



# BAY CROSSINGS

"The Voice of the Waterfront"

August 2008 Vol.9, No.8



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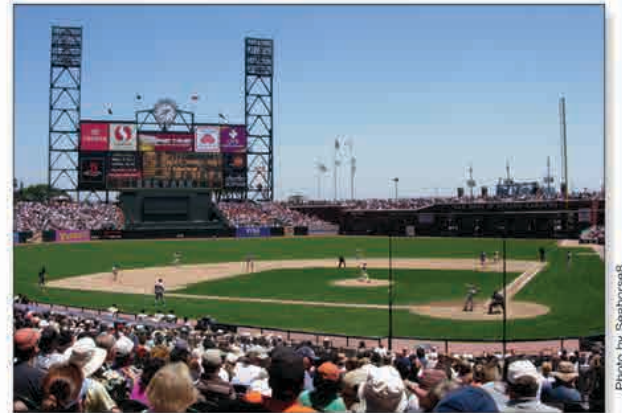


Photo by Szezhorse8

\*Ferry will leave no sooner than 10PM. In the event of fireworks, Vallejo service will depart McCovey Cove 5 minutes after the Alameda/Oakland service. See BayLinkFerry.com for details. Subject to change.

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### Corrections & Letters

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



We asked our old friend Loren Earle-Cruikshanks, creator of some of our most memorable covers, to come up with a witty, whimsical shot for this issue, and the result is the fantastic cover you saw when you picked up the issue. Loren loosely based the image on the idea that, "With gas prices what they are these days, you never know who you'll see on the ferry!" Make sure to check out Earle-Cruikshanks' website at [www.lecphoto.com](http://www.lecphoto.com), and we'd like to offer special thanks the Blue & Gold Fleet for allowing access for the photo shoot.

# This Year's Drought Requires More Than Just Turning Off Your Tap While You Brush

BY SEJAL CHOKSI, BAYKEEPER AND PROGRAM DIRECTOR

California is currently in the midst of a severe drought. Our streams and rivers are carrying only about 40 percent of their average water flow, and smoky skies have clouded the Bay Area for weeks as wildfires born of dry conditions rage in nearby communities. As the summer stretches on with no relief in sight, many of us are reminded of how important healthy waterways are for our state.

This spring was California's driest in 88 years. The snowpack of the Sierra Nevada Mountain Range is the primary source of our state's water supply, but in the last two

years, precipitation has fallen far below previous levels and the amount of snowpack has declined drastically. Meanwhile, existing snowpack is quickly evaporating due to warmer than normal temperatures—leaving us with rapidly declining water reserves.

At the same time, there is still a high demand on California's dwindling water supply. The Central Valley agricultural industry uses 80 percent of California's water supply to grow crops like alfalfa, cotton and rice in an arid climate. Yet our rivers, lakes and waterways need to be healthy and plentiful to provide habitat for millions of wildlife, birds and fish—including endangered species like Chinook salmon and Delta smelt. Water remains the lifeblood of our state, essential to California's booming urban populations, agricultural industry and the survival of our

native ecosystems.

In June, Governor Schwarzenegger declared the first statewide drought in nearly 20 years. Those of us who have lived in California for more than a few years know that drought events are cyclical, and we are familiar with doing our part to reduce demands on precious water resources, such as turning off the tap while we brush our teeth and watering our lawns less often. This year's drought, however, is turning into more than just a normal dip in the cycle. Current conditions—and forecasts for future summers to be just as dry—are causing enough concern to require action from policy-makers, businesses and industrial agriculture. In the next few years, we're likely to see significant reforms to both statewide policies and standard business practices.

In the meantime, Bay Area water agencies and residents are taking big steps to conserve water resources. Many Bay Area water districts have imposed drought restrictions in the form of voluntary cutbacks ranging from 10 to 20 percent. The East Bay Municipal Utility District, which serves Contra Costa and Alameda counties, has taken cutbacks one step further by imposing fines on customers who violate the restrictions, with some of the heaviest penalties on residential consumers who use excess water.

Tried-and-true water conservation tips like fixing leaky faucets are important all year. But as California is faced with a significant drought, we should all go further in conserving our vital water resources. You can make a significant difference in the health of California's waterways with some changes to the way you use water. Remember, reducing water use is also an important element of protecting our waterways from pollution. For example, if you send less water down the drain, you put less of a strain on our aging sewage systems, which, in turn, helps prevent sewage spills that contaminate the Bay. And watering your lawn more judiciously means less water runoff carrying pesticides, fertilizers, oil and other pollutants into our storm drains and into the Bay. We can all do our part

to conserve and protect the water that is so important for all Californians.

Here are some steps you can take to help protect California's waterways:

- Run only full loads of laundry and dishes
- Repair leaks and running toilets
- Replace old appliances like toilets, dishwashers and washing machines with water-efficient models; install water-efficient showerheads and sink faucets; and install low-flow toilets or retrofit older toilets with water-saving devices
- Reduce lawn watering to only what's necessary; water your lawn in the early morning or late evening to prevent instant evaporation; and consider installing a drip irrigation system
- Support local water agencies' efforts to reduce residential water conservation
- Encourage local businesses and city departments to reduce their water consumption and implement water conservation measures
- Advocate for legislation that would require water conservation by the agricultural industry—it's a necessary first step to making sure future Californians have enough water
- Become a member of San Francisco Baykeeper and help us protect our waters at [www.baykeeper.org](http://www.baykeeper.org)

## Can Your Insurance Company Measure Up?



Policyholder Willow Link and Florida Claims Rep, Salandra Dawson

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Sejal Choksi,  
San Francisco Baykeeper and  
Program Director



*Sejal first joined San Francisco Baykeeper as an attorney in September 2002, spearheading San Francisco Baykeeper's efforts to secure the nation's first regulations to control agricultural pollution. As the San Francisco Baykeeper, she now directs all aspects of Baykeeper's advocacy programs, pollution patrols, and legal docket.*



## PTA Stages Annual Steamship Night

BY PAUL DUCLOS

The Pacific Transportation Association will be staging its annual Steamship Night dinner on Thursday, September 18 at the San Francisco Marriott. For those not familiar with this event, it's the biggest social gathering of the year for Bay Area professionals working in the transport and trade community. Founded in the 1920s when San Francisco was regarded as a major seaport and gateway to the Far East, the PTA now functions chiefly as a networking group for executives in every aspect of the industry. The current board of directors, for example, includes leaders from container lines (or "steamships" in the old vernacular); railroads; seaports; insurance; freight forwarding and customs brokerage; trucking; container leasing; and even trade publishing. Given the concentration of market intelligence and demonstrated competence, part of the PTA's mandate is also to stage informational seminars and to heighten public awareness of issues related to shipping and international commerce. Check out [www.pacifictrans.org](http://www.pacifictrans.org) for more details, including contact information for the group's annual party. Meanwhile, it's important to add that "Steamship Night" does not involve speeches or any other nonsense related to work. It's a great party with plenty of good food, adult beverages, live music, and fellowship.

### Maritime Academy Announces LNG Program

The California Maritime Academy of Vallejo, CA, a member of the California State University, and Clearwater Port LLC, have announced the creation of a joint program to expand West Coast training in the handling and

transport of liquefied natural gas (LNG) products. The program puts in place the first formal continuing education LNG training available from a nationally recognized institution on the West Coast. Cal Maritime is one of seven maritime academies nationwide and the only one on the West Coast. Clearwater Port is proposing the conversion of an operating offshore oil platform, located 12.6 miles off the coast of Oxnard, CA, into a state-of-the-art LNG re-gasification terminal to meet California's need for affordable, reliable clean-burning natural gas. Clearwater Port officials said the decision to help underwrite continuing education of personnel working in the field reflects its commitment to sustaining the industry's outstanding safety record for the transport, handling and distribution of this vital commodity. The new program, to be developed and implemented by Cal Maritime's Office of Special Projects and Extended Learning, will include the development of curricula and the delivery of LNG training and continuing education services for personnel working in the fields of maritime and shore-side transportation and handling of LNG products. Initial program funding for course development is being provided by Clearwater Port.

### Railway Association Celebrates 40<sup>th</sup> Anniversary

The Port of San Francisco played host to the Railway Industrial Clearance Association (RICA) last month, attracting hundreds of business leaders involved in a highly specialized segment of the shipping industry. "Most people won't recognize the association name," observed Jim Maloney, maritime marketing manager for the port. "But it serves some of the biggest 'mega movers' in the western hemisphere." While most RICA members came to help celebrate the group's 40th anniversary with parties, a golf tournament, and other social diversions, substantial attention was given to issues and trends having an impact on global trade. With U.S. exports now surging, these shippers will play a major role in reviving the nation's moribund economy. Maloney pointed out that the group is made up of short line railways, third-party logistics companies, trucking companies, barge and/or shipping companies, and heavy crane and rigging companies. Many U.S. ports are also members. "The one thing they have in common is that they are involved in moving the biggest, longest and heaviest of any item you can imagine," he said.

