



Vol. 16 No. 16  
Jan. 12, 2017

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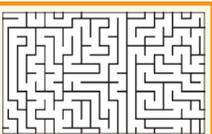
All the doings  
of Island safety  
& law personnel



**HOLIDAY SPECIAL**

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Local students get advanced  
experience in science.



**THE KIDS PAGE**

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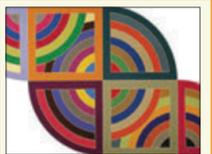
Special announcements just  
for Alameda kids and parents.



**HOMETOWN NEWS**

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City, AC Transit add new bus  
service to reduce traffic.



**LOCAL HAPPENINGS**

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Frank Stella Retrospective and  
other fun slated in Alameda.

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**Alameda Sun  
Almanac**

**Date Rise Set**

Today	07:24	17:10
Jan. 13	07:24	17:11
Jan. 14	07:23	17:12
Jan. 15	07:23	17:14
Jan. 16	07:23	17:15
Jan. 17	07:23	17:16
Jan. 18	07:22	17:17

## Local Cabbie Perishes after AFD Water Rescue

**Sun Staff Reports**

Emergency personnel's attempt to save a man's life after he drove his vehicle into the Oakland Estuary, Sunday, Jan. 8, failed when the man died later that day at Highland Hospital.

The Oakland Fire Department (OFD) and dive teams from Alameda County Sheriff's Office and San Francisco Fire Department pulled Jarnail Singh, 57, and his vehicle out of the water Sunday morning. Singh, a San Leandro resident, was still alive, but unresponsive, when rescue swimmers pulled him out of the water. Emergency personnel transported him to Highland, but he never regained consciousness, according to reports.

OFD arrived at the scene at 8:04 a.m. after receiving a call from a witness who saw a white taxi cab lose control on Doolittle and Langley Street and go into the water. The vehicle was white with the words "RAJ CAB CO." in red letters. The taxi cab belonged to Singh's company. Friends of Singh revealed that Raj was his nickname.

Investigators don't know why he lost control of his vehicle. Theories range from a medical emergency to inclement weather as a reason for Singh's death. The Bay Area was hit with heavy rain Saturday night into Sunday morning.

Medical examiners may know immediately after the autopsy if a medical event caused him to lose control, but that process could take longer if toxicology tests are ordered.

Alameda County Fire Department sent a rescue boat and Alameda city fire personnel also helped with the rescue. OFD's Twitter account speculated that there might be a second victim at the time of their arrival to the scene, but after searching the area they determined Singh was the only person in the vehicle.

There was another death in the Bay Area caused by a vehicle crashing into a large mass of water this week.

Jose Enrique Hernandez, 20, died after his Nissan Altima landed in a creek in Marin County.

Hernandez, a Novato resident, drove his vehicle through a guardrail on the 5000 block of Novato Boulevard, off an embankment and down about 10 feet into the creek, according to California Highway Patrol (CHP). CHP arrived on the scene around 8:40 a.m. Monday, Jan. 9, but said they were unsure what time the incident occurred.

The vehicle flipped on its roof, and the cabin was submerged in about four feet of water, according to reports. CHP investigators believe speed, severe weather conditions and almost bald tires on the Nissan may have contributed to his death.

Hernandez was the only person in the vehicle. He was pronounced dead at the scene.

The Marin County coroner's office is investigating the incident.

Contact Sun staff at editor@alamedasun.com.



Oakland Fire Department

Members of the Alameda and Oakland fire departments rescue a man who drove his taxicab into the waters off Doolittle Drive last Sunday morning.

## Alameda Marina Has Long History of Maritime Service

**Dennis Evanosky**

The maritime industry has thrived at the site of today's Alameda Marina for more than 100 years now. In 1916 Walter Tibbitts teamed up with J.D. Barnes and his sons James and Daniel to form Barnes and Tibbitts Shipbuilding & Drydock Company. They opened offices at 1 Drumm St. in San Francisco and set up shop on the Alameda side of the Oakland Estuary between Grand and Chestnut streets next to the Alaska Packers.

Walter Tibbitts was born in Maine and raised in the shipbuilding industry. His father, Alpheus Tibbitts, was a successful sailmaker. (Walter changed the spelling of the family name from Tibbetts to Tibbitts.)

