in and take the requirements and restrictions involved in working in this environment very seriously.



Photo courtesy of The Dutra Group

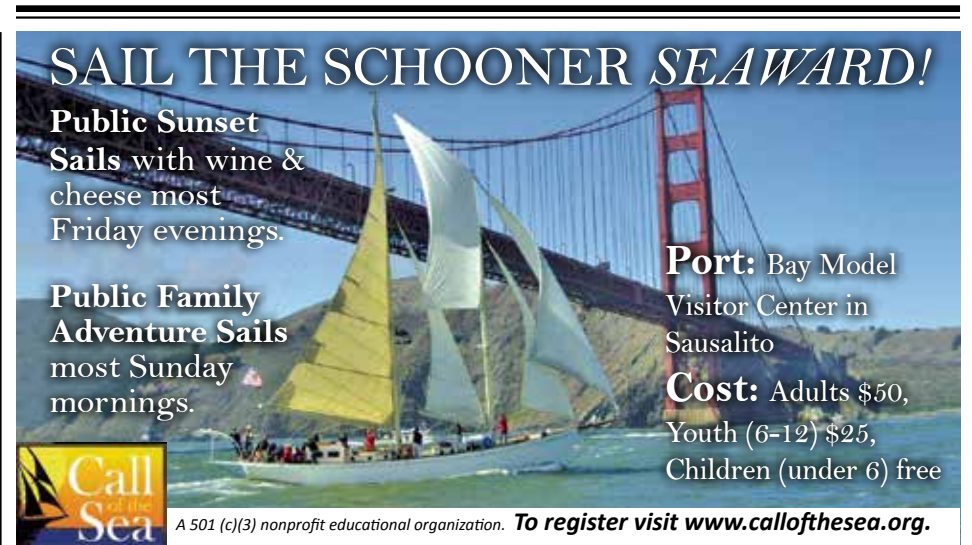


Photo courtesy of The Dutra Group

The Breuner Marsh project is one of the East Bay Regional Park District's first constructions that will withstand the effects of rising sea levels through the end of the century. It also involves installing approximately 1,300 feet of concrete pile-supported concrete bridge that will form part of the San Francisco Bay Trail.

WATERFRONT ACTIVITIES

- October 2 10AM - 12:30PM - Family Adventure Sail - Call of the Sea, Bay Model Pier Sausalito, (415) 331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though everyone is invited. Ticket price is \$60.
- October 8 11AM – 5PM – Fleet Week Schooner Sailing Adventure – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
The Blue Angels air show is returning to San Francisco this year. Enjoy the awe-inspiring aerial acrobatics of the US Navy Blue Angels, this year's Team Oracle, The Patriots Jet Team and numerous other spectacles from the best seat in the bay area, aboard our 82' Schooner *Seaward*. Instead of fighting traffic in the city, enjoy a no-stress adventure on the beautiful schooner with lunch, snacks, and refreshments included. Cost: \$175
- October 10-14 Able Seamen Course - Maritime Institute, San Rafael, (888) 262-8020, www.MaritimeInstitute.com**
The Able Seaman is an excellent starting point for one wishing to transition into the merchant marines. All those wishing to become upper level deck officers will be required to hold an AB ticket. The course also includes Marlinspike Seamanship as a bonus. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- October 15 5:15PM - 7:45PM - Full Moon Sail - Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
Watch the sunset and full moon rise on the San Francisco Bay from the deck of a traditional gaff rigged schooner on a Saturday night. California Craft beers, Napa and Sonoma Wines and premium non alcoholic beverages are available for cash purchase on board. \$79 per person.
- October 15 7PM – 9PM – Knot Tying Seminar – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
This course is designed to give you the opportunity to become comfortable with the many knots that are utilized for sailing and allow you the chance to have all your knot-related questions answered. Cost: \$20.
- October 16 5PM – 8PM - Taste of the Bay - Schooner *Freda B*, Sausalito, (415) 331-0444, www.schoonerfredab.com**
A sustainable seafood feast and beer tasting sail using Real Good Fish, prepared by Chef Dr. Jones and featuring author/speaker Maria Finn. Meal and Beverages included. \$145 per person.
- October 20 7PM – 9PM – Whipping & Splicing Seminar – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Come to OCSC to learn the art of whipping and splicing. Whipping is a binding of whipcord around the end of a line to prevent its natural tendency to fray. Splicing is the process of joining to pieces of rope by weaving the strands of each into the other. Come learn these invaluable skills that will save you money and make you a more self-sufficient sailor! Cost includes take-home materials. Cost: \$20
- October 22 9AM – 2PM - Angel Island Lobster Boil - Schooner *Freda B*, Sausalito/Angel Island/Sausalito, (415) 331-0444, www.schoonerfredab.com**
A traditional East Coast Lobster Boil with all of the fixings served on Angel Island. Sail, park entrance and lunch included. \$169 per person.
- October 26 Radar Recertification 1 Day - Maritime Institute, Alameda, (888) 262-8020, www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- October 31 - Nov 11 Captain OUPV (6-Pack/100GT) Course - Maritime Institute, Alameda, (888) 262-8020, www.MaritimeInstitute.com**
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit www.MaritimeInstitute.com
- October 16 10AM - 12:30PM - Family Adventure Sail - Call of the Sea, Bay Model Pier Sausalito, (415) 331-3214, www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though everyone is invited. Ticket price is \$60.