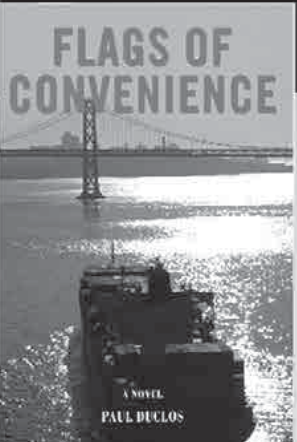
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- Fridays or by request**    **6:30PM – 9PM - Sunset Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Paddling your kayak on the open water as the last rays of sun drop behind Mt Tam is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the sun setting and on occasion the moon rising into the evening sky. We'll paddle leisurely while admiring the twilight reflecting off the water's surface.
- August 3**    **9AM – 1PM, Kayaking & Oyster BBQ, Marshall-Tomales Bay, Blue Waters Kayaking, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
On this unique tour you may paddle to the beds where oysters are actually grown in the wild, the incredibly scenic areas of Tomales Bay. Ask your guides about basics of oyster cultivation in this rich marine environment. On returning enjoy hors d'oeuvres of fresh oysters, raw or barbecued on the grill, Yum! Cost, \$88/person.
- August 3**    **9AM – 5PM - Poke Your Nose out the Gate, Club Nautique, Sailing School, 800-559-CLUB, [www.clubnautique.net](http://www.clubnautique.net)**  
Let the leaders in coastal and offshore passagemaking take you "out the gate!" With a licensed skipper on board enjoy a leisurely sail from our Sausalito location out into the open water and get a glimpse at the beautiful Northern California coast. Reservations required. Members: \$145/ NonMembers: \$195
- August 9**    **9AM – 4PM - Angel Island Paddle, UCSF Outdoor Programs, 415-476-2078, [outdoors.ucsf.edu](http://outdoors.ucsf.edu)**  
Paddle from Sausalito to Angel Island to experience one of the Bay Area's most beloved destinations. Previous kayaking experience is required, all necessary kayaking gear is included. Cost \$110.
- August 9**    **9AM – 3PM, Paddle & Hike, Inverness - Tomales Bay, Blue Waters Kayaking, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
We'll paddle along the Tomales Bay State Park shoreline, enjoying the wildlife and beautiful scenery. We'll share a leisurely potluck lunch at one of the many beautiful beaches. After lunch we will put on our hiking shoes and explore the trails of the State Park. Your NATURALIST guide will interpret the plant and animal life and the geology of this fascinating area. A perfect trip for beginners and pros alike. Cost: \$98/person
- August 17**    **7AM – 12PM - Monterey Diving - Advanced Diving Technologies, 925-754-8180, [www.adtscuba.com](http://www.adtscuba.com)**  
Our Summer diving is in full swing. The conditions have been great, 40' viz, you need to be there! Join us for diving the majestic kelp forest and colorful sea life. The viz is perfect to bring along your underwater camera. The whales and dolphins are about as well. 2-tank dive \$90. Nitrox available. Don't miss the boat, sign up today.
- August 17**    **10AM – 2PM - Pillar Point Kayak Tour, California Canoe & Kayak, Half Moon Bay, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastside region of Pillar Point Harbor in Half Moon Bay. Get up close and personal with harbor seals, marine birds and our resident sea otter! \$49 includes equipment and guides.
- August 20**    **7PM – 9PM - Ships to Reefs: Sinking Naval Vessels for Reef Habitats, Marin Scuba Club, San Rafael, 415-453-9556, [www.marinscuba.org](http://www.marinscuba.org)**  
We invite divers of all skill levels to join us the 3rd Wednesday of each month at The Seafood Peddler Restaurant in San Rafael for a featured presentation. We offer guest speakers discussing all aspects of diving using multi-media video presentations. Contact Alberta: [marinscubaclubmembership@yahoo.com](mailto:marinscubaclubmembership@yahoo.com).
- August 23**    **9AM – 2PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Experience one of the premier paddling destinations in California on this guided kayak tour. Wildlife abounds in this spectacular setting. One of the largest protected bay and coastal areas in California; this kayaker's paradise is a short distance from San Francisco and the Bay Area.
- August 23**    **10AM – 3PM Bair Island - Corkscrew Slough, Redwood City, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Launching our kayaks from the public boat ramp in Redwood City, we cruise through a paddler's paradise of intimate waterways and tidal marshes within a national wildlife refuge. This is a fun day of easy paddling in a spectacular, calm-water wonderland right in our own backyard! Prerequisites: Beginning Sea Kayak (BSK or equivalent) for single kayak; novices may paddle in a double kayak with an experienced friend. \$89 includes equipment and guides.
- August 23-24**    **9AM – 5PM - Emergency Preparedness for Cruisers, Club Nautique, Sailing School, 800-343-SAIL, [www.clubnautique.net](http://www.clubnautique.net)**  
Prepare your sailboat and you for coastal and offshore cruising. Heavy weather tactics & drills, firefighting, flare practice, radio exercises, crew overboard & abandon ship practice, and much more! Learn from the school with the best coastal and offshore program. Please call for pricing and to make your reservation today.
- August 23-24**    **OCSC's "Medicine for Mariners, OCSC Sailing, Berkeley, 510.843.4200, [www.ocsc.com](http://www.ocsc.com)**  
A two-day conference designed to provide up to date medical information for all sailors. Anything can happen at sea and you want to be ultimately prepared. This unique medical program emphasizes the nature and treatment of common injuries, illnesses and medical emergencies associated with sailing. Safety at sea considerations will be interwoven into the medical curriculum and there will be a demonstration on boarding and launching a life raft and how to use emergency survival equipment. \$333.75 for members, \$445 retail. Please call to make your reservation.
- August 30-31**    **OCSC's Drakes Bay Adventure, OCSC Sailing, Berkeley, 510.843.4200, [www.ocsc.com](http://www.ocsc.com)**  
During this two-day, one-night adventure, you'll work with your team to learn how to sail a traditional ship (Seaward, a beautiful 82' classic schooner) and take her on a voyage beyond the Golden Gate up to Drake's Bay. This is a rich, experiential learning opportunity for any San Francisco Bay sailor and a unique way to gain an appreciation of what Coast Passage making is like. \$408.75 for members, \$545 retail. Please call to make your reservation.



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# “DOG DAYS OF SUMMER”

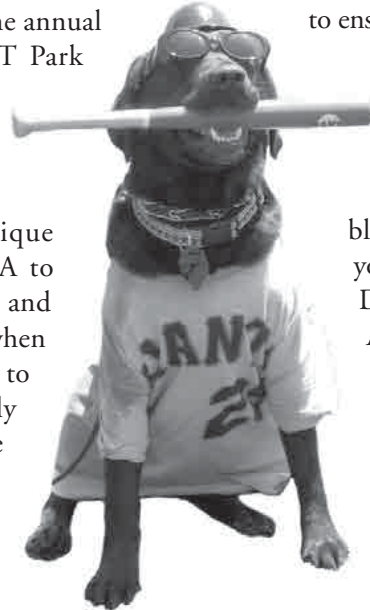


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hat could be better than dogs, baseball and a sunny day by the Bay? The San Francisco SPCA is sponsoring the annual

Dog Days of Summer at AT&T Park on Saturday, August 23<sup>rd</sup> at 12:55pm which will allow you to watch the Giants take on the Padres along with your canine companion. It’s a unique opportunity for the SF/SPCA to promote its lifesaving work, and it’s the only day of the year when fans can take their dogs out to the ballgame. Approximately 750 dogs and 42,000 people came out last year.




Furry fans and their owners enjoy the game from a special bleachers section dubbed the “Dog Zone” for the day and SF/SPCA volunteers will be on hand with water to ensure the dogs are happy and comfortable. There will be

a doggy costume contest and a parade around the field with the dogs too! The cost is \$56, which includes one bleacher ticket and admission for your pooch. A portion of each Dog Days ticket benefits the SF SPCA. Advance registration is required and space is limited. For more information, contact Mike Martin at (415) 972-2356 or [mmartin@sfgiants.com](mailto:mmartin@sfgiants.com).



*All photos courtesy of SF/SPCA*

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# Discovering the Magic of Angel Island

## BC STAFF REPORT

Offering spectacular views of the San Francisco skyline, the Marin Headlands and Mount Tamalpais, Angel Island is the largest island in San Francisco Bay. Local residents usually know where Angel Island is located—one mile south of the Tiburon Peninsula—but, surprisingly, most have never visited. Maybe that's because the visitor's center, in Ayala Cove on the north side of the Island, is only accessible by ferries or private boats.

Angel Island is a stunning, underutilized natural resource in the Bay Area; *Bay Crossings* will be dedicating space in the next few issues to feature more on Angel Island and events taking place there. We urge people to jump on a ferryboat and visit this beautiful and historic island right in our own backyard. Over 13 miles of foot trails and fire roads circle the entire island. Trails lead to the 788-foot high summit of Mt. Livermore; eight miles of roadway are available for bike riding. Bicycles can be used on the island-circling Perimeter Road and the fire roads.

The island is alive with history. Three thousand years ago, it was a fishing and hunting site for Coastal Miwok Indians. It was later a haven for Spanish explorer Juan Manuel de Ayala, a cattle ranch, and a U.S. Army post. From 1910 to 1940, the island processed hundreds of thousands of immigrants, the majority from China. During World War II, Japanese and German POWs were held on the island, which was also used as a jumping-off point for American soldiers returning from the Pacific. In the '50s and '60s, the island was home to a Project Nike missile base. Finally, it became a State Park in 1954.

Angel Island is open from 8 a.m. to sunset all year and is accessible by ferries leaving from San Francisco, Tiburon, Alameda and Vallejo via transfer in SF. (See ferry schedules on page 19.) Private boats can use the boat slips or the 27 new mooring buoys at Ayala Cove. Slips, 30' to 50', cost \$10. The California State Park Annual Day Use Pass, costing \$125, can be used to pay dock fees. Mooring fees are \$20 per night and can be used up to seven nights in a row. Slips and buoys are on a first-come first-served basis.



Photo courtesy of Angel Island State Park  
Dave Nelson on left and Steven Gay are volunteers at Victorian Days.

Victorian Days is a free living-history program on Angel Island. On August 16 and 17, from 10:30 a.m. to 3:00 p.m. each day, volunteer re-enactors will bring to life the soldiers who were stationed at Camp Reynolds from 1863 through 1940.

Camp Reynolds, Angel Island, was established to support coast artillery covering the entrance to the San Francisco Bay in 1864, and was an active U.S. Army post until the end of WWII. Camp Reynolds includes a brick quartermaster building, now used as a living history barracks, and original officers' quarters, dating from 1864 to the 1880s. One is fully restored and furnished in circa-1880 Indian Wars furnishings and artifacts.



