



# BAY CROSSINGS

*"The Voice of the Waterfront"*

*March 2008 Vol.9, No.3*



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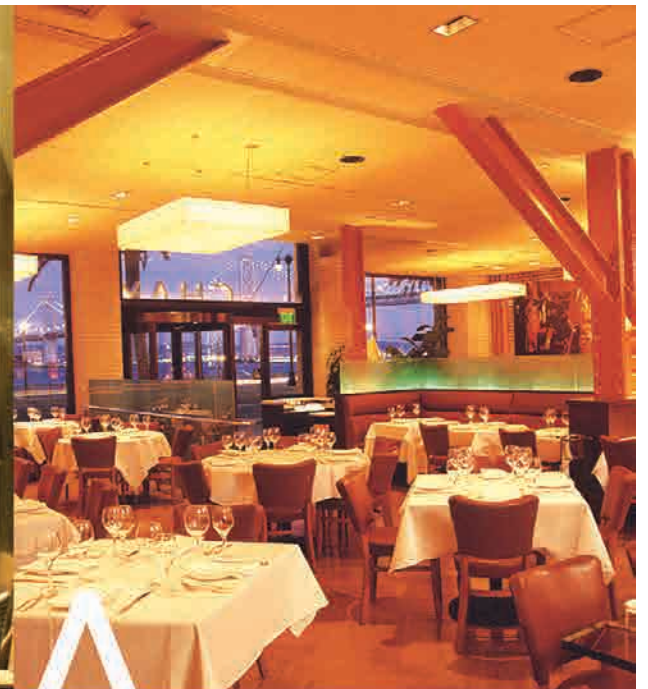
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### Corrections & Letters

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

## BAYCROSSINGS

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## ON OUR COVER



This is a computer rendering of the master plan for Treasure Island's green makeover, which is still a work in progress. Scheduled to debut in 2015, it calls for more than just the usual green flourishes. In fact, the idea is to create a self-sustaining city of the future. The plan is a collaboration between the City of San Francisco, sustainability advisors Arup and Treasure Island Community Development (TICD), and a team of developers led by Lennar Corporation. Artist rendering courtesy of SOM and dbx.

# Bay Bridge East Span: So Much Happening, So Little to See

BY MARJORIE BLACKWELL

One of the largest, most complex construction projects ever undertaken in California is happening right under our noses and yet has been largely unnoticed by Bay Area residents. Though new temporary structures taking shape east of Yerba Buena Island are now beginning to draw attention, the magnitude of building the new East Span of the San Francisco-Oakland Bay Bridge can be fully grasped only from the air or the Bay, or perhaps from imagination.

The towering cranes that hovered for 18 months over the Skyway section of the new span are now gone, the only visible sign that construction of this portion of the span is actually finished. Substantially completed as of last December, the 1.3-mile Skyway consists of parallel road decks and a 15-foot wide bicycle/pedestrian path, rising gracefully across Bay mudflats from the construction site for the “Oakland Touchdown” that will connect to the shoreline. To the west, the Skyway now

ends abruptly in mid-air above the Bay, waiting to be linked to the Self-Anchored Suspension span that will bridge the deep-water channel to Yerba Buena Island and connect to the island tunnel.

The sleek but unpretentious Skyway marks a record in California construction history. Its road decks consist of 452 of the largest concrete segments ever precast, each three stories high and weighing up to 780 tons. Its 28 enormous concrete foundations sit atop steel-pipe pilings driven up to 300 feet into stable Bay soils for unprecedented earthquake safety.

By far the most dramatic and difficult Skyway construction task was lifting carefully into place two enormous steel bridge sections, each weighing over 1,700 tons, to form a transition span between the Skyway and the suspension span. To raise these 200- by 85-foot, steel box girder bridges 150 feet above the waterline required special jacks and two custom-built, 175-foot tall towers. These lift operations – the heaviest in California history – together took more than 30 hours to complete.



Enormous deep water foundations support the towers that will connect the Skyway section to the Self-Anchored Suspension Span.



A worker smooths the surface of a “U-rib” that will form part of the new bridge deck.



Simulated view of the Self-Anchored Suspension portion of the new Bay Bridge East Span, looking east.

Meanwhile, construction of the even more complex suspension span, the largest public works contract in California history, began before the Skyway was completed. This 1,263-foot span will be the longest single-tower, self-anchored suspension bridge in the world. The single tower is comprised of four separate segments, and building it is truly a global undertaking. Its components are being fabricated around the world, from as near as Vallejo and Napa to South Korea, China, Norway and England. A specially designed crane barge, for example, is being built in Portland, Oregon, that will carry and lift the heavy steel tower pieces being constructed in Shanghai, China. The suspension cable system is being built in South Korea, while

the hydraulics for the cable compaction machine are coming from Oslo, Norway.

Constructing the \$1.75 billion suspension span actually requires building several

temporary bridges. One will be a detour to maintain traffic flow between the island’s tunnel and the existing East span while a permanent transition structure is built to connect to the tunnel. Others will never carry traffic but will support the tower’s steel deck sections until the steel suspension cable is strung, anchoring the deck to the tower.

The foundations for the suspension span are nearly complete. A steel-and-concrete octagon as big as a basketball court, with a forest of steel posts sticking out of the top, comprises the foundation for the steel tower, supported by piles driven 200 feet into bedrock. When the four separate legs of the 525-foot tall tower arrive by barge from China in 2009, they will be lifted into place and anchored to the steel pins.

Bay Bridge motorists definitely will be aware of the East Span construction in spring 2009 when the temporary bridge detour to and from the Yerba Buena Island tunnel opens, likely requiring a reduced speed limit. But this minor inconvenience still will not fully reveal the immense construction project going on around us. That may have to wait until the new span is completed in 2013.



The 1.3-mile Skyway rises gracefully from the East Bay mudflats to a height of 150 feet over San Francisco Bay.

# Proposed Port Rule Threatens Cruises

BY PAUL DUCLOS

Mayor Gavin Newsom and San Francisco port officials are protesting a proposed rule by the federal Homeland Security Administration's Department of Bureau of Customs and Border Protection (CBP) that threatens San Francisco's core cruise business: Alaska, Pacific Northwest and Mexico cruises. The port estimates that 39 cruise calls each year are at risk, resulting in the loss of \$45 million in direct spending by cruise lines and passengers.

"At a time when our nation is on the brink of recession, the federal government should be stimulating our economy. This rule would strike a blow to our city's successful cruise business," said Newsom.

Currently, foreign-flagged passenger vessels (or "flags of convenience") that visit more than one U.S. port per itinerary must stop at a port outside the U.S. to be in compliance with the Passenger Vessel Services Act of 1886. Cruise ships sailing from San Francisco to Alaska and the Pacific Northwest stop in Canada—at Vancouver or Victoria—to comply with the 122-year-old law. Last November, the agency proposed an administrative rule that would require these vessels to stop for at least 48 hours at each foreign port, even though most calls today are for eight hours or less.

In his letter to the federal government, Newsom wrote, "The cruise industry provides significant employment in San Francisco. Our analysis shows that the proposed rules as drafted would reduce our homeport calls by more than 40 percent and our passengers by more than fifty." An estimated 7,500 longshore job assignments are at risk for the local dock workers, who handle passenger baggage and load the ship's provisions.

## RFP Issued for Pier 96 Marine Cargo Terminal

And while the port is actively courting the cruise industry, it has not given up entirely on cargo. Indeed, it recently issued a Request for Proposals (RFP) from qualified

respondents for the leasing and operation of a marine cargo terminal at the Port's Pier 96 Maritime Terminal.

The site is comprised of approximately eighteen acres of paved land located in the port's Southern Waterfront on Pier 96, within the port's 278-acre Piers 80-96 Maritime Industrial Complex. Pier 96 was previously used as a container handling facility.

The site enjoys some of the best industrial transportation access in San Francisco, with easy access to water, road, and rail transport. The site is adjacent to the port's bulk cargo terminals at Piers 92-94 and the port's freight rail facilities, with direct on-dock rail access on two sides.

The port's breakbulk facility is located across Islais Creek at Pier 80. The location is close to Interstate 280 and Route 101, as well as to major local truck routes. The port will select a qualified operator that has the demonstrated ability to operate a marine cargo terminal operation on the site, with the goal of negotiating a lease or management agreement for the site.

## Asian Cargo Seeks Alternative Destinations

San Francisco Bay ferry commuters have long recognized the need for more government investment in infrastructure. But the region's retail and manufacturing community may be in even more desperate need for bayside improvements.

Just ask Douglas A. Tilden, CEO of Ports Group America, which is the parent company of Marine Terminals Corporation. In a recent speech at the California Maritime Academy in Vallejo, he warned that America's lack of a clear national transportation policy, coupled with land-use and environmental challenges, makes it almost inevitable that some of the projected surge in Asian cargo volume over the next decade will begin flowing through ports in Mexico and Canada rather than the U.S. West Coast.

Tilden blamed the problems the United States is facing on several factors: "Overall, I think we've lost the political will to build new port capacity and the rail and highway infrastructure that must go with it. Local



Photo by Joel Williams

politicians complain they see little of the economic benefits of a port locally, but field all the complaints about the congestion and pollution they generate."

Second, he said, there simply is no national transportation policy. "I can sit down with the transportation minister of a country like Mexico and get the big picture about their plans. I'd have to wade through 20 different agencies in Washington to get the same information."

Tilden also blamed what he called "environmental Balkanization": "There are so many conflicting local, state and regional environmental regulations that it is hard for companies to make rational use of their assets. We want to be good stewards, but we face a welter of different local and regional regulations just on what fuels we can use for operations...propane, liquid natural gas or bio-diesel."