Walter married Grace Thurber Cilley on Sept. 12, 1893, in Maine. The couple moved to California and settled in Alameda with their family. They lived at 1246 St. Charles St. Two of their five children survived into adulthood. Grace's father, Jonathan Cilley, was a decorated Civil War veteran who witnessed first-hand Robert E. Lee's surrender at Appomattox. Jonathan died in Alameda in 1920; he was living with the family at the time.

By then Walter had gone into business with the Barnes family. J. D. Barnes owned an established



File photos

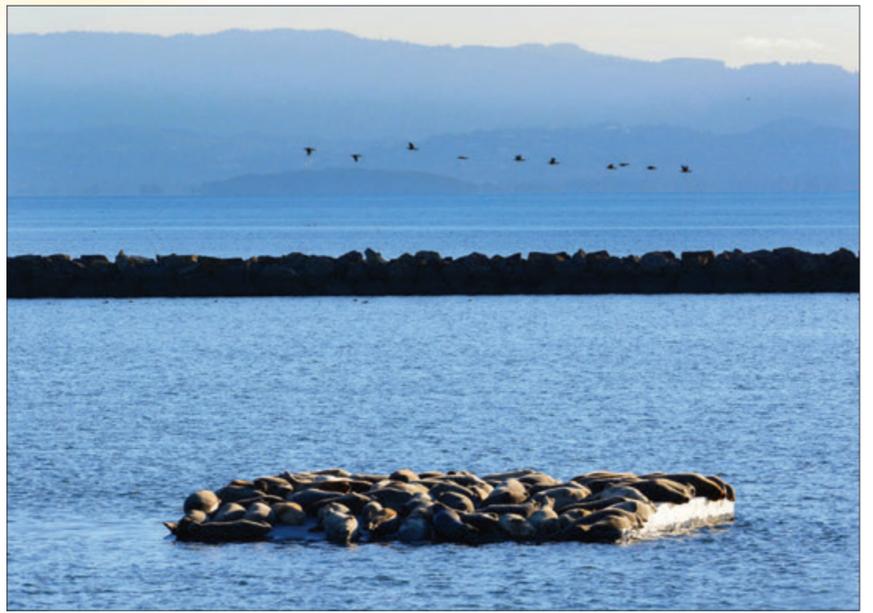
Walter Tibbitts (left) and J.D. Barnes teamed up in 1916 to create a maritime business where today's Alameda Marina stands.

chandlery company on Stuart Street in San Francisco. He and his son James ran the operation. Shipbuilding ran in the family's veins. J.D.'s second son, Daniel had two sons of his own. He earned his living as a ship's carpenter; sons, Charles and James, as ship joiner and ship caulker, respectively.

Walter and the Barnes boys built a 360-foot wharf for landing supplies on the Oakland Estuary. They dredged the estuary to a depth sufficient to allow the launching of large vessels. They also built a pair of large slips, called marine ways. Barnes & Tibbitts had water frontage of 1,325 feet.

The new company announced that J. D. Barnes had already lined up a contract to build "two

**MARINA:** Page 8



Richard Bangert

Pelicans make their way across San Francisco Bay as some 70 harbor seals warm up in the sun on the south side of Alameda Point. The seals are taking their ease on a first-of-its-kind concrete and Styrofoam float provided by the Water Emergency Transportation Authority, which is constructing a ferry maintenance facility nearby.

## No Vacancy on Float for Harbor Seals

Many observers ask for more action to support wildlife

**Richard Bangert**

The rain ended, the sun came out, and so did the harbor seals at Alameda Point. So many of them came out of the water to warm up on their new float on Jan. 5, hardly any of the structure was visible. The regional ferry agency installed the new float after removing an old Navy dock used by the seals, in order to make way for a ferry maintenance facility.

"I nearly keeled over when I saw the platform," said Lisa Haderlie Baker, harbor seal monitor and Alameda resident. "So many seals packed cheek by jowl, literally, that I had to count them four times using binoculars to make sure there were 60 of them, at least, basking in the sun, which I knew had to be close to a record. It was a tremendous thrill."

Haderlie Baker has been watching the seals since the days when they used the old wooden dock. In August she started volunteering with Alameda Point Harbor Seal Monitors, after the new harbor seal float was delivered.