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## Fun Dips

BY WEEKENDSHERPA.COM

### The Goonies II

Like treasure hunts? Then head for the hills near Auburn and have an adventure that could be straight from a sequel to *The Goonies*. A 2.5-mile, unmarked hike (or bike and hike) with twists, turns, and the eerie remains of a truck wreck takes treasure-seekers to watery riches: a series of three natural rock waterslides, separated by giant pools of cool mountain water. Known as University Falls, this whoop-and-holler triple wonder would thrill even the likes of “Mikey,” “Mouth,” “Data,” and “Chunk.” Muster the courage to

speed down the first slide. Then catch your breath and hit the next two while you listen for your own squeal. (There is a fourth slide, but it’s dicey and not recommended.) Hidden trails. Old car wrecks. Natural waterslides. And you... Join the adventure.

*Arrive early (before 10 a.m.) or late (after 3 p.m.) to avoid the boom box-and-cooler crowd. As with all swimming holes, swim at your own risk; there are no lifeguards at University Falls and there have been accidents. University Falls is 30 miles (50 minutes) from Auburn. Head to Auburn on I-80, then take Hwy 49 south to the town of Cool. Go east on Hwy 193 to Georgetown. Go left onto Main St. (at the Napa store); this is Wentworth Springs Rd. Take this about 12 miles. Just after passing through the town of Quintette, find parking on the left. From here, allow 90 minutes to walk in. Walk past the bright yellow gate; 200 feet past the gate, continue straight on the fire road. Go left at the next fork (sign “12N67B”). Go right at “the bend” (look for blue arrows on the rocks). Follow this trail down and make a hairpin right onto the trail that follows the Pilot Creek water canal; continue about .5 mile. Look for the obvious side trail that descends to the*



Photo courtesy of WeekendSherpa.com/Brad Day

University Falls near Auburn is a series of natural rock waterslides, separated by giant pools of cool mountain water.

*left and take it. After 100 feet, go right at the first fork (look for blue paint on the tree). This descends to the falls. Dog-friendly!*

### Take Me Down to Lazy River

Being lazy ain’t so bad, especially if it’s along the banks of the San Lorenzo River, near Felton in the Santa Cruz Mountains. Here, swimming holes are as abundant

as the redwoods, so take your pick. A simple hike gets you to all of them. Most people head to Garden of Eden (via the 0.7-mile Ox Trail, just south of Henry Cowell Redwoods State Park). This is a great spot, with lots of giant rocks and two deep swimming holes. But be prepared: it can turn into a waterfront version of *High School Musical 3*. For a more secluded and

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Photo courtesy of WeekendSherpa.com/Brad Day

This wide sandy beach along the gently flowing San Lorenzo River is a summertime oasis offering sun, shade and relative solitude.

quiet section of the river, take the first spur trail off of Ox Trail, after crossing the railroad tracks. As you descend, a summertime oasis slowly reveals itself: a wide sandy beach, offering sun, shade, and relative solitude (pictured). The gently flowing river is also a great place for pool toys (inner tubes or inflatable recliners are ideal). Bring a book, some munchies, and a beach blanket. Lazy days are here again.

*The parking pullout is on east side of Hwy 9, 1.2 miles south of the Henry Cowell Redwoods State Park entrance. Look for the "Ox Parking Lot" sign and walk down the Ox Trail. To reach the Garden of Eden, cross the railroad tracks, continue .25 mile and look for the signed spur trail on the left. To find the other, more secluded beach, cross the railroad tracks, go 50 feet and take a spur trail to the left. Look for a brown "State Property" sign on a 20-foot tall tree stump; this sign is by the correct spur trail. No dogs.*

#### Basstastic!

Behold the Northern California coast: rugged, inspirational, and freakin' freezing.



Photo courtesy of WeekendSherpa.com/Brad Day

The famous up-again, down-again rope swing at Bass Lake in Point Reyes National Seashore.

Where can you enjoy a shoreside swim without risking hypothermia? Try Bass Lake in Point Reyes National Seashore. It's a scenic 2.7-mile coastal hike up from the parking lot, and the water's warm (warmer than the Pacific, at least) and clean. The up-again, down-again rope swing was up-again when we last visited in early July. Be careful getting to it—poison oak encroaches the trail. A plunge into the Bass won't freeze your ass—but watch the posterior-poking nettles when you're changing in the bushes. We're also assuming you don't mind the occasional free-spirited skinny-dipper.

**BONUS:** Pack a picnic and inflatable raft and make it your own backyard pool.

*From Hwy 1 in Marin, take your first left after Stinson Beach toward Bolinas. Make two left turns to stay on Olema Bolinas Rd. From the town of Bolinas, turn right on Mesa Rd. and follow it 4.6 miles; the parking lot is past the Bird Observatory at the end of the road. Take the Coast Trail, and follow it 2.7 miles until you see Bass Lake on your left. No dogs.*

29-year-old WeekendSherpa.com founder and managing editor

**Brad Day** grew up in California and has spent his entire life adventuring in Northern California's great outdoors.



*WeekendSherpa.com is a San Francisco based online publication that sends out a free weekly (Thursdays) email newsletter giving insiders' information on enjoyable and economical things to do in the Bay Area/Northern California outdoors, including hiking, biking, and just plain relaxing...as long as it gets you out there! [www.weekendsherpa.com](http://www.weekendsherpa.com).*

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**Angel Island** A California State park and wildlife reserve. Angel Island is both a great picnic destination with hiking, kayak tours, an hour-long fully-narrated TramTour, as well as a historical site dating back to the U.S. Civil War.

**Vallejo** Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Six Flags Discovery Kingdom theme park.

**Alameda & Oakland** There's dining in Jack London Square, the Farmer's market on Sundays and jazz nightly.

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# Political Efforts Bring So

BY BILL PICTURE

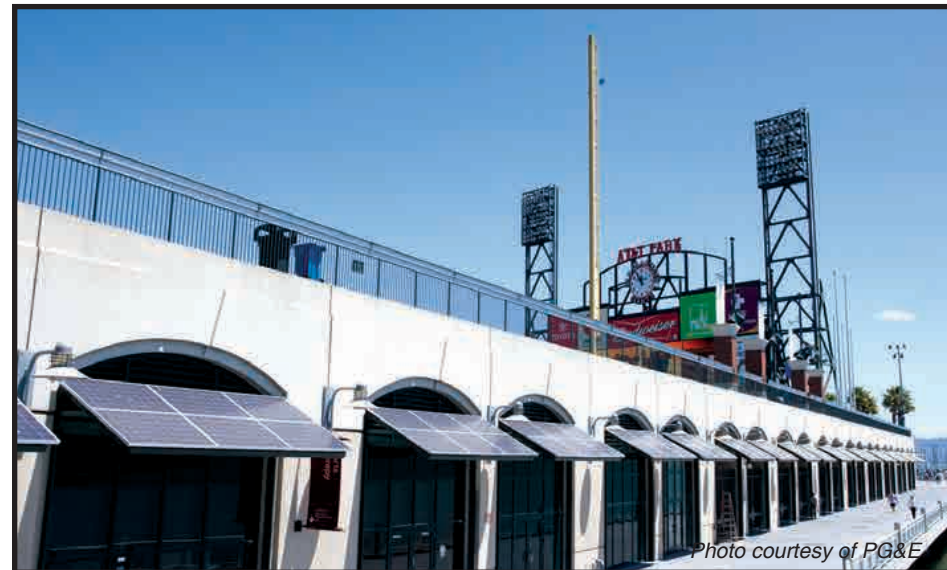
**B**ay Area lawmakers have made serious headway recently in the effort to create incentives for commercial and residential solar application. And local agencies say that the expected spike in solar-generated wattage will make the Bay Area a solar model for other parts of the country.

On June 18, San Francisco Mayor Gavin Newsom signed into law the City's Solar Energy Incentive Program, the most ambitious municipal incentive program of its kind to date in the United States. "We are very happy with the outcome," says Johanna Partin, Renewable Energy Program Manager for the San Francisco Department of the Environment. "And we believe this is really going to be a boon for solar."

Under the program, San Francisco residents will be able to recoup up to \$6,000 on the cost of a home solar system. And businesses will be able to recoup up to \$10,000.

As is the case with most legislation, politics itself slowed the program's approval by the San Francisco Board of Supervisors. First drafted in 2007 by the Mayor-convened Solar Task Force and sponsored by Newsom himself, the program initially failed to garner the number of "ayes" needed to become law. A near-carbon copy of the bill—including an additional incentive level and featuring a new sponsor, Supervisor Bevan Dufty—along with a partner bill sponsored by Supervisor Ross Mirkarimi providing additional incentives to non-profit entities, was approved in early June.

The program sets aside \$3 million annually for ten years for the paybacks outlined. That may sound like a lot of money, but Partin recommends that San Franciscans who may be considering going solar do so soon. "There is already so much interest in the program," she says. "We're definitely going to hit that \$3 million cap." To ensure that happens,



PG&E's solar PV installations at AT&T Park which feed renewable energy into the grid for PG&E customers.

the Public Utilities Commission is pulling out all of the marketing stops. And local solar installers are launching their own ad campaigns to help spread the word.

Under the Solar Energy Incentive Program, San Franciscans can get additional money for hiring a City-based installer, and even more for hiring an installer that employs graduates of a City-sponsored workforce development program. The San Francisco Department of the Environment is also organizing open-house events throughout the City to promote the program at a neighborhood level.

### On the road to the Senate floor

Assemblyman Jared Huffman (D-San Rafael) reports that his bill, AB1920, which would require that solar system owners be reimbursed for any surplus energy fed

into the utility companies' power grid, is moving slowly but steadily. The bill is waiting for a second run-through by the State Senate's Appropriations Committee, after which, if it passes, it will go before the full Senate.