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Fisherman's Wharf on Pier 47 Foot of Jones on Jefferson Street

# The Future of the Vallejo Ferry Should Be Bright

A Report from the Vallejo Chamber of Commerce President and CEO, Rick Wells

**D**uring the latter part of November, the Vallejo Chamber leadership held a series of meetings with City and State officials regarding the Vallejo Baylink Ferry, the state takeover, SB976 and the “clean-up” legislation that will follow. We believe that Vallejo can and should be aggressive in turning this situation into a benefit for the community.

The following are the ideas that the Chamber is advocating:

**1. Vallejo Ferry Service** – At a minimum, we need assurances that the ferry service

will not be cut or reduced in any way, and that in fact, consideration will be given to increasing service back to 2005-2006 levels of 15 round trips per day on weekdays and 11 round trips on weekends. The reason for the decrease in the current level of service had to do with City of Vallejo finances, not decreases in service demand.

**2. Ferry Asset and Investment Recovery** – The city of Vallejo should be fairly compensated for its investments in ferry boats, terminal and maintenance facilities, equipment, tools, spare parts, personnel training, systems development, staff time and overhead.

**3. Protection of Vallejo Station Grant Money and Development** – The Vallejo Station Transit Oriented Development project has secured approximately \$56 million in federal, state and local funding. We need the funds to remain intact and earmarked for this critical project in order for the Downtown and Waterfront Redevelopment Plans to be implemented as envisioned. Additionally, the catalyst of the successful implementation of the Redevelopment Plans is the consolidation of the current street level parking on the waterfront into the new underground parking facility that is part of the Vallejo Station project. This entire project is critical to the future of Vallejo’s economic development.

**4. Completed Development of the Ferry Maintenance Facility on Mare Island** – Planning and initial federal funding have started for this project on Mare Island. This will add jobs to Vallejo and regional servicing ability for the ferry system. This will be a first step in making Vallejo the North Bay Ferry Hub for operations and maintenance of the ferry system, as well as a Center for Disaster Recovery.

**5. Dredging the Strait** – The Mare Island Strait is a critical transportation thoroughway for both passengers and freight for the North Bay in the case of a regional disaster. Allocating funding for mandatory perpetual dredging of the Strait will facilitate the movement of large

numbers of passengers as well as critical goods and services.

**6. Voice on the Governing Board** – It is crucial that Vallejo be represented on the new WETA board. We support the city’s efforts to have former Mayor Intintoli appointed to the board.

**7. Communication** – We ask that City Staff act as a facilitator to keep all interested stakeholders involved and informed with regards to important meetings and legislative issues that have an impact on the Ferry.

Additionally, we have strongly urged the City to add business community representatives to their “Red Team,” which the City Staff has set up to work on the Ferry Issue and present a unified voice in discussions with state legislators. We also recommended the addition of one or more daily Ferry commuters to the “Red Team.” We believe these individual would add valuable perspective to the process.

The Chamber knows that the Ferry is a critical marketing tool in attracting new business to Vallejo, and a major component in Vallejo’s efforts to transform itself into a transit-oriented hub.

Since the closure of the Mare Island Naval Shipyard, the Vallejo Baylink Ferry has become an iconic representation of pride of Vallejoans and we will fight to not just maintain Ferry service for Vallejo, but to grow it as well.

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- March 8** **8:30AM - 3:30PM - Introduction to Sea Kayaking, UCSF Outdoor Programs, 415-476-2078, [outdoors.ucsf.edu](http://outdoors.ucsf.edu)**  
Enjoy the beautiful Bay. Learn the skills and gain the confidence to begin paddling on your own in a single kayak. Price includes professional instruction, wetsuit, paddle jacket, and all kayaking equipment. Cost \$110.
- March 8** **10AM - 3PM, Bair Island - Corkscrew Slough Sea Kayak Trip, California Canoe & Kayak, Redwood City, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Explore a paddler's paradise of intimate waterways and tidal marshes within the San Francisco Bay National Wildlife Refuge! Launching from the public boat ramp at Redwood Creek in Redwood City, we cruise around Bair Island via Corkscrew Slough. This is a fun day of easy paddling in a spectacular, calm-water wonderland right in our own backyard! \$89 includes kayaks, all equipment, and guides.
- March 9** **7AM - 12PM - Monterey Dive, Advanced Diving Technologies, 925-754-8180, [www.adtscuba.com](http://www.adtscuba.com)**  
The weather is shaping up and the winter storms have calmed. Join us for diving the majestic kelp forest and enjoying all the beauty Monterey beneath the waves offers. 2-tank dive, \$85 aboard the Escapade. Nitrox available upon request. Snacks and refreshments included. So don't miss the fun! Call today.
- March 15** **4PM - 6PM - Free BBQ!, OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Join us for a free BBQ, refreshments and great company. OCSC's free monthly BBQ is an OCSC tradition, and everyone is invited! BBQs are also a good opportunity for anyone who is interested in getting into sailing to learn more about OCSC and all that we have to offer. We offer tours of our fleet and facilities and we'll be happy to sit down with you and answer all your questions from how to get started with sailing lessons to scheduling and chartering sailboats from us.
- March 19** **7PM - 9PM - Marcus Perreau Monterey Barge and Other Deep Dives, 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).
- March 21** **7PM - 10PM - Moonlight Kayaking - Oakland Estuary, California Canoe & Kayak, Jack London Square, 800-366-9804, [www.calkayak.com](http://www.calkayak.com).**  
The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. Moonlight paddling is enchanting! \$49 includes kayaks, all equipment, guides.
- March 22** **10AM - 2PM, Heavy Weather Tactics, Club Nautique - Sail & Powerboating School, 510-865-4700, [www.clubnautique.net](http://www.clubnautique.net)**  
Learn tactics to save your life on board a boat in heavy weather conditions. We'll be firing flares and deploying life rafts. Cost \$45 for members/ \$60 non-members. Reservations Req. Call for more information.
- March 22** **6PM - 9PM, Sausalito Moonlight Paddle, UCSF Outdoor Programs, 415-476-2078, [outdoors.ucsf.edu](http://outdoors.ucsf.edu)**  
Moonlight, the Bay, and a chance to share the experience with new friends and old- join us and enjoy the panoramic views of San Francisco, Angel Island and Alcatraz. Price includes guides and all necessary kayak equipment. Beginners are welcome. \$65
- March 22** **7PM - PM - Cruising Destinations Seminar, OCSC Sailing, Berkeley, 510-843-8200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are "in the know." You too can become an insider by attending this seminar. Popular and challenging destinations -- restaurants, nature preserves, maritime museums, night clubs and secluded coves -- are all just a sail away. Discover the well-kept secrets of Bay cruising. Free for Members, \$15 retail. Call to make your reservation.
- March 23** **7AM - 12PM - Monterey Dive, Advanced Diving Technologies, 925-754-8180, [www.adtscuba.com](http://www.adtscuba.com)**  
The sun is out and the days are getting warmer. What better way to spend the Easter Morning! It is time to go diving. Get on aboard the Escapade for the best cold water diving around. Take in the rainbow of colors the sea life offers; catch a glimpse of a humpback whale or dolphins. Now is the time to take the plunge. Nitrox available upon request. Snacks and refreshments included. Join us for the 2-tank dive, only \$85.
- March 26** **6PM - 8PM - Moonlight Sail, OCSC Sailing Berkeley, 510-843-8200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Set sail aboard one of our larger yachts skippered by a professional OCSC skipper and enjoy a relaxing night out on the Bay. You can soak in the beauty of the twinkling city lights while not lifting a finger; or pitch in and take the helm. Following the sail, we will serve chili, chips, salsa, snacks, and beverages. Its a great time to get to know other like-minded sailors. \$30 for members, \$40 retail. Call to make your reservation.
- March 29** **11AM - 5PM, Sausalito Open House, Club Nautique - Sail & Powerboating School, 415-332-8001, [www.clubnautique.net](http://www.clubnautique.net)**  
Everyone is welcome. Come join us at our Sausalito location for a fun filled day of FREE Sailboat Rides, view our fleet, enjoy some food and beverage, learn about sailing and powerboating lessons, seminars and more. FREE! Everyone welcome! Call for more information.
- March 29** **12PM - 2PM - Introduction to Sailing, OCSC Sailing, Berkeley, 510.843.8200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Considering getting into the sport of sailing? OCSC's Intro to Sailing is a great first step! This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. Learn some basic sailing concepts and get a real feel for the wind in your sails. \$30 for members, \$40 retail. Space is limited. Call to make your reservation.
- March 30** **10AM - 2PM - Kayak Basics class, Oakland Estuary, California Canoe & Kayak, Jack London Square, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Are you ready to try kayaking? Maximize your fun on the water! This half-day class (4 hours) allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks, and Sit-on-Tops. Learn the basic strokes and the difference between boat types. This class emphasizes basic water safety, but saves capsize recovery practice for our Beginning Sea Kayaking class. \$59, includes kayaks, all equipment, and instruction. Participants receive a coupon for future kayak rental, good for 2 hour rental!

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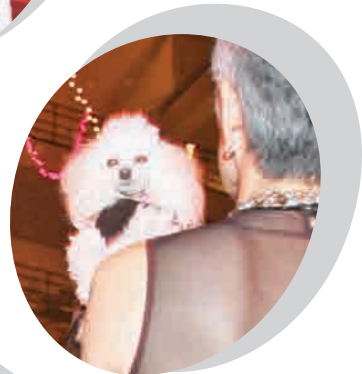
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# 13th Annual Bark & Whine Ball Goes to the Dogs

Critter Lovers At Work (CLAW), a volunteer fundraising arm of the San Francisco SPCA, will present the 13th Annual Bark & Whine Ball on Thursday, March 6th at the San Francisco Gift Center Pavilion. This formal event is a tail-wagging, butt-sniffing extravaganza for human guests and their elegantly attired canine companions. The gala affair features a delectable cocktail buffet with luscious food from McCall Associates, dancing to the paw and toe tapping music of Dick Bright's Orchestra and a fabulous silent auction. Experienced SF/SPCA staff and volunteers provide canine walking and "rest room" assistance. The Bark & Whine Ball is the friskiest event of the year not to be missed by any self respecting party pooch. Proceeds from the Bark & Whine Ball benefit the SF/SPCA's Cinderella Fund (see sidebar), which provides special treatment and medical care for the neediest animals in the community. For more information call (415) 522-3535 or visit [www.barkandwhine.org](http://www.barkandwhine.org).