Seal monitor photos taken later that day confirmed the presence of 70 harbor seals on the float. The previous record numbers in the

**"BCDC staff would certainly meet with the city to discuss a proposal for a second haul-out."**

— Erik Buehmann  
BCDC permit analyst

harbor were 52 on the new float on Dec. 24, 2016, and 38 on the former, now-demolished wooden dock on Dec. 25, 2015.

Unlike sea lions, harbor seals do not like to touch each other. They will often slap fellow seals with their flippers to keep their distance. But with not enough space on the float and the need to get warm, it appears the seals are willing to tolerate the tight squeeze.

Getting a second float to relieve the crowding will have to wait at least two years, according to the Bay Conservation and Development Commission (BCDC), which issued the permit for the harbor seal float and the ferry maintenance facility now under construction.

"BCDC staff would certainly meet with the city to discuss a

proposal for a second haul-out," said Erik Buehmann, permit analyst at BCDC. "However, because there will be significantly more boat activity in the area once the ferry maintenance facility is operational, any new haul-out should be planned in consultation with the Water Emergency Transportation Authority (WETA) and incorporate the opinion of experts, such as Dr. Jim Harvey."

WETA retained Dr. Harvey, director of the Moss Landing Marine Laboratories, as a consultant for designing and locating the new seal float. ("Harbor Seals Adapt to New Home Float, Aug. 9, 2016). This first-of-its-kind concrete and Styrofoam float was paid for by WETA at a cost of \$68,000. WETA agreed to build and maintain a harbor seal float for the 60-year term of their maintenance facility lease. The 12-berth maintenance and command center is expected to be operational in 2018.

"BCDC staff is pleased at the success of this project so far," said Buehmann. "The credit goes to the dedicated people in the community who advocated and worked hard to find the seals a new home and

**SEALS:** Page 8

## Navy Cleanup Study Out

Five-year review of clean up efforts at Point made public

**Sun Staff Reports**

The U.S. Navy's Base Realignment and Closure (BRAC) Project Management Office completed a five-year review of the environmental cleanup actions at the Alameda Point.

The BRAC review spanned 15 sites at Alameda Point, formerly Alameda Naval Air Station, and the former Fleet and Industrial Supply Center in Oakland. The BRAC decided to review the former supply center because it shares the same marsh crust (soil covering former marshland) as the Alameda Point sites. The 15 sites at Alameda Point reviewed were operational unit-1 sites 6, 16, and 14; operational unit-2A sites 9, 13 and 19; operational unit-2B sites 3 and 4, operational unit-4A

site 2; operational unit-4B site 17; operational unit-5 site 25 and operational unit-6 sites 26, 27 and 28.

The review was required under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLA requires the federal government to warrant that all remedial action required to protect human health and the environment has been taken prior to the disposal of surplus federal property. It also requires that any additional remedial or corrective action discovered after disposal will be done by the United States.

If the Department of the Navy cannot certify in an Environmental Assessment that there will be no significant impact, it must prepare

an Environmental Impact Statement (EIS). An EIS is a detailed statement on environmental impacts that includes formal public participation.

The Navy transferred 1,379 acres (509 acres upland and 870 acres submerged) to the City of Alameda, referred to as "Phase 1 of the No-Cost Economic Development Conveyance" in June 2013. In April 2016 the Navy transferred approximately 184 additional acres (including 110 acres submerged) to Alameda as part of Phase 2 of the conveyance plan.

To see the review report, visit the Alameda Point Information Repository at 950 West Mall Sq. Bldg. 1 or the Alameda Main Library at 1550 Oak St.

## Farewell, Ruth Ann

**Sun Staff Reports**

The Alameda Fire Department held a luncheon to celebrate Ruth Ann Crawford's retirement at Park Street's Tomatina Restaurant Jan. 4. For the past five years, Crawford worked as the Senior Safety and Accessibility Coordinator, helping seniors and people with disabilities remain safe in their homes.

Crawford is well known and appreciated by many in our community. She met with residents at their homes, performed fall prevention and safety inspections, installed smoke and carbon monoxide detectors and provided other safety

items such as flashlights, reach sticks and non-skid rug pads for to low-to-moderate income residents at no cost.

She also hired local contractors to install raised toilets and grab bars in bathrooms. This program is offered through a joint effort by the Alameda Fire Department and the Housing Authority.

Maria Young, who has stepped into Crawford's position welcomes inquiries at 337-2100.

Courtesy photo

Ruth Ann Crawford retired from the Alameda Fire Department last week.