"We're making progress," says Huffman. "And I remain optimistic, cautiously optimistic. I don't want to jinx it," he jokes.

The original bill underwent several rounds of tweaks before getting to this phase. The largest tweak, according to Huffman, was removing language that would have done away with the so-called "size-to-load" rule. That rule states that a home or business can only install a solar system large enough to meet its existing energy needs, and prohibits installing anything larger.

"You'd think that installing a larger system than you need and generating more power would be a good thing, right?" Huffman explains. "But it was a deal-breaker for the utility companies and the regulators. They were emphatic that residential solar energy be limited to offsetting energy demands." But, even with this amendment, Huffman says that solar system owners stand to make



Photo Courtesy of Bright Source Energy

Robotic mirrors reflect sunlight onto the solar boiler at a test site in Israel's Negev Desert, that creates steam, which is converted into electricity.



# Solar Power Into the Light

a few bucks if AB1920 passes. According to the Assemblyman, not only are more and more Californians investing in solar systems. They are also finding ways to be more energy-efficient.

According to Huffman, a homeowner who installed a solar system one year ago is producing the same amount of electricity but probably using less than they did at the time of installation. AB1920 would make sure that homeowner gets reimbursed for the surplus energy they produce.

The size-to-load rule was also recently amended by regulators to allow up to a 5-kilowatt system with no questions asked. And it allows for an even larger system if the homeowner can show a future demand increase. For instance, if the homeowner were planning to purchase an electric car, they would be allowed to install a larger system to accommodate that.

Assuming there are no further bureaucratic roadblocks, Huffman says the bill could be signed into law next year. “What everyone has to remember is that [AB1920] isn’t about making homeowners rich,” he adds. “It’s just another helpful incentive for people. And a little incentive goes a long way.”

## Moving forward

While playing to Californians’ sense of environmental responsibility as a means of promoting the use of renewable sources of energy is great in theory, cost has proven a bigger factor.

The Cambridge, Massachusetts-based Prometheus Institute for Sustainable Development was the latest to report on an expected flood of available silicon that experts predict will significantly lower the cost of solar system production. A shortage of available silicon has been blamed for the slowing decrease in cost to consumers over the last few years.

But, while many consumers wait for solar prices to fit within their current budgets, basing their energy decisions largely on cost, more local governments

and utility companies are weighing cost and conscience equally, and moving forward with plans to produce and buy more renewable energy. The goal, they say, is to lead the masses by example. San Francisco, for instance, recently selected an installer to install the third-largest city-funded solar system in the country on the rooftops of two city-owned properties. The electricity generated will provide power for city buildings and other municipal facilities, including schools, libraries and SFO.

And PG&E recently signed a long-term contract to buy solar-generated electricity from Oakland-based Bright Source Energy. Bright Source Energy plans to build and operate several solar-thermal plants in the Mojave Desert. While no one is keeping statistics on solar deals such as this one, PG&E’s contract

with Bright Source Energy is believed to be the largest in solar history.

The plants will utilize new solar-thermal technology developed by Bright Source Energy itself. Thousands of robotic mirrors, arranged in a saucer shape, will automatically adjust themselves to reflect sunlight on a tower at the center of the arrangement. That tower will feature a water boiler, the contents of which will heat up to produce high-pressure steam that is then converted into electricity.

The first plant is expected to come online in 2011, and is expected to produce 100 megawatts of electricity. That is enough juice to power roughly 70,000 homes.

“When all 900 megawatts of plants are completed, they will supply about 630,000 homes in the aggregate,” says Charles Ricker, Senior VP of Marketing

and Business Development at Bright Source Energy.

“We are aggressively adding renewables to our portfolio,” says PG&E spokesperson Jennifer Zerwer. “It is a key focus for us. When looking to meet growing demand, we follow California’s loading order, and seek to do so first through energy efficiency programs and demand response programs. Second in the loading order is renewable energy. The last option is fossil fuels.”

PG&E is also looking into building solar plants of its own, and eliminating the middleman altogether, as well as exploring other potential sources of renewable electricity, including wave energy and biomethanation. “We do believe in leading by example,” Zerwer adds. “That is why we are committed to adding renewable energy as quickly as possible.”



PG&E signed an agreement with Martifer for over 106 MW of renewable solar-thermal biogas hybrid power.

Photo Courtesy of PG&E



# Magnolia Pub Celebrates 10 Years in the Haight with a Magnificent Makeover

BY JOEL WILLIAMS

Located at the corner of Haight and Masonic in a turn-of-the-century Victorian, Magnolia Pub and Brewery opened in 1997 after extensive alterations to the building to enable the brewing equipment to fit in the basement. Now, after 10 successful years in the heart of the Haight, owner and Head Brewer Dave McLean said, “It was clear that after 10 years of wear and tear something had to happen.” So he decided it was time for a change.

McLean continued, “I’ve been going through these doors every day for

going on 11 years now, and my mind has never stopped turning about what I would have done differently.” So he decided on some major changes to the overall atmosphere that used to prevail at Magnolia. Gone is the popular Grateful Dead-inspired psychedelic mural above the bar that wrapped around the interior; it has been covered with aged gold leaf. Also, the old spacey logo with a flaming keg on it has been replaced by a new, quite sophisticated and classy logo to compliment the existing early Deco wood trim and tile floor installed in the 1920s—both of which have also been cleaned up and repaired.

The booths have been made a little cozier, with dark wainscoting and soft padding along with custom metal sconces that match the new logo’s theme.

music we play and the names we have for the beers, as well as some new places like our menus. I’m not walking away from the things that planted me here in the first place. In no way is it really that as much as it is fixing some things that I have always wanted to get to.”

McLean went on to say, “I loved the mural, but in some way in never quite spoke to me the way I wanted it to. I felt it was a distraction from the woodwork and the beautiful architectural details that we inherited with this space. But I know it worked really well for other people.” McLean told me there was a small amount of “hippie rebellion” when the mural was covered up, but he claimed that he was able to hold some hands through the process, and all seems well now.

For those who sorely miss the



Photo by Joel Williams

Magnolia’s Dave McLean says he has “no plans in the near future to grow up.”

“I’ve been going through these doors every day for going on 11 years now, and my mind has never stopped turning about what I would have done differently.”

— Dave McLean, Owner/Head Brewer

There is also a new bar, a new communal bar table and new table tops—all built from reclaimed, old-growth Douglas Fir from the original Levi Strauss Building on Valencia. Antique mirrors, with graphic elements lifted from the new menus, complete the look, and the new color scheme allows the historic period details of the building to sparkle. The whole scene is topped off with a brand new Meyers Sound system; don’t worry, though, what you will be hearing at Magnolia—think hippie music—happily hasn’t changed.

My first question to McLean when I saw all of the changes was, “Is this you finally growing up?” After he stopped laughing, he responded a bit defensively, “I have no plans in the near future to grow up. It wasn’t really about getting rid of our hippie or Deadhead roots or our sense of place here. That is all still evident in the

famous murals, Magnolia has added the following statement on its website at [www.magnoliapub.com](http://www.magnoliapub.com): “We buried the murals in gold. Many of us have very fond memories of those murals, so we preserved them with resin and documented them inch by inch. Super-high resolution photos are available for those who want them.”

There are also some more subtle changes. Keeping in step with the pub’s dedication to sustainability, McLean banned bottled water, replacing it with a new system that provides filtered still or sparkling Hetch Hetchy water. Magnolia’s purchasing decisions have always been organic, sustainable, seasonal and local. McLean simply said, “That’s how we feel about it.” Also along those lines, you won’t see any paper napkins or towels anymore either; they’ve been replaced by hand towels for the renovated

bathrooms, and bar towels are now used as napkins. According to McLean, “That felt really good. For such a small place, we were throwing out a lot of paper napkins and towels.” When I asked about the choice of bar towels to replace the paper napkins, he replied, “We didn’t think that starched linen napkins were the right choice for the pub, they felt a little too stiff ... literally.”

And although I didn’t intend on talking about the beers in this article because I covered them in October 2006—the article is available online in the archives at [www.baycrossings.com](http://www.baycrossings.com)—the Tweezer Tripel is an outstanding Belgian-style ale that deserves a quick thumbs up.

Joel Williams was a professional craft brewer for over seven years at several breweries. He earned a diploma in Brewing Sciences in 1996 from the world-renowned Siebel Institute of Technology in Chicago.



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# Three-Day Music Festival Comes to Golden Gate Park

In a partnership with the San Francisco Recreation & Park Department, Another Planet Entertainment, Superfly Productions and Starr Hill Presents will bring the Outside Lands Music & Arts Festival to San Francisco's historic Golden Gate Park August 22-24.

Radiohead, Tom Petty & The Heartbreakers and Jack Johnson will headline the inaugural multi-faceted, three-day festival that will also feature over 50 other popular acts including Steve Winwood, Widespread Panic, Wilco and Beck. With six main performance stages, the music programming will represent a wide range



Steve Winwood will perform at the Outside Lands Music & Arts Festival.

of genres, including rock, blues, reggae, jazz, hip-hop, world, soul and Latin music. Local acts will also be featured prominently, representing San Francisco's vibrant cultural community.

A unique array of on-site activities will be available at the Festival as producers plan to treat patrons to an all-encompassing local experience with areas of the park dedicated to emerging technology, local wine and food with a special emphasis on sustainable green practices throughout the festival grounds.

## Greening the Festival

Eco Lands, powered by PG&E, will bring festival attendees an interactive "green" experience featuring a solar powered stage, organic farmers' market and coffee bar, interactive energy efficiency exhibits, environmental education and a recycling center. The Solar Stage, provided by PG&E, will use solar panels to power all electrical equipment on the stage, serving as a working model for the versatility of solar power. Beyond Eco Lands the festival will reduce its impact on the

environment by providing recyclable or compostable utensils, cups and plates and will have plenty locations to dispose of waste including hundreds of recycling and compost bins. PG&E's Climate Smart will purchase carbon offsets for the event, making it one of the largest carbon neutral music festivals in the country.