*All of the above photos of last's year's howling success were taken by Charlotte Fiorito*

## Bark & Whine Ball

Thursday, March 6  
7:00 p.m. – 10:30 p.m.

San Francisco Gift Center Pavilion  
888 Brannan Street (at 8<sup>th</sup> Street)

Tickets: General Admission is \$150  
Tickets are \$20 for 4-legged party pooches  
Patron categories range from \$500 - \$2,500

### About CLAW (Critter Lovers At Work)

CLAW is a volunteer fundraising auxiliary of The San Francisco SPCA. The San Francisco SPCA Cinderella Fund transforms the lives of the neediest cats and dogs that arrive at the shelter – those who are not only abandoned but sick and injured as well. Thanks to the Cinderella Fund, these animals receive an extra measure of skilled medical care at The SF/SPCA Animal Hospital. Once restored to health, they can be placed in the loving homes they so richly deserve.

### About The San Francisco SPCA

The San Francisco SPCA is dedicated to saving homeless dogs and cats, to providing lifesaving care and treatment to dogs and cats in need, to helping pets stay in loving homes, and to cultivating respect and awareness for the rights and needs of animals and the importance of the human-animal bond. Founded in 1868, The SF/SPCA is a national leader in saving lives and raising the status of companion animals. For more information, visit [www.sfspca.org](http://www.sfspca.org).

## Mendonoma Time

BY WEEKENDSHERPA.COM

**J**ust as rugged and beautiful as Big Sur, but much farther off the radar, the Mendocino-Sonoma Coast is the perfect place to slow down and decompress. Clock out early on a Friday and turn off the cell phone—it's Mendonoma Time.

### Ranch with a View

Perched on the edge of the continent,

Sea Ranch Lodge is upscale-rustic—an all-wood architectural masterpiece so in synch with its surroundings that it's nearly camouflaged by nature. A late winter visit is like stumbling upon a little retreat to call your own. Lounging is an art here: all but one of the 20 rooms have ocean views; the inviting lobby has a stone fireplace and cushy leather couches; and the outdoor Adirondack chairs are sweet for sunset viewing. Dinner at the lodge offers a choice between fine dining and a hearty bar menu (the burger and fries are recommended), but the real highlight is the complimentary gourmet breakfast in the small dining room overlooking the Pacific. Enjoy premium coffee and delicious daily specials such as French toast with fresh blueberries and whipped cream, all while sitting beside huge windows with uninterrupted views of the rugged cliffs and ocean. With the soaring views, bottomless coffees, and tasty eats, don't be surprised if your day starts after noon.

**Oh, the Places You'll Go:** In a rare and vast departure from Sea Ranch's upscale-barn motif, The Sea Ranch Chapel—with



Four small red-roofed buildings provide overnight rooms and spectacular views at Point Arena Lighthouse

its swooping roof and off-center design—looks like it was plucked from a Dr. Seuss book. Take a seat on a wooden bench inside and admire the beautiful stained glass.

*Located at the northern end of Sea Ranch, on the eastern side of Highway 1.*

**BONUS:** Right outside the lodge doors is a 10-mile bluffside trail that makes beach hopping a leisure sport. With the ocean on one side and the distinctive Sea Ranch homes on the other, be on the lookout for a Do Not Disturb sign after a couple of miles; this signals an official seal

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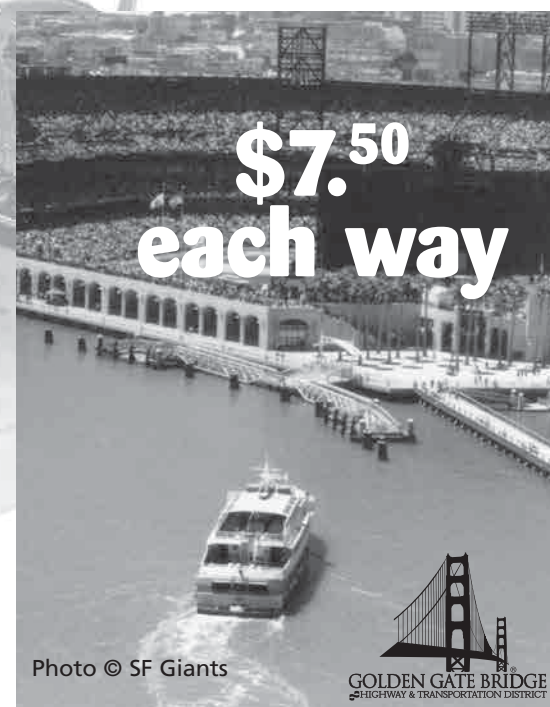


Photo © SF Giants

**GOLDEN GATE BRIDGE**  
 HIGHWAY & TRANSPORTATION DISTRICT

preserve. If you look below, you'll spot a large cove where the seals will most likely be doing their own seaside lounging.

Sea Ranch Lodge, 60 Sea Walk Dr., Sea Ranch; 707-785-2371. Rooms start at \$230 per night for the weekend; \$169 for mid-week. Very dog-friendly!

*Alternative lodging: The Mar Vista Cottages north of Sea Ranch, located on the "Banana Belt" (so called for the lack of summer fog), are simple and comfy; the food from their onsite organic garden is delicious. Weekend rates start at \$155 per night.*

### To the Point

Twenty-seven miles up the road from Sea Ranch, Point Arena Lighthouse (perhaps best known for its role in the 1992 movie *Forever Young*) is built on a finger of land that juts precariously



Photo courtesy of Jon Klein/North Coast Artists

Only at low tide does Bowling Ball Beach reveal the reason for its name.

into the Pacific. The lighthouse, two miles down a small road from the town of Point Arena, is accompanied by four small red-roofed buildings that provide overnight rooms for a bona fide beacon experience. Climbing the 145 spiraling stairs up the lighthouse offers spectacular views; at the top, a staffer spins tales that illuminate the history of this storied spot.

**TIP:** On the drive back to the Sea Ranch region—at mile-marker 10.50—there's an unnamed pullout on the western side of the highway that leads to a perfect whale-watching parking area. In cold weather, stay in the car with the heat on and your eyes peeled for blow spouts. (Bring binoculars.)

Point Arena Lighthouse, 45500 Lighthouse Rd., Point Arena; 707-882-2777. Admission is \$5; open everyday from 10 a.m. to 3:30 p.m.

### Discovery Channel

Half the fun of exploring the Mendonoma area is cruising the coast and making spontaneous stops along the way. Here are three we liked:

**Down-to-Earth Drinking:** It's not flashy or fancy, which is exactly why the Annapolis Winery is worth a visit. Located on a hilltop farm a quarter mile down a gravel road, the winery is Basil and Barbara Scalabrini's dream. The couple started making wine in their basement in Sausalito more than 20 years ago, then transferred their passion to the Sonoma coastal hills. Enjoy the delicious fruits of their labor; tastings are free. One to try: the *Ménage à Trois*—a blend of three varietals. Sassy.

*Annapolis Winery, 26055 Soda Springs Rd., Annapolis; 707-886-5460. Tasting room open everyday from 12:00 p.m. to 5:00 p.m.*

**Rack 'Em Up:** Bowling Ball Beach's namesake can be seen only if you arrive at low tide; then giant boulders emerge from the water, resembling bowling balls in an alley. The trail down to the beach is currently washed out, but the bluffs above the beach still offer a nice vantage point at any time.

*The beach is 10.5 miles north of the town of Gualala. Park at the western pullout just north of Schooner Gulch River on Highway 1, look for the sign that says "Park Facing South." There are two trailheads; take the less obvious northern trail, veer right at the fork, and walk five minutes to bluff.*

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 biking, hiking, and just plain relaxing...as long as it gets you out there! [www.weekendsherpa.com](http://www.weekendsherpa.com).*

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**Sausalito & Tiburon** A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