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5:30 a.m.	6:35 a.m.	-----
6:30	-----	-----
7:00	-----	-----
7:45	8:15	-----
8:00	-----	-----
9:30	10:40	11:00
10:30	11:40	-----
2:00 p.m.	3:30 p.m.	3:10 p.m.
4:00	4:30	-----
4:45	5:15	-----
5:45	5:30	6:55
6:45	6:00	-----
-----	7:15	-----
-----	8:15	-----
Weekends & Holidays		
8:30 a.m.	10:00 a.m.	9:40 a.m.
10:00 a.m.	11:10 a.m.	11:30
11:30	12:45 p.m.	-----
2:30 p.m.	3:40	4:00 p.m.
4:00	5:35	5:15
5:15	6:30	-----
7:30	9:00	8:40
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Adult (Clipper Only)	\$10.40	
Youth (5-18)	\$ 6.90	
Senior (65+)/Disabled/Medicare	\$ 6.90	
School Groups	\$ 4.60	
Child (under 5)	FREE	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO

Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service		Depart AT&T	Arrive Vallejo
		*see below	60 min. later
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.			
FROM OAKLAND/ALAMEDA			
Weekday Night Games 7:15 & 7:35 pm Games			
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T
6:25 pm	6:10 pm	6:55 pm	*see below
			25-30 min. later
ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**			
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T
11:30 am	11:50 am	12:20 pm	*see below
			25-30 min. later
*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants			

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.	---	8:55 a.m.	9:10 a.m.	10:15 a.m.	9:40 a.m.
6:30 a.m.	6:40 a.m.	7:00	---	10:30	10:10	10:55	11:10
7:00	7:15	7:35	---	11:00	10:40	11:25	11:40
7:35	7:45	8:05	---	11:45	11:25	12:10 p.m.	12:25 p.m.
8:10	8:20	8:40	---	12:30 p.m.	12:10 p.m.	12:55	1:10
8:40	8:50	9:10	---	1:30	1:10	1:55	2:10
9:15	9:25	9:45	10:00 a.m.	2:15	1:55	2:40	2:55
10:15	10:25	10:45	11:00	3:15	2:55	3:40	3:55
11:00	10:50	11:30	11:45	4:15	3:55	4:40	4:55
11:45	11:35	12:15 p.m.	12:30 p.m.	5:15	4:55	5:40	5:55
1:35 p.m.	1:20 p.m.	2:00	2:20	6:00	5:40	6:25	6:40
2:40	2:25	3:05	---	7:00	6:40	7:25	7:40
3:50	3:35	4:20	---	7:55	7:40	---	8:25
5:05	4:50	5:30	---	9:25	9:10	9:50	10:05
5:55	5:40	6:20	---	11:05	10:50	11:30	---
6:20	6:05	6:50	---	Weekends and Holidays from San Francisco			
6:55	6:45	7:20	---	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
7:55	7:45	8:25	---	8:15 a.m.	---	9:05 a.m.	8:45 a.m.
8:55	8:45	9:25	---	9:30	9:45 a.m.	10:05	10:20
Weekdays from San Francisco				10:00	10:15	10:35	10:50
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	10:45	11:00	11:20	11:35
---	6:25 a.m.	7:10 a.m.	7:00 a.m.	11:30	11:45	12:05 p.m.	12:20 p.m.
---	7:00	7:45	7:35	12:30 p.m.	12:45 p.m.	1:05	1:20
---	7:35	8:20	8:10	1:15	1:30	1:50	2:05
---	8:05	8:50	8:40	2:15	2:30	2:50	3:05
---	8:40	9:25	9:15	3:15	3:30	3:50	4:05
---	9:40	10:25	10:15	4:15	4:30	4:50	5:05
10:15 a.m.	10:30	10:50	11:00	5:00	5:15	5:35	5:50
11:00 a.m.	11:15	11:35	11:45	6:00	6:15	6:35	6:50
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.	7:00	7:15	7:35	7:50
1:45	2:00	2:20	2:35	8:30	8:45	9:05	9:20
2:55	3:15	3:30	3:45	10:15	10:30	10:50	11:00
3:30	---	4:10	4:20	FARES: One-way			
---	4:30	4:45	5:05	Adult	\$6.60	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291	
4:15	---	4:40	4:55	Adult (Clipper Only)	\$5.00		
---	5:20	5:40	5:50	Youth (5-18)	\$3.30		
---	5:40	6:00	6:15	Senior (65+) Disabled	\$3.30		
---	6:05	6:35	6:45	Child under 5	FREE		
---	6:25	6:45	6:55	School Groups	\$2.20		
---	6:55	7:15	7:25	Short Hop - Adult	\$1.60		
---	7:25	7:45	7:55	Short Hop - Youth	\$0.80		
8:05	8:25	8:45	8:55	Short Hop - S / D	\$0.80		
---	9:30	9:50	10:00	SOUTH SAN FRANCISCO			