## Local Wine & Food

A hundred years ago, the Bay Area was home to one of the world's largest wineries, Winehaven, located on Point Molate in Richmond, CA. The festival will pay homage to this landmark through the "Winehaven" Tent. The tent will showcase local vintners offering regional specialties such as a coastal Pinot Noir, old vine Zinfandel, Napa Valley Cabernet Sauvignon, sparkling wine cocktails and

wines from San Francisco's newest winery Foggy Bridge. The festival is also going above and beyond the standard festival food by engaging the Bay Area's food resources. The festival will showcase fresh, locally grown organic produce and meat as well as featuring local restaurants that put the Bay Area on the map as one of the best places for discerning palates. You will be able to get freshly shucked oysters from Hog Island Oyster Company, grab a skewer of grilled beef and chicken from Asqew Grill, try Maverick's famous pulled pork sandwich, wolf down a burrito from Gordo's, or taste Hawaiian poke from Pacific Catch. And of course, you can still get a hamburger or hotdog, but both will be organic farm-raised meat with locally grown lettuce and tomato.

For more information on the Outside Lands Music & Arts Festival and a complete line-up of performers, visit [www.sfoutsidelands.com](http://www.sfoutsidelands.com).

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# CLIPPER COVE

BY CAPTAIN RAY

**C**lipper Cove, a place name that appears on no chart, is one of the most popular anchorages in all of San Francisco Bay. It is bounded by Treasure Island on the north and Yerba Buena Island on the south. There is a narrow causeway on the west side of the cove connecting the two islands and providing road access to Treasure Island from the Bay Bridge. Yerba Buena Island is a natural island, but Treasure Island was built by the City of San Francisco to be the site of the 1939 Golden Gate International Exposition. Afterward it was used as

an airport for the PanAm Clippers, the flying boats that crossed the Pacific before jet passenger travel. The cove was created to be a taxiway for the aircraft and this is the origin of its name. San Francisco later traded the island to the U.S. Navy; it served as a Navy base until the 1990s when the Navy closed the base and the island was returned to City control.

Boats enter the cove from the east, and while there will encounter protected flat water for anchoring when the wind is from any direction other than east. I've never seen it completely empty, and I have seen as many as 60 to 70 boats anchored there on summer weekends. The bottom is mud and offers good holding for Danforth type anchors most of the year. Occasionally, in late summer

and early autumn, I have had difficulty getting a Danforth to hold. When this happens, I switch to a Bruce and have had great success. I suspect that there is a bloom of grasses on the bottom at that season, and the Danforth—unlike the Bruce—isn't heavy enough to cut through it to the mud below.

At first glance, access to the cove certainly looks straightforward. The entrance appears to be over one quarter of a mile wide. The chart, however, tells a very different tale. That seemingly wide open entrance is constricted by a bar with some quite shallow spots. The bar extends almost three-quarters of the way across the opening, from the point on the



Danforth anchor on the left and a Bruce anchor on the right.

worse in the past few years. There will be times when boats drawing 5 ½ feet or more may not be able to get into Clipper Cove—or get out, should you be in! So when entering Clipper Cove, proceed slowly, monitor your depth sounder (if your vessel is equipped with



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[www.baykeeper.org](http://www.baykeeper.org)



The cove was used as an airport for the PanAm Clippers, the flying boats that crossed the Pacific before jet passenger travel.

It was created to be a taxiway for the aircraft and this is the origin of its name.

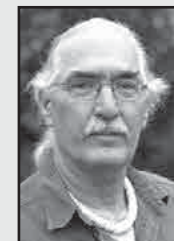
south side—where the new Bay Bridge tower is being constructed—toward the end of the pier on the north side. The chart shows a minimum depth of three feet.

Over the years, I've seen 10 or 12 boats aground on this bar. Sometimes, of course, the tide will be high enough so that there are no issues, but at other times it will be low enough so there are. The safest way into Clipper Cove is to stay close to the pier. The white and blue buoy that you see on the way in is an abandoned mooring and not an aid to navigation, but passing between it and the pier will help keep you in deeper water. Once you're halfway down the pier you can come to port and shape your course to clear the corner of the island and the dinghy dock.

It seems that shoaling has gotten

one), and have another destination in mind just in case.

**Ray Wichmann,** is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING 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.





# JACK LONDON SQUARE

## SUPPORT STROKES PADDLE FUNDRAISER

*"Making Waves for Women with Cancer"*

California Canoe & Kayak and Jack London Square sponsor the 8<sup>th</sup> Annual Support Strokes Paddle Fundraiser on Saturday, August 23. Event time is from 8 a.m. to 3 p.m. This event is open to non-paddlers as well as paddlers from novice to expert. Participants new to the sport have the opportunity to take a kayaking class with California Canoe & Kayak for half price or paddle in a tandem with an experienced paddler. This event is not limited to canoes and kayaks. All paddlers and rowers are welcome to participate. Teams are encouraged. Pre-event training sessions will be available for registered participants in the month prior to the event.

There are three courses from 2 miles for beginners, 8 miles for intermediate paddlers and a challenging, 15.5-mile paddle or race around Alameda Island. All courses begin and end at Jack London Square in Oakland.

Paddlers raise money for breast cancer advocacy, support, research, and treatment. All proceeds benefit local Bay Area non-profit organizations working to help women with cancer. Last year's event raised over \$40,000 that went directly to: Breast Cancer Action, Breast Cancer Fund, Charlotte Maxwell Complementary Clinic and Women's Cancer Resource Center.

California Canoe & Kayak will provide discounted kayak and canoe rentals to registered participants as needed. Reservations for boats are required.

The registration fee is \$20 and each participating paddler is asked to raise a minimum of \$100. Registration includes: t-shirt, lunch, discount class, kayak rental and raffle ticket. All pledges raised will be distributed amongst the beneficiaries based on the donor's choice. Online donations or registration can be made at [www.calkayak.com](http://www.calkayak.com) or pick up a registration form at California Canoe & Kayak, 409 Water Street in Jack London Square, Oakland CA 94607, (510) 893-7833.

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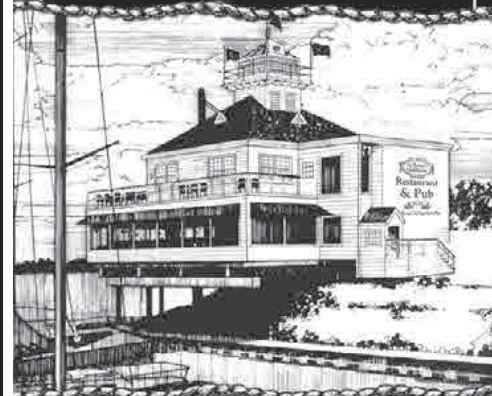


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Golden Gate Ferry							
LARKSPUR *							
Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur	Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30pm	12:40pm	1:30pm
7:10	7:40	7:45	8:15	1:40pm	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30	7:00	7:15	8:00
9:15	9:50	10:10	10:45	<b>One-Way Ferry Fares</b>			
10:10	10:45	10:55	11:30	<b>LARKSPUR SAUSALITO</b>			
11:10	11:45	11:55	12:30pm	Daily		Daily	
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare			
12:40pm	1:15	1:25	2:00	\$7.45		\$7.45	
2:15	2:50	3:00	3:30	Frequent Rider Ticket			
2:50	3:25	3:35	4:05	\$4.70		\$4.00	
3:40	4:15	4:25	4:55	Youth / Senior / Disabled			
4:15	4:45	4:55	5:25	\$3.75		\$3.75	
-----	-----	5:20	6:05	Children (age 5 & under)			
5:10	5:45	5:55	6:25	FREE		FREE	
5:35	6:10	6:20	6:50	(limit 2 per fare-paying adult)			
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

\*On weekdays, with the exception of the 5:20 pm San Francisco departure which is operated by a 715 passenger Spaulding vessel, all other trips are operated by high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding. Also, direct ferry service is provided to most Giants games at ATT&T Park.

SAUSALITO							
Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive SF	Depart SF	Arrive Sausalito	Depart Sausalito	Arrive SF	Depart SF	Arrive Sausalito
7:10am	7:35am	7:40am	8:10am	-----	-----	10:40am	11:10am
8:20	8:45	10:15	10:45	11:20am	11:50am	12:00pm	12:30pm
10:55	11:25	11:35	12:05pm	12:45pm	1:15pm	1:25	1:55
12:15pm	12:45pm	12:55pm	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:45	5:15
3:20	3:50	4:00	4:30	5:35	6:05	6:30	7:00
4:45	5:15	5:30	6:00	6:30	7:00	---	---
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

INFORMATION CONTACTS  
511 (toll-free) or 711 (TDD) | E-mail/Comments to [ferrycomments.goldengate.org](mailto:ferrycomments.goldengate.org)  
For Larkspur and Sausalito website: [www.goldengate.org](http://www.goldengate.org)

**HOLIDAY SERVICE: Larkspur & Sausalito**  
In effect on Martin Luther King, Presidents', Memorial, 4th of July, Labor Day, modified Holiday service is operated on the Day after Thanksgiving.