**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.

**Blue & Gold Fleet at PIER 39  
Beach Street & The Embarcadero  
San Francisco**

# Extreme Green Makeover



BY BILL PICTURE

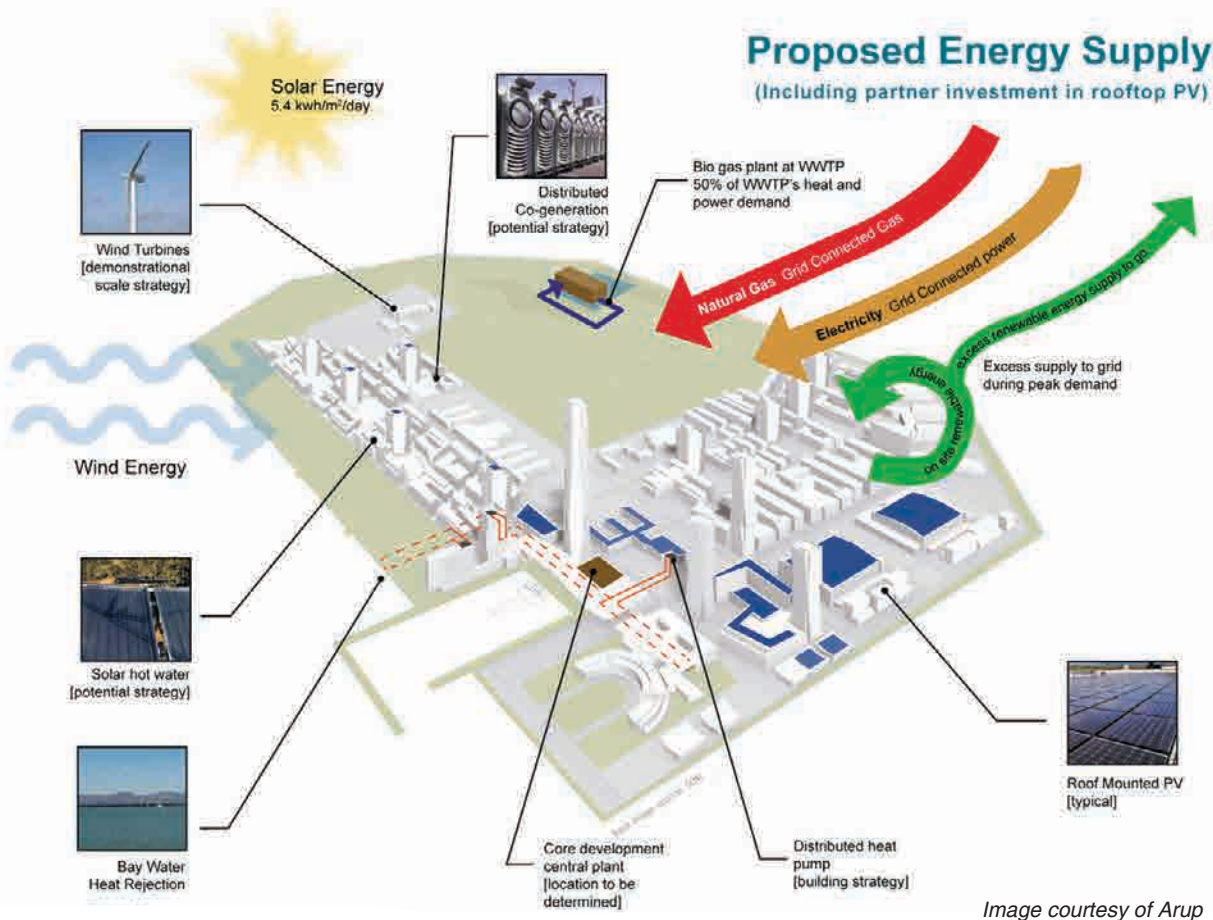
Treasure Island is about to get a serious, top-to-bottom green makeover. With the overhaul of the man-made island, which has sat largely idle since its former occupant, the Treasure Island Naval Base, vacated in 1997, it will serve as a showcase for green design, green urban planning and sustainable living.

The master plan for the island, which is still a work in progress, calls for more than just the usual green flourishes. In fact, the idea is to create a self-sustaining city of the future. The plan is a collaboration between the City of San Francisco, sustainability advisors Arup and Treasure Island Community Development (TICD), and a team of developers led by Lennar Corporation. “We typically try to cover all aspects of sustainable urban development,” says Jean Rogers, a sustainability consultant with Arup. “Some projects are more successful than others at integrating sustainability strategies. It usually comes down to financing.”

Among the project’s impressively long list of green elements, which will be paid for with a combination of private dollars and bond money, are a working organic farm fertilized with all of the food scraps and grass clippings generated on the island, carbon-eating wooded areas, and a wind farm, whose mills, together with smaller building-mounted turbines and acres of rooftop solar panels, will produce enough clean juice to support the island’s grid and supplement the state’s existing supply of renewable energy. Engineers are also looking into installing underwater turbines in the surrounding bay to harness the energy of the tides in the Golden Gate Channel.

Michael Tymoff of the Treasure Island Development Authority (TIDA), the governing body created by the City of San Francisco to oversee the redevelopment of the island, says that sustainability was a key element of the project from the very beginning. In fact, he says a high green bar was set for the project even before the word “green” became a commonly used symbol of “environmentalism.” That standard was established in the mid-1990s, shortly after the Navy announced its plan to close Treasure Island Naval Base and return the island to civilian use, when the City of San Francisco, with the help of a citizens advisory committee, drafted an initial set of general guidelines for future redevelopment.

“The ideas of environmental protection and stewardship were strongly worked into those original



# Plan for Treasure Island

goals,” Tymoff explains. “I don’t think the words ‘green’ or ‘sustainable’ were actually used. But the intent was definitely there.”

Those general guidelines would later be used by TIDA to draft a Request for Proposal, in which strict green requirements were set forth as part of the permitting process. From the developers that bid on the project, the Lennar team was eventually selected, based on the comprehensiveness of its proposed green to-do list. That list is now being carefully looked at and refined, based on the advice of various independent third parties. While some of the ideas of a green city might seem like science fiction, the technology that will be utilized is very much present day. Still, TICD and TIDA have hired architects and consultants to review the technology’s application on a block-by-block basis to figure out what will actually work.

A final plan is expected to be presented to the City of San Francisco for approval by the end of 2009. And, if all goes well, the project will get underway in early 2010.

TICD’s first order of business will be preparing the island for construction. The buildings on the island will be leveled in staggered phases, surrounding roads will be cleared and soil readied. And, because it was built on landfill, the entire island must be stabilized in order to meet today’s seismic safety standards.

“Engineering practices in 1939 [when the island was built,] weren’t quite up to today’s standards,” Tymoff explains. “So we’re talking about \$800 million worth of work before construction can even begin.” But, when predevelopment is completed, TICD will get to start from the scratch it created. And that will help ensure that the subsequent new infrastructure is the smartest, most cutting edge and lowest impact.

For instance, the existing sewage treatment plant on the island will be replaced with a new, state-of-the-art facility. Instead of dumping all of the treated water into the bay, at least a quarter of it will be recycled for use in flush toilets, and used to irrigate the on-island farm. The new grid of streets planned for the island will be oriented 35 degrees west of due south to maximize solar exposure and offer protection from the constant breeze that chills the island. That will mean less energy needed to heat, cool and light homes and businesses.

The first of 6000 residential units, 90% of which will be located within a ten-minute walk of the island’s new downtown area and ferry terminal, thus minimizing car use on the island, will be ready for occupancy by 2015. Those units will be housed in a combination of

high-density residential towers and low-rise buildings, all built to standards comparable with the Green Building Council’s Leadership in Energy & Environmental Design (LEED) Green Building Rating System.

“The standards represent an equivalent level of performance,” Rogers explains. “[But] this will save the developer tens of millions of dollars on administration [costs] associated with LEED certification.”

The sustainability plan for Treasure Island is the first of its kind for two reasons: first, because of its scope, and second, because it is a legally binding agreement between the developers and the City of San Francisco. In other words, TICD is legally obligated to execute every one of the items on its final to-do list.

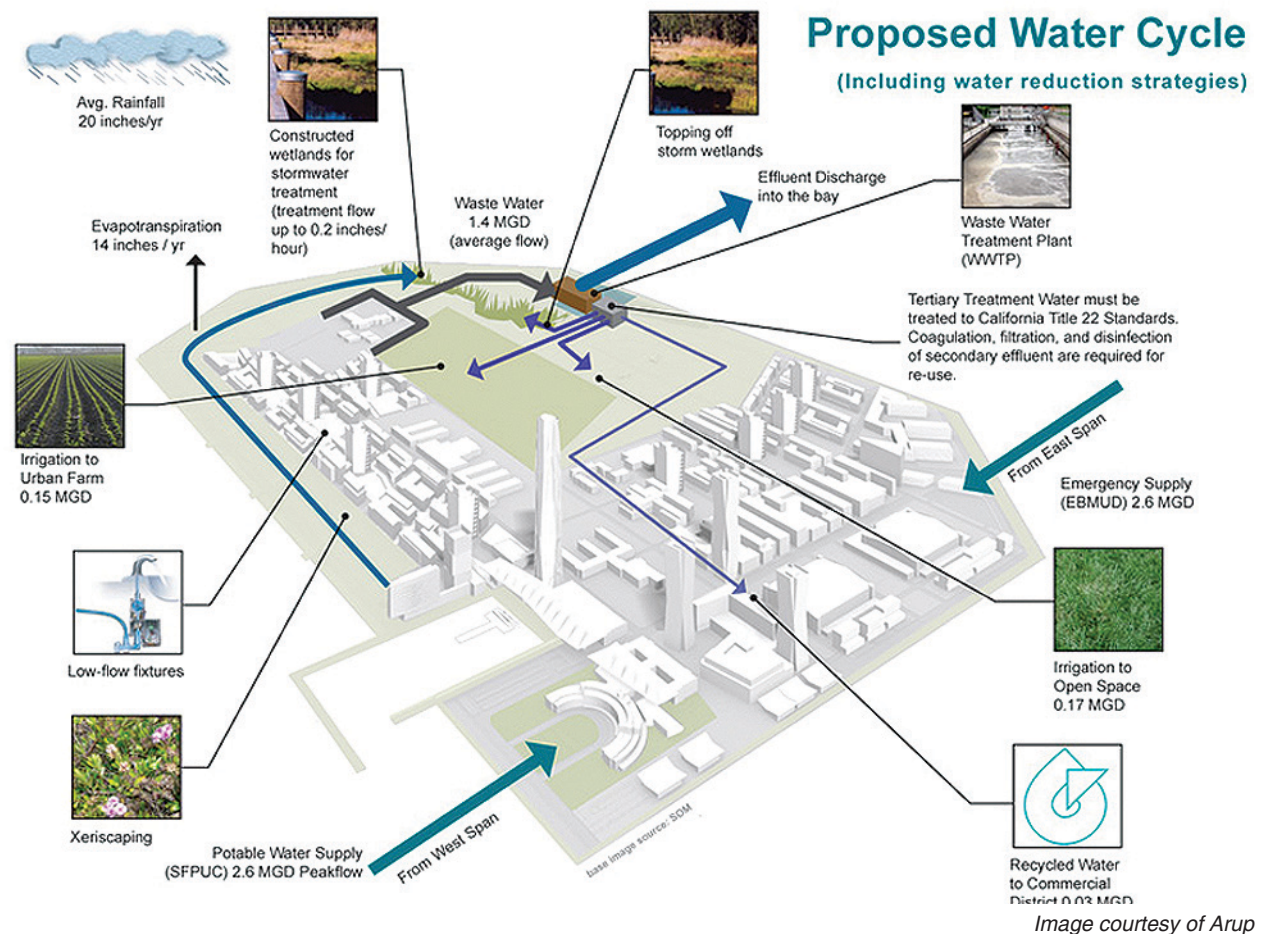
“It not just a visionary document full of sustainability platitudes, but represents commitments that the developer needs to achieve,” explains Rogers. “That was a major achievement.”