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	\$6.90		
Adult (Clipper Only)	\$5.20		
Youth (5-18)	\$3.40		
Disabled / Seniors (65+)	\$3.40		
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	5:50
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	\$7.90
	Adult (Clipper Only)	\$7.40
	Youth (5-18 years)	\$3.90
	Seniors (65+ yrs), Disabled	\$3.90
	School Groups	\$2.60
	Children (under 5) (with an adult)	FREE

Angel Island Ferry				
TIBURON – ANGEL ISLAND				
Weekdays and Weekends				
Tiburon to Angel Island		Angel Island to Tiburon		
Monday - Tuesday		Monday - Tuesday		
10:00 am	1:00 pm	10:20 am	1:20 pm	
Wednesday - Friday		Wednesday - Friday		
10:00 am	1:00 pm	10:20 am	1:20 pm	
11:00	3:00	11:20	3:30	
Saturday - Sunday		Saturday - Sunday		
10 - 5 hourly		10:20 - 5 hourly		
FARES:		Round Trip	(*Limit one free child, ages 2 and under, per paying adult.) For the most current schedule and other information, visit www.angelislandferry.com Schedule Subject to change w/o notice	
Adult (13 - 64)		\$15.00		
Seniors (ages 65+)		\$14.00		
Children (ages 6 - 12)		\$13.00		
Small Children (ages 3 - 5)		\$5.00		
Toddlers (ages 2 and under)		Free*		
Bicycles		\$1.00		

Red & White				
BAY CRUISE Pier 43½				
Monday through Sunday				
10:00 am		1:40		
10:30	2:15 #	5:00		
11:15	2:30	6:00 ^		
11:45	3:00			
12:30 pm #	3:45			
1:10 pm	4:15 #			
FARES:		Bay Cruise	^ Sunset Cruise	
		Adult (18+) \$30.00	Adult (18+) \$64.00	
		Youth (5-17) \$20.00	Youth (5-17) \$44.00	
		Child (under 5) Free		
		# Bridge to Bridge		
		Adult (18+) \$38.00		
		Youth (5-17) \$26.00		

AROUND THE BAY IN OCTOBER

JLS Soundwaves

Take in the views of the Oakland Estuary and relax with fabulous free music as the Soundwaves music series returns to Jack London Square on the Oakland waterfront. Locals and visitors are invited to bring a blanket or lawn chair for festive Sunday afternoons of fabulous music including high-energy blues and bluegrass from Dirty Cello on October 2; Afro-Latin funk from Sang Matiz on October 9; and jazz hip-hop funk from Kev Choice on October 16. Musicgoers are invited to shop the farmer's market and grab a late lunch at one of Jack London Square's delicious waterfront restaurants before Soundwaves shows from 3 to 5 p.m. to make a day of the event. Visitors can bike, ferry, BART or drive to Jack London Square. For more information, visit www.jacklondonsquare.com.

Castro Street Fair

Head over to the Castro district on Sunday, October 2 to celebrate the 43rd anniversary of the Castro Street Fair. This fun S.F. festival features mouth-watering gourmet food, live music performers from around the world and plenty of dancing in the streets. Founded by the original "Mayor of the Castro," Harvey Milk, this local tradition celebrates the LGBT community. It's a time when everyone comes together and enjoys the diversity within the city. This lively event is held the first Sunday in October from 11 a.m. to 6 p.m. at the intersection of Market and Castro. Here you will find two live music stages, two "dance alleys," and Kink Karnival Way.