**NO SERVICE: Larkspur & Sausalito**  
No ferry service on New Year's, Thanksgiving, and Christmas Day.



Adventure Cat			
2008 Departure Schedule	BAY CRUISE		SUNSET CRUISE
Daily	1:00pm	3:00 pm	6:30 pm
Sunset cruise includes hors d'oeuvres and two drinks for \$45.		Bay Cruise Rates: Adults: \$30 / Children 6-12: \$15 / Kids 5 and under: \$2	
(800) 979-3370 / <a href="http://www.adventurecat.com">www.adventurecat.com</a>		Group Discount Rates: 10 or more full fare passengers = \$5.00 off per person when run on one credit card	

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND					
Weekdays to San Francisco				Weekends and Holidays to San Francisco					
Depart Oakland	Depart Alameda	Arrive Ferry Bldg.	Arrive Pier 41	Depart Oakland	Depart Alameda	Arrive Ferry Bldg.	Arrive Pier 41		
6:00am	6:10am	6:30am	-----	9:00am	9:10am	-----	9:35am		
7:05	7:15	7:35	-----	10:40	10:25*	11:10	11:25		
8:10	8:20	8:40	-----	12:20pm	12:10pm*	12:50 pm	1:05pm		
9:15	9:25	9:45	10:00	1:55	1:45*	2:25	2:40		
11:00	10:50*	11:30	11:45	4:00	3:45*	4:30	4:55		
12:45pm^	12:35pm*	1:15pm	1:30pm	5:45	5:30*	-----	6:20		
2:30	2:20*^	3:00	3:10	7:20	7:05*	7:50	8:05		
4:40	4:30*^	5:10	-----	8:55	8:45*	9:25	9:30		
5:50	5:40*^	6:15	-----	10:30	10:20*	-----	11:00		
6:20	6:10*	-----	7:00	<b>Weekends and Holidays from San Francisco</b>					
6:55^	6:45*^	7:20	-----	Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland		
7:55^	7:45*	8:20	-----	8:30am#	-----	9:10am	9:00am		
8:55^	8:45*	-----	9:25	9:45	10:00	10:20	10:35		
<b>Weekdays from San Francisco</b>				11:35	11:50	12:10pm	12:20pm		
Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland	1:10pm	1:25pm	1:45	1:55		
-----	6:30am#	7:15am	7:05am	2:50	-----	3:45	3:55		
-----	7:35#	8:20	8:10	4:55	5:10	5:30	5:40		
-----	8:40#	9:25	9:15	6:30	6:45	7:05	7:15		
10:15	10:30	10:50^	11:00^	8:10	8:25	8:45	8:55		
12:00pm	12:15pm	12:35pm^	12:45^	9:40	9:55	10:15	10:25		
1:45	2:00	2:20^	2:30^	<b>FARES:</b>					
3:45	4:10	4:30^	4:40^	One Way	Round Trip	10Ticket Book*	20Ticket Book*	Monthly Pass	
-----	5:20	5:40	5:50	Adult (13+)	\$6.25	\$12.50	\$47.50	\$85.00	\$160.00
5:20	5:45	6:10	6:20	Child (5-12)	\$3.50	\$7.00	-----	-----	-----
-----	6:25	6:45	6:55	Child under 5**	FREE	FREE	-----	-----	-----
-----	7:25	7:45	7:55	Senior (65+)	\$3.75	\$7.50	-----	-----	-----
-----	8:25	8:45	8:55	Disabled Persons*	\$3.75	\$7.50	-----	-----	-----
				Active Military	\$5.00	\$10.00	-----	-----	-----

\* To S.F. via Oakland # To Alameda via Oakland  
^ Departs immediately after loading

**Schedule information harvested online. Schedules are subject to change.**

Seniors must show valid I.D., Regional Transit Connection, or Medicare Card. Military personnel must show Military I.D.

PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.

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[www.sfbaywhalewatching.com](http://www.sfbaywhalewatching.com)



# Blue & Gold Ferry

BAY CRUISE				SAUSALITO			
Leave PIER 39				FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekends and Holidays		Weekdays			
10:15am	2:00pm	10:15am	2:30pm	Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
11:00	2:30	11:00	4:00	11:20am	11:50am	11:55am	12:30pm
12:15pm	4:00	12:15pm	5:00	12:40pm	1:10pm	1:20pm	1:40
1:15	5:30	1:15	6:00	1:50	2:20	2:30	3:00
		2:00	6:45	3:10	3:40	3:50	4:20
				4:35	5:25	5:35	6:05
				8:25*	8:45*	8:50*	9:20*

Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.

**FARES:** All prices include audio tour.

Adult ..... \$23.00 Junior (12-18) ..... \$19.00  
 Senior (62+) ..... \$19.00 Child (5-11) ..... \$15.00  
 Special Rates On Line

ANGEL ISLAND - SF/DAILY					
Weekdays					
Depart Ferry Bldg.	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg.	Arrive Pier 41
9:20am	9:45am	10:05am	10:10am	-----	10:30
-----	1:05pm	-----	3:25	4:25pm	3:45

Weekends					
Depart Ferry Bldg.	Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Ferry Bldg.	Arrive Pier 41
9:20am	9:40am	10:05am	10:15am	11:10am	11:35
11:20	11:45pm	12:10pm	12:15pm	1:15pm	1:40pm
-----	1:50	-----	2:55	-----	3:25
-----	-----	-----	4:15	5:35pm	5:10

ANGEL ISLAND - ALAMEDA/OAKLAND					
Weekends ONLY					
Depart Oakland	Depart Alameda	Arrive Angel Island			
9:00am*	9:10am*	10:10am			
Depart Angel Island	Arrive Alameda	Arrive Oakland			
3:10pm	3:45pm	3:55pm			

ANGEL ISLAND - VALLEJO					
Weekdays					
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo		
7:45am	10:05am	2:00pm	4:30pm		
		3:25pm	5:30pm		

Weekends					
Depart Vallejo	Arrive Angel Island	Depart Angel Island	Arrive Vallejo		
8:10am	10:10am	-----	-----		
10:00am	12:10pm	2:55pm	5:00pm		
-----	-----	4:15pm	6:30pm		

Free transfers are required in San Francisco at either the Ferry Building or Pier 41. Ask a deckhand if you have questions about where to make the transfer. Tickets are now on sale at the Vallejo Ferry Terminal Ticket Office.

FARES	Pier 41 SF Ferry Bldg	Alameda/Oakland	Vallejo
Adult	\$15.00	\$14.50	\$32.50
Senior (65+)	\$15.00	\$14.50	\$23.00
Child	\$8.50(age 6-12)	\$8.50(age 5-12)	\$23.00
Child	FREE(5 & under)	FREE(4 & under)	FREE(5 & under)

\*All prices include State Park Fees

# Baylink Ferry

VALLEJO/SAN FRANCISCO			
FERRY BLDG./ FISHERMAN'S WHARF			
Weekdays			
Depart Vallejo	Depart Ferry Bldg.	Depart Pier 41 Fisherman's Wharf	
5:30am	6:35am	-----	
6:30	7:35	-----	
7:00	8:10	-----	
7:45	8:55	-----	
8:45	9:55	-----	
10:00	11:10	11:30am	
11:30	12:40pm	-----	
2:00	3:30	3:10pm	
3:20	4:30	-----	
4:05	5:15	-----	
4:45	6:00	-----	
5:35	7:05	6:45	

Weekends and Holidays			
Depart Vallejo	Depart Ferry Bldg.	Depart Pier 41 Fisherman's Wharf	
8:10am	9:20am	9:45am	
10:00	11:10	11:30	
11:30	12:40pm	-----	
1:00pm	2:10	-----	
2:30	3:40	4:00pm	
4:00	5:10	5:30	
5:35	6:45	-----	
6:35	7:45	-----	
8:20	9:50	9:30	

FARES: One Way	
Adult One-Way	\$15.00
Senior/Disabled/Medicare One-Way (65+/disabled)*	\$7.50
Youth One-Way (6-12 years)	\$7.50
Baylink DayPass	\$27.00
Monthly Pass	\$330.00
Monthly Pass with Muni	\$370.00

TIBURON COMMUTE			
DOWNTOWN S.F., FERRY BLDG.			
Weekdays			
Depart Tiburon	Arrive Ferry Bldg.	Depart Ferry Bldg.	Arrive Tiburon
6:00am	6:20am	-----	-----
6:50	7:10	7:15am	7:35am
7:50	8:10	8:15	8:35
8:45	9:05	-----	-----
-----	-----	4:25pm	4:45pm
5:00pm	5:20pm	5:25	5:45
5:50	6:10	6:15	6:35
6:40	7:00	7:15	7:35

FARES: One-Way		Round Trip	
Adult	\$9.50	\$19.00	
Child (5-11)	\$5.25	\$10.50	
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)		

\* Friday ONLY  
 # Recommended to Ferry Building Farmer's Market & To Ferry Building via PIER 41  
 ^ Via Angel Island  
 > Via Sausalito  
 All Weekend departures make additional stops before reaching destination.

# Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30am	6:55am	7:00am	7:25am
7:30	7:55	8:00	8:25
8:30	8:55	4:35pm	5:00pm
-----	4:30pm	5:35	6:00pm
5:05pm	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30	-----	-----

No service on weekends

**FARES:**

Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board our ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.

Fare:	
One-Way Adult	\$6.50
One-Way Juniors (5-12)	\$3.25
Children (under 5)	Free
One-Way Seniors (62 & over)	\$3.75
Disabled	\$3.75
Active Military	\$5.25
One-Way Commute (book of 10)	\$55.00
One-Way Commute (book of 20)	\$100.00
Monthly Pass (book of 40)	\$185.00
Free MUNI and AC Transit Transfers Provided	

# Red & White

BAY CRUISE SCHEDULE			
PIER 43 1/2			
Monday through Sunday			
10:00am	1:15pm	4:15pm	Fare:
10:45*	1:45	5:00	Adult .....\$21
11:15	2:30	5:30	Senior (62+) ...\$18
12:00pm	3:00	6:15	Youth (12-17) ...\$18
12:30	3:45	-----	Child (5-11) ...\$14
			Under 4.....\$Free

\* Weekends Only



Direct service is available Alameda/Oakland and Vallejo for selected Giants baseball games. For service from Larkspur to selected games please visit goldengateferry.org. For more information, visit www.eastbayferry.com for Alameda/Oakland service and www.baylinkferry.com for Vallejo service. Or call Blue & Gold Fleet at (415) 705-8200.