Yet another impressive aspect of the plan for the island is the flexibility that it allows for the inclusion of

emerging technology. The technology that TICD has proposed to use is all state-of-the-art right now. But the project is expected to take between ten and fifteen years to complete. And it is quite likely that, within that time, something greener could come along. If it does, all parties involved want to make sure that there is some wiggle room in the master plan for new technology, once it is proven, to be applied on Treasure Island.

“Probably what we will see are significant advances in wind and solar capabilities that will result in far greater efficiencies and capacity, for the same price,” Rogers explains.

The goal, according to Tymoff, has always been for Treasure Island to exemplify the best practices of environmentalism. And, in order to do that, he says that the redevelopment team must keep its eye on the future. “There are things that are out of reach today that may be feasible in five years,” he adds. “We want to remain open to those possibilities so that we can continue to refine and improve our plan for the island as the green tech revolution continues to evolve.”



# Sick of Sewage

BY SEJAL CHOKSI

On January 31, heavy rains and operator error caused an overflow of sewage at a treatment plant in Marin County. More than 2.7 million gallons of partially treated sewage spilled out of the plant and into Corte Madera Creek, which flows into Richardson Bay. This was the second spill to occur in one week; only six days earlier, the same sewage treatment plant discharged another 2.5 million gallons of sewage when it was overwhelmed by heavy rains. Sewage spills carry not only bacteria and disease, but industrial chemicals as well. More than eleven days went by before the public was warned to stay out of the water.

Richardson Bay—also impacted by the *Cosco Busan* oil spill in November—supports a steelhead salmon population and is home to one of the largest eelgrass beds in San Francisco Bay, as well as populations of native oysters, herring, and the endangered California clapper rail salt marsh harvest mouse. In fact, because of its unique ecological importance, Richardson Bay is a federally designated *no discharge zone*, meaning that even small boats are not allowed to dump any amount of sewage there. Yet this ecologically sensitive area was inundated with bacteria, harmful pathogens, and industrial chemicals. Pollution released by sewage spills can devastate the marine environment, depleting oxygen and contaminating food sources.

Additionally, toxic components in sewage can harm humans and pets by causing gastrointestinal illness, skin rashes and infections. But though Richardson Bay and its beaches are a popular recreation site and a favorite spot for dog walking, only after a long delay was the public warned to avoid coming into contact with the water.

Unfortunately, San Francisco Bay is routinely contaminated by spills and overflows of raw or partially treated sewage and industrial wastewater from cities around the Bay. In a decade-long effort to reduce this pollution, San Francisco Baykeeper has successfully leveraged sewage infrastructure upgrades in the cities of Vallejo and Richmond, two of the worst sewage polluters to the Bay. Baykeeper also reached a successful settlement with the East Bay Municipal Utility District in 2005 over the District's failure to treat sewage to the level required by federal law.

In February, Baykeeper kicked off a **Sick of Sewage** campaign with three key actions: launching an independent investigation into the complete record of recent spills by the Southern Marin sewage agency; researching recent spill data for other Bay Area cities with a history of sewage spills; and filing a lawsuit in federal court against the City of Burlingame for sewage violations.

Burlingame has one of the highest sewage spill rates in the Bay Area and has discharged over 10 million gallons of wastewater through an unpermitted pipeline since 2002. The city's 80-year-old underground collection system is in dire need of repair. Baykeeper brought suit to compel Burlingame to invest more aggressively in fixing its sewer collection system and to cease illegal discharges to the Bay near Coyote Point, a popular recreational area.

Baykeeper is also working to educate Bay Area citizens about what each of us can do to help prevent sewage overflows into the Bay. Most of us don't realize that how we treat our sewer systems has a direct impact on the health of the Bay, particularly during times of heavy rainfall. The majority of Bay Area cities—like many cities around the country—are built above crumbling pipe systems, most of which were created in the early part of the 20th century and severely neglected ever since. Large amounts of rainwater can seep into the sewer system through these crumbling pipes, swelling the volume of waste flowing into sewage treatment plants. Bay Area residents add to the burden by excessively or improperly using the sewer system. Treatment plants can then become overwhelmed and discharge the contaminated mixture into the Bay without removing bacteria and other pollutants. When that happens, you might not see toilet paper in the Bay, but that doesn't mean it's clean, or safe, water.

## Here's how you can help prevent sewage spills:

- Minimize your household water use during heavy storms.
- Inspect your sewer cleanout.
- Have your lateral line inspected and replaced if necessary. A lateral line is what connects the pipes in a home to the main city lines.
- Avoid planting trees and shrubs near the lateral line.
- Eliminate connections between your storm sewer and sanitary sewer pipes.
- Wipe fats, oils, and grease from dishes before rinsing in the sink.
- Don't pour household chemicals and automotive fluids down drains.
- Consider a gray water system to capture and reuse nearly clean water for your garden.
- Consider a composting toilet.
- Support our Sick of Sewage initiative by becoming a Baykeeper member.
- For more information, visit [www.baykeeper.org](http://www.baykeeper.org).



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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.

# A Reason to Visit Antioch

BY JOEL WILLIAMS

I must admit that I have only been to Antioch once before, for a friend's wedding; I assumed it would be a while, if ever, before I returned. I just didn't see any reason that I would come back ... until now. You see, located in Antioch, just east of Pittsburg and about 45 miles from San Francisco, is Schooner's Grille & Brewery.

Schooner's first hit my radar when I found out that it had won a Silver Medal for its Oatmeal Stout at the 2007 Great American Beer Festival (GABF). I soon found out that there was much more than just a great stout waiting for me at this off-the-beaten-path location. As a matter of fact, Schooner's has never gone to the GABF (2004-2007) without returning home with a medal, a feat that many breweries would be envious of. The exceptional Oatmeal Stout actually took home the Gold Medal in 2006, and the brewpub's website lists over 50 awards that have been given to Schooner's beers over the last seven years.

Master Brewer Craig Cauwels, like many others in the industry, started out as a home brewer while in college, but had a unique career path after that. He studied pre-med undergrad, and although he never ended up going to medical school, Cauwels did obtain a master's degree in microbiology with significant undergraduate work in engineering—subjects that are essential knowledge in the brewing industry. His impressive credentials landed him a job in the biotech industry performing cutting edge DNA testing, which in turn led to a top job at a core facility in a research division of Harvard University. After four years on the East Coast, however, the California native got homesick and moved his family back to the Bay Area. At this same time, a college friend, who had gone to the UC Davis Brewing Program and opened Schooner's, was looking for some help in the brewery. Cauwels accepted the position—along with

a significant pay cut—and when his friend eventually stepped down, he became the Master Brewer.

Schooner's has five house beers on tap all the time with a fairly standard lineup. All of the beers are nice and clean, and very well balanced. The best selling beer is the light and refreshing American Ale which has a touch of sweetness from the flaked corn Cauwels adds to the mash. This beer will definitely appeal to people who prefer the popular American light lagers that currently dominate the industry. The Pale Ale and Red Ale both have more malty and heavier bodies that will appeal to craft beer lovers, while the IPA and Oatmeal Stout are fine examples of some of the more complex beer styles.

Although I enjoyed all of the house beers, to my surprise Cauwels told me about “the most exciting new development

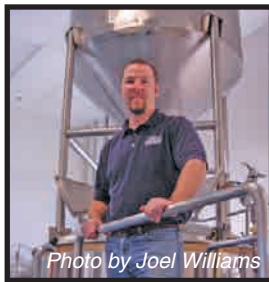
at Schooner's,” which is the introduction of some new Belgian varieties that he has been working on for some time now. Even though they weren't available to the public at the time, I was allowed to sample two of the upcoming new concoctions that will be available in the beginning of March.

The first Belgian Style beer is called Vindication, which is made by introducing a wild yeast strain, *brettanomyces*, to some Oatmeal Stout with chocolate and cherries added, then aging the blend for about 6 months in a 50-year-old oak brandy barrel. During this time, a secondary fermentation occurs and the lactic or sour character (a.k.a. funk) from the yeast blends with the chocolate, cherry and stout flavors creating a wonderful version of this eclectic style that I have always been enamored with. A second Belgian Style, called Krieken Clusterfunk, is made in a similar fashion with the American Ale used as the base beer; only cherries are added, and this variety aged for 9 months. Although both of these beers do have the characteristic Belgian “funky” sour flavor, neither is too overpowering, which makes these a little more accessible to the average beer drinker who wants to experiment a little. These magnificent creations will only

be available in bottles that can be enjoyed at the brewery or taken home. They will also only be around for a limited time, so you may want to act fast and take that trip to Antioch yourself soon. Trust me, it's worth the effort.