Fleet Week Cruise

The SS *Jeremiah O'Brien's* annual San Francisco Fleet Week cruise is coming up on Saturday and Sunday October 8 and 9, sailing from 10 a.m. to 5 p.m. both days. The *O'Brien* participates with the S.F. Fleet Week Cruise around San Francisco Bay where she will tour out under the Golden Gate Bridge, around Alcatraz, the Bay Bridge, along the San Francisco waterfront to view the visiting Navy ships, and the air show featuring the U.S. Navy Blue Angels. Live music is provided by Natural Gas Jazz Band on Saturday and the Las Galinas Valley Sanitary District Non-Marching Band on Sunday. Food and drink is provided with your ticket: continental breakfast by Tommy's Donuts, hot dog lunch by Annie's Hot Dogs, and ice cream dessert

by It's-It Ice Cream. Beverages like water, soda, beer and wine are also provided. Tickets are \$165 for all passengers on Saturday. On Sunday, tickets are \$140 for adults and \$85 for children ages 5-16, or \$375 for a family of two adults and two children. Boarding is at 9 a.m. For more information or to order tickets, visit www.ssjeremiahobrien.org.

Tall Ship Returns

Lady Washington, the official ship of Washington State, returns to Jack London Square October 5. The 112-foot wooden brig will take guests on a five-hour cruise October 8 and 9 to view the U.S. Navy Blue Angels from the perfect vantage point, San Francisco Bay. It will remain in Oakland through October 18 with walk-on tours available for a \$5 donation. There will also be an adventure sail on Sunday, October 16 from 2 to 5 p.m. Tickets for all sailings are available at historicalseaport.org or by calling (800) 200-5239.

Italian Heritage Parade

The Italian Heritage Parade in San Francisco is the city's oldest civic event. It's also the nation's oldest Italian American Parade, dating back to 1868. This annual event is part of the Columbus Day celebration. It starts in Fisherman's Wharf and makes its way from block to block until it reaches North Beach. This area is also known as Little Italy. The parade begins at 12:30 p.m. on Sunday, October 9 at the corner of Jefferson and Stockton. It heads straight down Jefferson and turns south at Leavenworth for two blocks. It then turns again at Columbus and makes its final turn on Vallejo. Finally it circles back to Washington Square Park for the small, family-friendly festival.

Treasure Island Music Festival

This popular annual music festival is celebrating its 10th anniversary this year on October 15-16. It takes place on Treasure Island and, with two full days of incredible music, you will get the chance to see 26 bands. Traditionally the festival has hosted top emerging artists who then went on to become huge hitmakers. This year's headliners include Sigur Ros, Ice Cube, James Blake, Purity Ring, and Zhu. For more information and tickets, visit treasureislandfestival.com.

Bay Gala Under the Sea

Join bay.org from 6:30 to 10 p.m. on Friday, October 21 under the Bay for an evening of fanciful cocktails, sustainable seafood, and an eclectic array of music at the 2016 San Francisco Bay Gala. The San Francisco Bay Gala is the city's biggest party celebrating the Bay and the stellar beauty of our local ecosystems. This chic event supports bay.org's efforts to keep our Bay harmoniously balanced. The gala will be held among river otters, sharks and 20,000 other fish at Aquarium of the Bay on Pier 39, which will transform into a musical utopia with themed rooms, live music, dancing and more. Show off your haute side and rock out with us as we work to protect San Francisco Bay. For more information, visit www.sfbaygala.org.

Boo! Bark, Brews & Bites

On Saturday, October 29 from 11 a.m. to 4 p.m., pets and their humans are invited to enjoy a Halloween celebration on the Oakland waterfront with tricks, treats, frights and delights!

The Boo! Bark,
Brews + Bites



festivities will fill Jack London Square with paw painting for pups, pet pampering, a pet psychic, pooch photo booths, doggy treats and more! From ghouls to ghosts, four-legged friends are also invited to participate in a canine costume contest to show off their Halloween spirit! Restaurants will offer Halloween specials at Boo! Bark, Brews + Bites, and pets are welcome to restaurants with outdoor dining year round. Also, bring your dog to a special doggie walk-in movie screening of *Best In Show* on Friday evening at 6 p.m. Visitors can bike, ferry or drive to Jack London Square. For more information, visit www.jacklondonsquare.com.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

Youth for the Environment and Sustainability (YES)

YES Conference 2017



Youth for the Environment and Sustainability

Saturday, February 25, 2017
San Francisco

The call for presenters and general registration are now open for the YES Conference.

Learn more at sparetheairyouth.org

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Calling all SF Bay Area high-school and middle-school students!

Come present at the annual environmental conference focused on you. This is a free event.

Join hundreds of students like YOU.

Share ideas, solutions and projects!
Win big prizes! Enjoy free food! Parents and teachers are welcome!

Nominate your student to be a keynote speaker by emailing Yvonna at ycazares@baaqmd.gov

The Spare the Air Youth program is a partnership of the Bay Area Air Quality Management District and the Metropolitan Transportation Commission.





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