[http://www.baycrossings.com/ferry\\_schedules.asp](http://www.baycrossings.com/ferry_schedules.asp)

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# The City Was Born at the Port, and It Still Thrives

BY WES STARRATT, PE

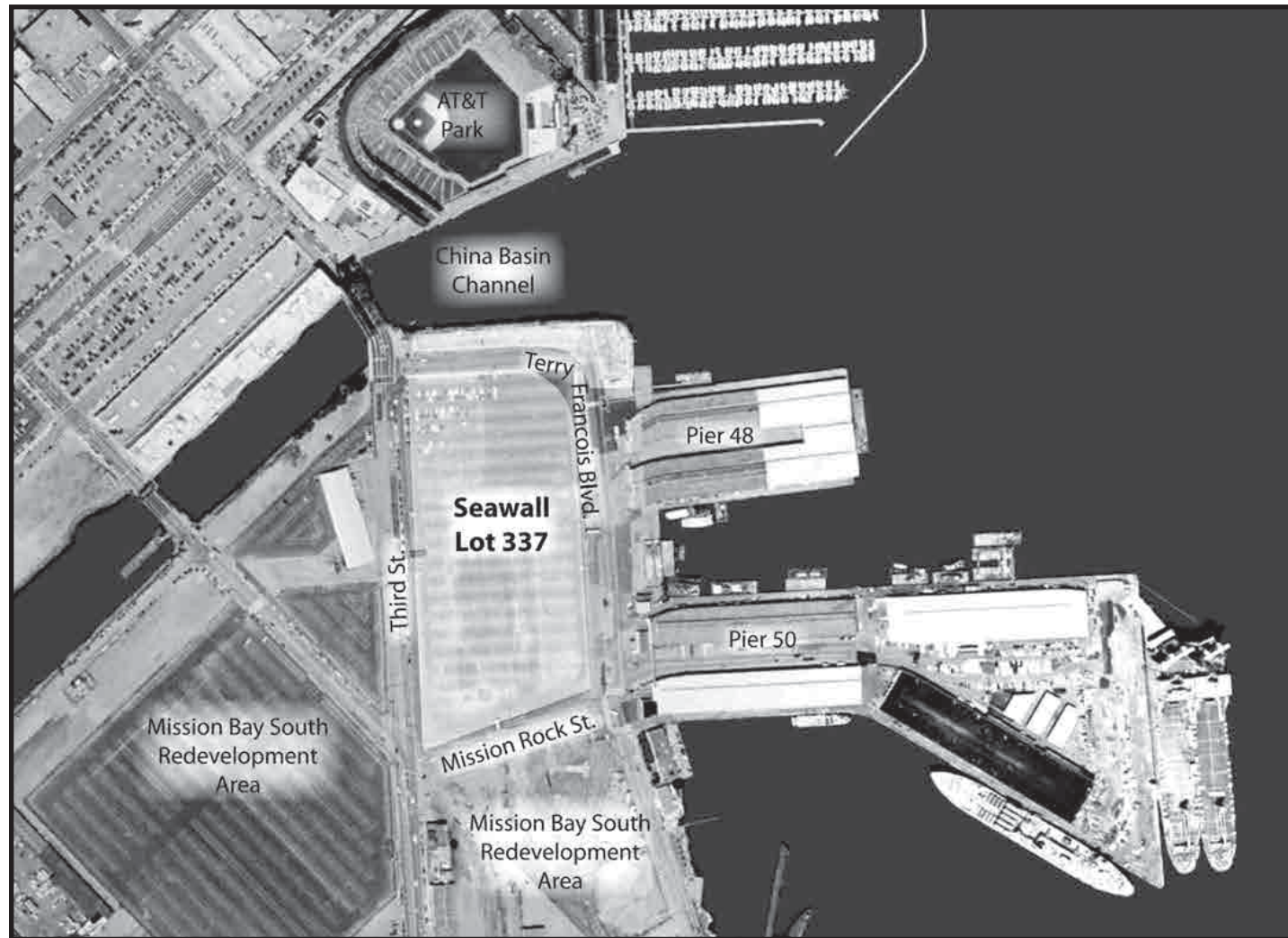
The Port of San Francisco is not just another port. It is where the City of San Francisco began, and, in reality, where California was born.

In the year 1776, the very same year that the British colonies on the East Coast proclaimed their independence from England, a Spanish expedition established a military presence at the Presidio, near what the Spanish called *la boca* (the mouth). At the same time, in a more sheltered area, the expedition established a church dedicated to Saint Francis (and now known as Mission Dolores). Located between the military and the clergy was a cove called “Yerba Buena,” which grew into a small port, initially to provide provisions for the Spanish settlements.

Little changed at Yerba Buena cove until the 1820s when California came under the control of an independent Mexico and the port began receiving trading ships and exchanging merchandise from the East Coast for local hides and tallow. The year 1846 was marked by the arrival of the U.S. Navy’s sloop-of-war *Portsmouth* at Yerba Buena Cove and the raising of the American flag. Before long, the name of the small port was changed to San Francisco, and *la boca* became the Golden Gate.

The discovery of gold in 1848 dramatically changed the City and the port. A year later, more than 500 sailing ships carrying 40,000 passengers passed through the Golden Gate. The Bay became filled with sailing ships at anchor and piers were extended into the Bay, filling the original cove.

Since the founding of the State of California, one year later in 1849, and for many years thereafter, San Francisco was California’s only commercial port and the state’s gateway to the outside world. Because of the port’s economic importance, the California Legislature took over, and, in 1863 established a Board of Harbor Commissioners to manage the port. By 1914, the board had spent more than \$120 million on harbor improvements, including the construction of a seawall and finger piers into the Bay. The result



The 25-acre Seawall Lot 337 has been slated for redevelopment by the Port of San Francisco.

“Our mission is maritime, public access, and environmental stewardship of the shoreline.”  
— Monique Moyer

is largely what we know today as the San Francisco Embarcadero. But, it was 1969 before the City of San Francisco regained control of its waterfront and established the Port of San Francisco as an integral part of the City and County of San Francisco.

Today, Monique Moyer serves as San Francisco’s port director. “Our mission is maritime, public access, and environmental stewardship of the shoreline,” Moyer said. “Our vision is to maintain San Francisco’s fantastic piers on the Embarcadero, which served as the birthplace of the city. I really take pleasure in watching native San Franciscans and visitors enjoy the waterfront, which is a very precious gift that we all enjoy.” Moyer paused and added, “I am totally enamored by the port,

in case you can’t tell!”

As for the ferries, there are about 3.5 million passengers per year who ride the ferries from the six berths at the Ferry Building. The port derives user fees and lease income from these ferry operations, which basically cover operating costs. “But,” Moyer pointed out, “for the most part, ferry operations are something that the port subsidizes.”

## Parks & Development Projects

“There is a lot going on at the port,” said Moyer, “especially with the recent passage of the \$33.5 million bond measure for park improvements, which includes several parks on the port.” She pointed to the proposed Pier 43 Promenade at

Fisherman’s Wharf and the Brannan Street Wharf Park at Pier 36, among parks and open-space projects stretching the entire length of the San Francisco waterfront. A second bond measure is expected to be put on the ballot to expand the program.

Moyer also pointed to several major development projects underway at the port, including the relocation of the Exploratorium to Pier 15-17, which “is going to be a great place, not only for the science museum, currently located at the old Palace of Fine Arts in the Marina, but also for the port.” Earlier, the pier housed various shipping companies, and even served as a Port of Embarkation during World War II. Unfortunately, the piers are not in “super condition”



and will require a substantial part of the estimated \$175 million project cost for upgrading, according to Jonathan Stern, the port's Deputy Director for Planning & Development.

In addition to the Exploratorium, Seawall Lot 337 is a major redevelopment project on a 25-acre parcel of land located across the China Basin Channel from AT&T Park. This valuable site is owned by the port and leased to the Giants as a parking lot until 2009. It has been slated for redevelopment, with requests for qualifications sent to developers earlier this year. Two experienced teams—one organized by the Giants and one including the developers involved in the restoration of the Ferry Building—have been pre-qualified, and the development team will be selected by the port by the end of the year. Stern noted, "We are glad that we have two mixed-use proposals that include housing, office space, parking, retail, and more."

### Cruise Ship Terminal Plans

Cruise ship operations are an important segment of business for the port as well as the City of San Francisco. Gery Roybal, who manages the port's cruise ship operations, points out that the port is holding steady on its cruise business, with about 60 ship calls per year. These ships carry a total of 180,000 inbound and outbound passengers who spend an estimated \$60 million in the city's hotels, restaurants, and shops.

The present cruise ship terminal has long been inadequate for the modern cruise industry, a terminal capable of handling the largest ships afloat is vitally needed. That problem was highlighted early this year, when the Port of San Francisco was faced with docking the *Queen Mary 2*, the largest ship ever to sail into San Francisco Bay. The port's Pier 35 cruise ship terminal was not long enough and had insufficient water depth to berth the ship. Nearby Pier 27, a newer finger pier that had been used by the U.S. Maritime Administration, was more suitable but needed some dredging. The choice was obvious, and the port quickly put a dredge to work. It's clear that Pier 27, with its vast 120,000 square-foot shed, centrally located on the Embarcadero, would be ideal for San Francisco's future cruise ship terminal.

Several years ago, because of the importance of the cruise ship business, the port had grandiose plans for a large cruise ship terminal south of the Ferry Building

at Piers 30-32. Included in the project were condominiums on the shore side of the Embarcadero that would provide funding for the project. The condos were built and sold, but—apparently because of rising costs for the conversion of Piers

the largest floating drydock on the West Coast of both Americas. But, as cruise ships have continued to increase in size, even that drydock is no longer capable of handling these so-called "post Panamax ships"—ships that are too wide and

drydock expansion program "is the most important project that we have done for the maritime industry in a long time. We are really excited about the ability to continue to attract some of the largest ships afloat to our port."