Schooner's Grille & Brewery  
4250 Lone Tree Way  
Antioch, CA 94531  
(925) 776-1800  
[www.schoonersbrewery.com](http://www.schoonersbrewery.com)

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.



Schooner's Master Brewer,  
Craig Cauwels

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# CURRENT EVENTS

## Thinking about purchasing a new condo?

The skyline of Oakland is getting crowded with new condo complexes. With this surplus in the city, now is the time to buy at a great price. As your agent I can negotiate the best deal on your behalf. Talk to me before you go looking and I can help you save money.

### Liz Rush

Realtor®, ABR, e-PRO  
Elmwood Realty & Investment Co.  
2991 College Ave., Berkeley  
www.elmwoodrealty.com  
lizrush@lizrush.com  
510-689-6921



SPECIALIZING IN  
EAST BAY COMMUNITIES  
Single Family Homes, Condos,  
Live/Work, Lofts & Townhomes



**I** was sitting on a grassy hillside, enjoying a late lunch midway through a stroll around Angel Island. The Golden Gate, the entire central Bay, and the San Francisco skyline were spread out below me.

As I sat enjoying food, sun, friends, and the wonderful view, I noticed a sailboat below us engaged in quite a struggle. She was sailing east toward Alcatraz in a light westerly wind, and was rapidly losing ground. While the wind was moving her east, some other force was dragging her backward toward (and eventually under) the Golden Gate Bridge. A quick look at the tide book—yes, I really did have one in my

pocket!—showed that there was an ebb current with a velocity of 5.9 knots. What that means is that the water in the Bay was flowing out the Gate at almost six knots. A boat would have to sail in at almost six knots just to stand still! This boat was making maybe 2.5 knots through the water; at the same time she was being carried backwards by the current at about 3.5 knots.

Current is defined as the horizontal movement of water. There are several different types of current; each has its own cause. For example, gravity is the force behind river current, and worldwide wind patterns drive ocean circulation currents. And all mariners here on the Bay have to deal with tidal current, which is the horizontal water movement caused by the tides.

Tide, of course, is the vertical change in water level caused by the gravitational attraction of heavenly bodies. The primary force here is the Moon because it's close to the Earth, and the Sun because it's so big. As the relationship between the Sun and Moon changes, the effect of their combined gravities on the Earth's oceans varies. At times, the Sun and the Moon pull in the same direction (the new and full moons) and their combined effects are greater; at other times, they are at right angles to each other (the first and third quarters) and their effects are much more moderate.

Compounding these effects is the fact that, during the winter, the Sun and the Earth are closer together. Therefore, the effect of gravity is increased. At the time of new and full moons during the winter months, San Francisco Bay experiences the highest and lowest tides of the year. In six or seven hours, the water level will change by more than eight and a half feet at the Golden Gate, and by about half that as far east as Sacramento. This large tidal change causes very great volumes of water to move in, out, and around the Bay in short periods of time, setting up the strongest currents of the year. Whether it is the ferry you ride to and from work each



day, a sailboat out for a pleasure cruise, or an oil tanker carrying crude from the North Slope, all vessels are affected by this current equally: all have to deal with it somehow.

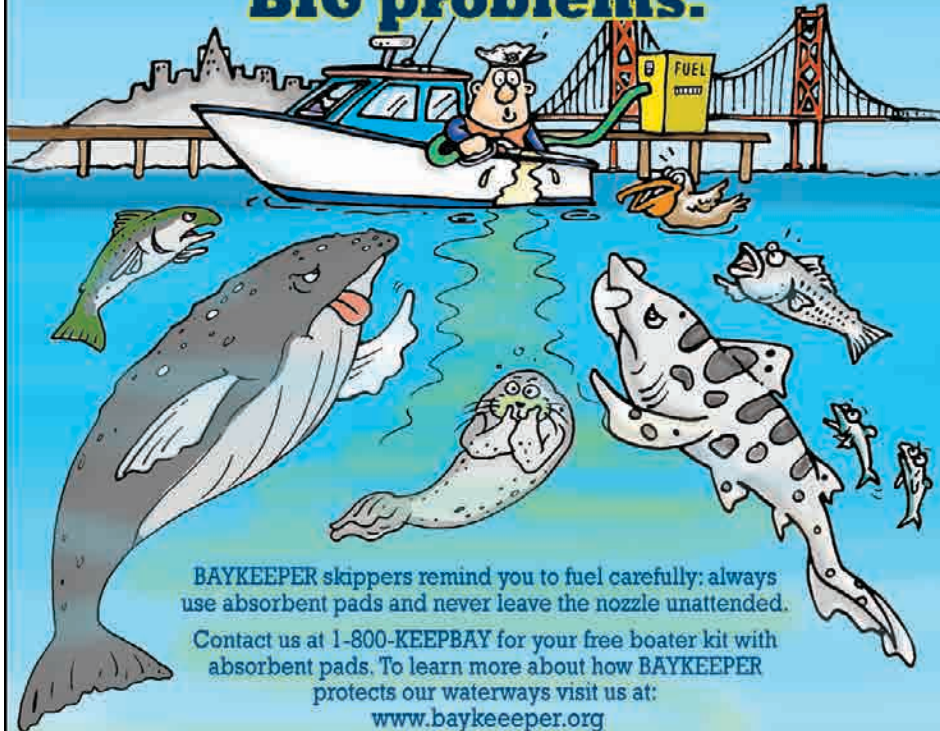
The most common way to “deal” with it is, for many, to just ignore it, see what happens, and deal with the consequences. This is probably the “plan” used by the boat we watched from our lunch spot. Clearly, it wasn't the best way to go. Publications (both in print and online) give the times and heights of tides and the times, velocities, and directions of the currents caused by those tides. Accessing this information would have allowed the skipper of this hapless sailboat to formulate a plan that would have been much better than being carried out the Gate backwards!

**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 Hawaii 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.



## Even small spills can cause BIG problems.



Defending Our Waters—from the High Sierra to the Golden Gate



## Ahoy, Tall Ships in Oakland!

Two tall ships return to Jack London Square from March 6th to March 24 bringing unforgettable maritime history experiences to school children and the general public. Brig *Lady Washington*, a full-scale replica of the first American vessel to explore the Pacific Northwest coast, will be sailing into Oakland this month for the Tall Ships Tour. She is accompanied by the *Hawaiian Chieftain*, a replica of a typical European merchant trader at the turn of the 19th Century.

*Lady Washington*, the original, sailed from 1750-1798. The replica, launched in March 1989, is certified by the U.S. Coast Guard to carry passengers, and is as close to the original as historical records and Coast Guard regulations allow.

She also played the role as the HMS Interceptor in the Disney movie "Pirates of the Caribbean." She has sailed the Pacific Coast from Panama to Alaska, usually sailing the southern coast of the US in winter and the northern coast in the summer.

Launched in 1988, *Hawaiian Chieftain* is a 103-foot long topsail ketch (two masts). Her hull shape and rig are similar to those of the European explorer's ships used in expeditions along the California Coast. The *Chieftain* has sailed Pacific waters, with its crew conducting education programs on marine science, sail training and history.

Both, *Lady Washington* and *Hawaiian Chieftain*, will be open for dockside tours. Visitors can also come aboard for special sailing activities such as the Battle Reenactment Sails featuring cannon fire and close-quarters maneuvers or the hands-on Adventure Sails program. In addition to public activities, the *Lady Washington* and *Hawaiian Chieftain* will welcome hundreds of school children from northern California private and public schools for educational programs. For details on school programs contact Carrie Roberts, 800-200-5239, [carrie@historicalseaport.org](mailto:carrie@historicalseaport.org).

Both Tall Ships will be at San Francisco's Pier 40 before heading to Jack London

Square and will travel back across the Bay to the Port of Redwood City's Seaport Center on March 27<sup>th</sup>.

### Tall Ships

#### Dockside Tours:

Tuesdays - Fridays 4-5PM

Saturdays - Times Vary

#### Battle Reenactment Sails:

Weekends 2-5PM

#### Adventure Sails:

Sundays 10AM-1PM

#### Sunset Sail:

Friday, March 21 6PM - 9PM



Photo by Robert Esposito

For more information, please contact (800) 200-LADY.

## ALAMEDA | OAKLAND FERRY



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service between Oakland's Jack London Square, Alameda Main Street, SF Ferry Building and SF Pier 41, Seasonal service to ATT&T Park for Giants game and Angel Island State Park



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# GET THERE BY FERRY

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WATER TRANSIT AUTHORITY

WTA

Golden Gate Ferry																																			
LARKSPUR *																																			
Weekdays (excluding Holidays)				Weekends and Holidays																															
Depart Larkspur	Arrive S F	Depart S F	Arrive Larkspur	Depart Larkspur	Arrive S F	Depart S F	Arrive Larkspur																												
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----																												
6:35	7:05	7:10	7:40	11:00	12:00	12:30pm	1:20pm																												
7:10	7:40	7:45	8:15	1:30pm	2:20pm	2:30	3:20																												
7:50	8:20	8:30	9:05	3:30	4:20	4:30	5:20																												
8:20	8:50	9:10	9:45	5:30	6:20	7:00	7:50																												
9:15	9:50	10:10	10:45	<b>One-Way Ferry Fares</b> <table border="1"> <thead> <tr> <th colspan="2">LARKSPUR</th> <th colspan="2">SAUSALITO</th> </tr> <tr> <th colspan="4">Daily</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare</td><td></td><td>\$7.10</td><td>\$7.10</td> </tr> <tr> <td>Frequent Rider Ticket (Book of 20 Tickets)</td><td></td><td>\$4.45</td><td>\$3.80</td> </tr> <tr> <td>Seniors (age 65+) with Medicare or approved I.D.</td><td></td><td>\$3.55</td><td>\$3.55</td> </tr> <tr> <td>Youth (ages 6-18)</td><td></td><td>\$3.55</td><td>\$3.55</td> </tr> <tr> <td>Children (age 5 &amp; under)</td><td></td><td>FREE</td><td>FREE</td> </tr> </tbody> </table>				LARKSPUR		SAUSALITO		Daily				Adult Cash Fare		\$7.10	\$7.10	Frequent Rider Ticket (Book of 20 Tickets)		\$4.45	\$3.80	Seniors (age 65+) with Medicare or approved I.D.		\$3.55	\$3.55	Youth (ages 6-18)		\$3.55	\$3.55	Children (age 5 & under)		FREE	FREE
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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	3:35	4:05	4:15	4:45
3:20	3:50	4:00	4:30	5:00	5:25	5:35	6:05
4:45	5:15	5:30	6:00	6:20	6:45	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 | **NO 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 ferry service on New Year's, Thanksgiving, and Christmas Day.