### Maritime Cargos

And yes, in addition to all of the diverse activities going on at the Port of San Francisco, there are also maritime cargo operations taking place, largely on what is called the "Southern Waterfront." This is where, at one time, containers were off-loaded. Some of the old container cranes still remain, but they haven't moved a container in years. The problem then, as now, is the restrictive height of the railroad tunnels leading from the port southward along the Peninsula. But, according to Moyer, "While Richmond moves autos, Redwood City moves aggregates and bulk, and Oakland moves containers, we move a variety of bulk, break-bulk, and cargos that are vital to the construction trades."

The port's new Maritime Marketing Manager, Jim Maloney, explained that Piers 92 and 94 are devoted to building materials, with two operating concrete batch plants, as well as facilities for handling imported aggregates from British Columbia amounting to 1.4 million metric tons in 2007. Some 450,000 tons of sand dredged from the Bay is also handled at these piers.

This year, the new Illinois Street railroad bridge across Islais Creek will become operational, making it possible to provide direct on-dock rail service to Pier 80. Maloney stressed that "Our first priority is bringing in a new terminal operator at Pier 80," and it appears that an operator is about to come on-board. According to Maloney, "The first big opportunity will be cargos that require direct discharge onto railroad cars," including big project cargo such as wind turbines and brewery tanks, and so-called "break-bulk" cargos such as structural steel, coils, rebar, and steel plate. "We believe that there is a promising future for these niche cargos as well as some export cargos. We are targeting 200,000 tons in 2008."

There is a lot going on at the highly diversified Port of San Francisco. As Moyer pointed out, "The City started out with the Port, with the first commerce and the first houses on the piers. This is a city that is constantly able to reinvent itself and stay attractive, and we are very pleased to be a part of it."



Photo by Tom Paiva

*Cruise ships, like all other ships, require periodic dry-docking and San Francisco is poised to lead the way on the West Coast after recent expansions.*

30-32—the cruise ship terminal was never built. However, the port was left with funds from the sale of the land and the condos, and now those funds are expected to become available for developing Pier 27 into San Francisco's new Cruise ship terminal. At the same time, it is expected that the port will continue using the present Pier 35 terminal for smaller cruise ships, because there are frequently two cruise ships in port.

### Expanding the Drydock

Cruise ships, like all other ships, require periodic dry-docking. For some years, the Port of San Francisco has boasted

too long to pass through the present Panama Canal. In order for these ships to provide cruises to Alaska and Mexico, they absolutely must have a drydock on the coast that can service them. Thus, Princes Cruises joined with BAE, the operator of the shipyard, in a \$5 million program to enlarge San Francisco's floating drydock so that it can lift heavier and taller ships out of the water for maintenance work. That work is currently underway, and the first two cruise ships to use the expanded drydock are booked for this month. Large oil tankers carrying crude from Alaska will also make use of the expanded facility. Port director Moyer commented that the



# AROUND THE BAY IN AUGUST



## Indy Cars Roar into Sonoma

The fourth annual IRL (Indy Racing League) race will be held at Infineon Raceway on August 22-24. These open-wheeled racecars are best known for racing at the Indianapolis 500. The engines rev up to over 10,000 RPM, producing approximately 650 horsepower, and are capable of reaching speeds of over 200 mph. This year the IRL merged with the former CART (Championship Auto Racing Teams) league bringing a slew of new drivers into the mix with extensive road course experience. This means more cars than in previous years and new competition between IRL drivers, who primarily have been running on oval tracks against the former CART drivers, who are used to road courses like Infineon. For ticket prices and schedule information, visit [www.infineonraceway.com](http://www.infineonraceway.com).



## Legendary Glenn Miller Orchestra Comes to USS Hornet

The World-Famous Glenn Miller Orchestra, the most popular and sought-after big band in the world for both concert and swing dance engagements, will play onboard the aircraft carrier USS Hornet on two different nights: Friday, August 1 and Saturday, August 2. Doors open at 7 p.m. with free dance lessons. The Glenn Miller Orchestra will play from 8 p.m. to midnight with dancing on three large dance floors on the enclosed hangar deck. The Singing Blue Stars will perform a tribute to the Andrews Sisters during intermission. Period attire is encouraged. Voted as the best place to hear and dance to swing music by *Diablo Magazine*, the USS Hornet Museum is the hottest dance place in the Bay Area and

attracts “swing-era” crowds in excess of 1,200 people. Ticket prices for each night start at \$45 and benefit the USS Hornet Museum. If the event is not sold out, general admission tickets will be available at the door for \$50 per person. All food and drink is sold separately from admission price. Ample free parking is available across the street from the pier. Tickets can be ordered online at [www.hornetevents.com](http://www.hornetevents.com), or call (510) 521-8448 x 282 during the week. The USS Hornet Museum is located at 707 W Hornet Ave, Pier 3 in Alameda.

## SFJAZZ Brings Free Concerts to Union Square

SFJAZZ Summerfest 2008 is an annual series of outdoor concerts in Union Square, featuring over 30 events in the Bay Area. Summerfest showcases local musicians displaying a wide array of styles, from straight-ahead jazz, to Latin rhythms, swing, blues, and vocals. The free concerts are on Thursdays from 6:00 p.m. to 7:30 p.m. For more information visit [www.sfjazz.org](http://www.sfjazz.org).

## Car-Free Sunday Streets Comes to San Francisco's Waterfront

San Francisco's Environment Department is extremely excited to be a part of San Francisco's new truly car-free event. Sunday Streets is a pilot program that will bring physical activity space to San Francisco neighborhoods on Sunday mornings this summer and fall utilizing a stretch of roadway connecting the Bayview to Chinatown and running along the city's waterfront. The program will offer safe and free activities that will attract people from throughout the city and the entire Bay Area. Modeled after a 25-year old program in Bogotá, Columbia, the car-free community space concept has spread to four continents and has proven wildly popular from Tokyo,

Mexico City to Kiev and more recently in our northwesterly neighbor Portland. The goal is to bring physical activity space to our neighborhoods on Sunday mornings, creating a route for thousands of local kids and adults to walk, jog, and bike, as well as participate in group exercise. Sunday Streets will offer safe, free, and fun activities and will attract people from throughout the entire San Francisco Bay Area. There will be two Sunday Streets events this summer: August 31 and September 14. The scheduling of these pilot events on Sunday mornings

maximizes the number of local residents who can participate and minimizes interruptions to auto traffic. The City is actively recruiting volunteers for both dates. Volunteers will receive a Sunday Streets T-shirt, meal and snacks as well as a goody bag. For more information on the event route and volunteering, visit [www.sundaystreetsf.com](http://www.sundaystreetsf.com).

## Wings Over Wine Country

Sip and watch as antique and modern day aircraft perform flybys, climb aboard a jet fighter or walk through an open cargo plane at Pacific Coast Air Museum's “Wings Over Wine Country” Air Show on August 16-17 from 9:00 a.m. to 4:00 p.m. at the Sonoma County Airport. A special treat this year is the return of the Lockheed P-38 Lightning to Santa Rosa, which will perform in the show both days.



All photos on this page courtesy of Cool Globes

## Cool Globes Come to San Francisco's Waterfront

The national public art exhibit “Cool Globes: Hot Ideas for a Cooler Planet” is coming to the Crissy Field Promenade from August 5 through October 12. Cool Globes is public art with a purpose, featuring 40 larger-than-life custom-designed globes that depict simple solutions to global warming. Cool Globes was inspired by a Chicago-area environmental activist and mother of four, Wendy Abrams, who wanted to do something to showcase what people can do to help combat global warming. Cool Globes premiered last summer in Chicago, where the exhibit became a “must see” destination for millions of visitors to the city's Museum Campus along the lakefront. Cool Globes is currently on display in Washington, D.C. at the U.S. Botanic Garden. The San Francisco exhibit will feature new globes created by Bay Area artists. The exhibit will also travel to San Diego this fall and to London in the spring of 2009. A public grand opening celebration with San Francisco Mayor Gavin Newsom, Sierra Club Executive Director Carl Pope, and Cool Globes founder Wendy Abrams will be held at Crissy Field on Tuesday, August 5 at 10:30 a.m. The public is invited to attend. For more information, visit [www.coolglobes.com](http://www.coolglobes.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](mailto:joel@baycrossings.com).



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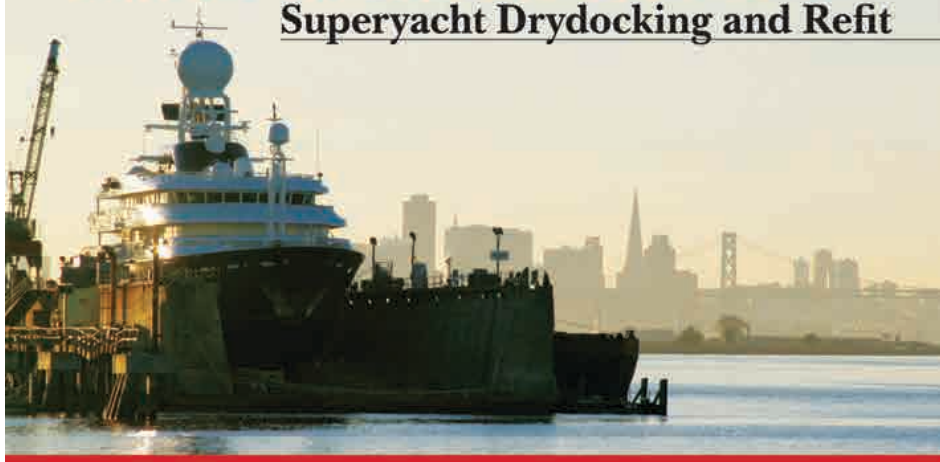


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