Adventure Cat			
2008 Departure Schedule	BAY CRUISE		SUNSET CRUISE
Feb. 29 to March 9 WEEKENDS ONLY	1:00 P.M.	3:00 P.M.	5:00 P.M.
March 10 to April 24 Daily	1:00 P.M.	3:00 P.M.	6:00 P.M.
Sunset cruise includes hors d'oeuvres and two drinks for \$45.	Bay Cruise Rates: Adults: \$25 / Children 6-12: \$15 / Kids 5 and under: Free		
(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	-----	10:00am	10:10	10:30	10:45
7:05	7:15	7:35	-----	11:30	11:20	12:00 pm	12:15
8:10	8:20	8:40	-----	1:45	1:30	2:20	2:35
9:15	9:25	9:45	10:00	4:15	4:05	4:45	4:55
11:00	10:50*	11:30	11:45	5:45	5:35	---	6:25
12:45pm^	12:35pm*	1:15pm	1:30pm	7:10	7:00	---	7:50
2:30	2:20*^	3:00	3:10				
4:40	4:30*^	5:10	-----				
5:50	5:40*^	6:15	-----				
6:20	6:10*	-----	7:00				
6:55^	6:45*^	7:20	-----				
7:55^	7:45*	8:20	-----				
8:55^	8:45*	-----	9:25				

Weekdays from San Francisco			
Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland
-----	6:30am#	7:15am	7:05am
-----	7:35#	8:20	8:10
-----	8:40#	9:25	9:15
10:15	10:30	10:50#	11:00#
12:00pm	12:15pm	12:35pm#	12:45pm#
1:45	2:00	2:20#	2:30#
3:45	4:10	4:30#	4:40#
-----	5:20	5:40	5:50
5:20	5:45	6:10	6:20
-----	6:25	6:45	6:55
-----	7:25	7:45	7:55
-----	8:25	8:45	8:55

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

Schedule information harvested online.  
 Schedules are subject to change. January, 2008

ALAMEDA/OAKLAND FARES:					
	One Way	Round Trip	10Ticket Book*	20Ticket Book*	Monthly Pass
Adult (13+)	\$5.50	\$11.00	\$45.00	\$80.00	\$150.00
Child (5-12)	\$2.75	\$5.50			
Child under 5**	FREE	FREE			
Senior (65+)	\$3.25	\$6.50			
Disabled Persons*	\$3.25	\$6.50			
Active Military	\$4.25	\$8.50			

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.

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

Sharing time with whales is a privilege.

415-331-6267  
[www.sfbaywhalewatching.com](http://www.sfbaywhalewatching.com)

# Blue & Gold Ferry

BAY CRUISE		SAUSALITO					
Leave PIER 39		FISHERMAN'S WHARF, PIER 41					
Weekdays		Weekdays					
10:45am 12:00pm 1:15	2:30pm 4:00	10:00am 10:45 12:15pm 1:15 2:00pm	2:30 3:15 4:00	Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
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.							
<b>FARES:</b> All prices include audio tour.							
Adult ..... \$21.00 Junior (12-18) ..... \$17.00 Senior (62+) ..... \$17.00 Child (5-11) ..... \$13.00 Special Rates On Line							

ANGEL ISLAND			
Weekdays			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:00am	10:20am	3:20pm	4:00pm

Weekends			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35am	11:00am	11:05am	12:20am
----	----	3:50pm	4:55pm

Weekend and Holidays			
Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
10:35am	11:50	11:55	12:20pm
12:30pm	1:20pm	1:25	1:50
2:00	2:45	2:50	3:15
3:20	4:25	4:30	4:55

Weekdays			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:00am	10:20am	3:20pm	4:00pm

Weekends			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35am	11:00am	11:05am	12:20am
----	----	3:50pm	4:55pm

Weekdays			
Depart Tiburon	Arrive Ferry Bldg.	Depart Ferry Bldg.	Arrive Tiburon
6:25am	6:55am	7:00am	7:30am
7:40	8:10	8:15	8:45
8:50	9:20	-----	-----
-----	-----	4:30pm	5:00pm
5:05pm	5:35pm	5:45	6:15
6:20	6:50	7:00	7:30

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:35am	11:10am	11:35am	12:20pm
12:30pm	12:55pm	1:05pm	1:50
2:00	2:25	2:30	3:15
3:20	4:05	4:10	4:55

Weekdays			
Depart Tiburon	Arrive Ferry Bldg.	Depart Ferry Bldg.	Arrive Tiburon
6:25am	6:55am	7:00am	7:30am
7:40	8:10	8:15	8:45
8:50	9:20	-----	-----
-----	-----	4:30pm	5:00pm
5:05pm	5:35pm	5:45	6:15
6:20	6:50	7:00	7:30

**FARES:** One-Way Round Trip  
 Adult ..... \$8.50 ..... \$17.00  
 Child (5-11) ..... \$4.50 ..... \$ 9.00  
 20 Ticket Commute Book ..... \$100.00

## AT&T PARK SERVICE

Direct service is available Alameda/Oakland and Vallejo for selected Giants baseball games. For service from Larkspur to selected games please visit [goldengateferry.org](http://goldengateferry.org). For more information, visit [www.eastbayferry.com](http://www.eastbayferry.com) for Alameda/Oakland service and [www.baylinkferry.com](http://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)

# Vallejo Baylink Ferry

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

Missed the last ferry from San Francisco? Take the bus to Vallejo, weekdays and weekends at 10:30pm from in front of the Pier 1 Deli.

CROSSING TIME & BOARDING: Crossing time between Vallejo and San Francisco is about 1 hour. Ferries depart on time. Passengers should allow 15-20 minutes to park and purchase tickets at ferry terminals before boarding.

Weekends and Holidays			
Depart Vallejo	Depart Ferry Bldg.	Arrive Pier 41	Depart Pier 41
10:00	11:10	11:20am	11:30
11:30	12:40pm	-----	-----
1:00pm	2:10	-----	-----
3:00	4:30	4:00pm	4:10pm
6:00	7:30	7:00	7:10

Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:00am	11:20am	11:25am	12:10pm
12:15pm	12:35pm	12:40pm	1:25
1:35	1:50	1:55	2:35
2:45	3:05	3:10	4:00
4:05	4:45	-----	-----
-----	-----	7:45	8:20

## Angel Island - Tiburon Ferry

Weekdays			
Depart Tiburon	Arrive Ferry Bldg.	Depart Ferry Bldg.	Arrive Tiburon
6:25am	6:55am	7:00am	7:30am
7:40	8:10	8:15	8:45
8:50	9:20	-----	-----
-----	-----	4:30pm	5:00pm
5:05pm	5:35pm	5:45	6:15
6:20	6:50	7:00	7:30

**FARES:** One-Way  
 Adult ..... \$9.00  
 Child (5-11) ..... \$5.00

\* 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.

Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:35am	11:10am	11:35am	12:20pm
12:30pm	12:55pm	1:05pm	1:50
2:00	2:25	2:30	3:15
3:20	4:05	4:10	4:55

## Red & White BAY CRUISE SCHEDULE

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

\* Weekends Only

# 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	6:00
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 ..... \$6.00  
 One-Way Juniors (5-12) ..... \$3.00  
 Children (under 5) ..... Free  
 One-Way Seniors (62 & over) ..... \$3.50  
 Disabled ..... \$3.50  
 Active Military ..... \$4.75  
 One-Way Commute (book of 10) ..... \$50.00  
 One-Way Commute (book of 20) ..... \$90.00  
 Monthly Pass ..... \$165.00  
 Free MUNI and AC Transit Transfers Provided



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# The Cannery Building – A Richmond Gem Comes Back to Life

The historic Cannery Building at 1200 Harbour Way, located just blocks away from Richmond's beautiful Marina Bay, is enjoying a new lease on life. The 70,000-square foot property, which features an Art Deco façade flanked by two large palm trees, previously housed the Felice and Perrelli Canning Company. Current tenants include: Fastenal Industrial and Construction Supplies; Ocean Export, Inc., a company that ships American products to China; a clothing



Women would wait in line during the Great Depression for work at the Felice and Perrelli Canning Company where their jobs paid more than those available to men.

All of the current tenants are pleased with their choice to locate in this fast growing, diverse use area in Richmond.

distribution company; a dance studio; Maroc Painting, a wood shop, and an artist's studio among others. All of the current tenants are pleased with their choice to locate in this fast growing, diverse use area in Richmond.

One of the most respected and successful canneries in the East Bay, the company began operation at the building upon its completion in 1930, during the Great Depression. Hiring 700 employees, mostly women, helped ease the sting of economic hardship for local residents. "You stood at the gate and waited until they took you in," explained a former worker at the Cannery. The former worker also said that as a woman, "you had no other choice" than to work for the factory. The starting wage was \$0.20 an hour for men

but \$0.33 an hour for women, because they were considered better suited for the meticulous assembly line work performed in a cannery operation.

By the late 50s, the Felice and Perrelli Canning Company was facing competition from frozen foods, as well as many other canning companies. The property was sold to the California Canners and Growers Association, or Cal-Can, in 1958. When Cal-Can filed for bankruptcy in 1983 it was forced to sell the building. The ownership later changed hands to the Richmond Redevelopment Agency in 1995.

In 2000, the Cannery Building was sold to John Ziegler of STG Asset Management. STG stripped away additions and small buildings on the site and separated the original Cannery from the warehouse section providing access and parking for the now two buildings known as Marina A on Marina Way South and Marina B

"The Cannery" on Harbor Way South. Extensive remodeling was done to create areas for flex space and warehousing. Structural repairs including seismic retrofitting were also completed, as well as the installation of new flooring, a fresh paint job, and brand new ADA compliant bathrooms. After further modifications to maximize the leasing capability of the space, the building began its present incarnation as a multi-use facility.

An additional bonus to any company that occupies this building now or in the future is the fact that it is located in a California Enterprise Zone. The California Enterprise Zone Program strives to create and sustain economic expansion in certain communities by encouraging entrepreneurship and employment growth. The program is designed to encourage business investment and promote the creation of new jobs in designated areas by using special state and local tax incentives. Among the benefits available to businesses within an Enterprise Zone is \$31,234 or more in tax credits for each qualified employee hired and sales tax credits on purchases of qualified machinery. According to Jeff Shea of

## Great Lease Opportunities:

Some of the features available in the multi-use building are grade-level roll-up doors for dock high or drive-in loading with a 16-foot clear height, floor drains and trenches, skylights, utility sinks, new glass storefronts, and three-phase heavy duty commercial power on separate electric meters. The modern skylights and replaced translucent window coverings along with glass filled roll up doors bring abundant natural light into the suites and remaining large North Wing. Suites

can also be combined or customized for the needs of a particular business if necessary. Since the area is zoned for R&D/Business usage, the Cannery Building provides an optimal location for light assembly, light manufacturing, light distributing or food processing companies. Other uses permitted by the code include warehousing, fabrication, construction industries, as well as a distribution facility with a retail storefront. The North Wing is a portion of the building that would be the perfect location for a brewpub with a production facility. This space provides proper floor

drainage and loading docks in the back; a restaurant located in the front would service local employees in the rapidly growing area, including those in the 517,000-square foot Ford Point Building next door. Even small businesses looking for office space will find that the easy freeway access, plentiful parking and two-block walk to the waterfront make this an attractive place to set up a business.

Behind the main Cannery Building is an additional structure called Marina Center A that was constructed and used as a warehouse by the Felice and Perrelli Canning Company. This second

building is 80,000 square feet and is currently partially occupied by the Contra Costa County Employment Development Department and Guaranteed Glass. Almost 20,000 square feet of addition space is also available for leasing in this second building. There are also three vacant lots on the property prime for future development that could be custom built for the right tenant.

## For More Information Contact:

STG Asset Management, Inc.  
Rod Satre (510) 243-1313  
Rich Little (707) 569-9000

ATS Products, a long-time, Richmond-based business, “ATS has received significant tax benefits because our business is located within Richmond’s Enterprise Zone. It’s the real thing.”

Recently, the Richmond Historical Preservation Committee presented a proposal to the City Council to have the Cannery Building registered and designated as a Historic Building. It was proposed for City Council acceptance based on three points: the architectural Art Deco Style; the historic regional significance of the canning company, a major employer and purchaser of cans, boxes and fruit from other California businesses with a market reach across the USA and beyond; and the wartime contribution, as Kaiser-leased yard space for materials used in building the Victory Ships on the property during World War II. A decision on the building’s status should be forthcoming.

According to Jeff Shea of ATS Products, a long-time, Richmond-based business, “ATS has received significant tax benefits because our business is located within Richmond’s Enterprise Zone. It’s the real thing.”

The Cannery Building has been through many owners’ hands, but until the Richmond Community Redevelopment Agency took control, the building was only used to can fruits and vegetables. This building now provides a sense of wonder, but most of all, people hold a deep appreciation for the cannery and its historical background. The history of this beautiful structure has been written about many times. As this latest chapter continues to unfold, it still holds true that it is an absolutely amazing building that’s beginning a whole new life!

**PHOTOS:**

**Top** – The 70,000 square foot Cannery Building features an Art Deco façade flanked by two large palm trees.

**Middle** – The remaining large North Wing features abundant natural light.

**Bottom** – Almost 20,000 square feet is currently available in the 80,000 square foot Marina Center A. All photos by Joel Williams.

Richmond Community Redevelopment Agency  
Office of Economic Development  
(510) 307-8150 [Richmondca4business.com](http://Richmondca4business.com)



# AROUND THE BAY IN MARCH

## Slow Beer Festival in the Park

The San Francisco Brewers Guild and Slow Food San Francisco present the Slow Beer Festival on Saturday, March 1st, in Golden Gate Park. The event will run from noon until 4:00 p.m. at the San Francisco County Fair Building, just inside the 9th Avenue and Lincoln Park entrance (next to the Botanical Garden). Tickets are \$50 and benefit Slow Food San Francisco programs such as their Sanchez Elementary School Garden Project. You can buy tickets at any of the SF Brewers Guild breweries and also online at [brownpapertickets.com](http://brownpapertickets.com). The ticket price includes unlimited beer tasting as well as food from Hog Island Oyster Company, Fatted Calf Charcuterie, Thirsty Bear Brewing Company, Monk's Kettle, Fish Restaurant, Massimo Gelato, Harley Farms Goat Cheese, Bodega Goat Cheese, Oktoberfest Pretzels, King of Mushrooms, and Mendocino Mustard. Participating breweries include 21st Amendment Brewery, Beach Chalet, Gordon Biersch, Magnolia Brewery, Marin Brewing, San Francisco Brewing, Speakeasy Ales & Lagers, Thirsty Bear Brewing and Wunder Brewing among others. For more information, go to [sfbrewersguild.org](http://sfbrewersguild.org), [slowbeersf.com](http://slowbeersf.com), or [slowfoodsantofrancisco.com](http://slowfoodsantofrancisco.com).

## San Francisco Celebrates Oldest and Largest Saint Patrick's Day Parade in the West

On Saturday, March 15 the city will celebrate St. Patrick's Day,

and everything green, with a parade that includes thousands of dancers, musicians, and other types of groups from all over the state. Celebrating the 156th anniversary of the oldest and largest Saint Patrick's Day parade west of the Mississippi, more than 250,000 people are expected to attend this joyous parade, presented by the United Irish Societies. And, back by popular demand, the family festival with games, music and Irish folklore



Courtesy of FLOAT Gallery

will be the final destination of the day. The parade will begin at 11:30 a.m. at the corner of Second and Market, where more than 5,000 entertainers from all over the state, will reel about with laughter and revelry all the way to City Hall. Talented participants like San Francisco's Irish Pipers and the San Mateo Bearcat Marching Band will spread the Irish cheer with the traditional sound of bagpipes and drum rolls while plenty of Irish dance schools will showcase their

customs and fancy footwork. The Family Festival will be held at Civic Center Plaza and will include live music, face painting, delicious food, a world-class Beer Garden and some of the Bay Area's top Irish performers will grace the festival stage. For more information, please visit [www.sfstpatricksdaysparade.com](http://www.sfstpatricksdaysparade.com) or call the parade hotline at (415) 675-9885.

## Plasma Sculptures Drift Through Air at FLOAT Gallery

Two exhibits currently on display at the FLOAT Gallery will be leaving soon and warrant a visit before they are gone. Peter Boyer's mixed media pieces are "built" with materials designed for constructing buildings. His process consists of tearing off and reapplying materials like canvas, muslin, linen, paint, charcoal and graphite until the work attains what he describes as "presence." Also featured at the FLOAT Gallery through March 15th is a compellation of stunning plasma jellyfish sculptures by Ed Kirshner and Bernd Weinmayer who create the one-of-a-kind art from glass, neon and gas plasma forming creations that seem to take on a life of their own.. Several other eye-catching plasma sculptures on display take on other unique forms. The closing party on March 15th from 6:00 p.m. to 9:00 p.m. will feature live improvised ambient music by Cornelius Boots. FLOAT, located at 1091 Calcot Place, Unit 116 in Oakland, is the only floatation center and art gallery in the San Francisco Bay Area. Floatation therapy is a unique and powerful tool that allows you to shut out the world and drift into the

deepest possible level of physical and mental relaxation. For more information call (510) 535-1702 or visit [www.thefloatcenter.com](http://www.thefloatcenter.com).

## Angel Island Ferry's Future Remains Uncertain

The California Parks and Recreation Department (CDPR) is planning to put the contract for operating the ferry route to Angel Island up for a formal public bidding process. The CDPR attempted to have a "stealth" public meeting at the Tiburon Town Hall on January 22 without announcing the meeting to local public officials or business leaders. When word of the meeting spread, it was rescheduled at the last minute for February 19th. A crowd of over 75 people packed the Tiburon Town Hall meeting in February to voice their concerns over the possible threat to the McDonogh family's longtime operation of the Angel Island-Tiburon ferry and the possibility of a change in the route to another facility other than Tiburon. The McDonogh family has run the ferry service since its inception around 50 years ago. When Angel Island became a State Park they received a long-term contract that expired in 1992 but have been operating under a month-to-month agreement since then. The meeting was held to gather input to be used in drafting a Request for Proposal (RFP) for the ferry route. The route is being referred to as the Angel Island-Marin route leading some to speculate that locations other than Tiburon are being considered. Tiburon city officials and business leaders are very concerned over the possible impact of losing the popular ferry route.

## Celebrate Women's History Month at San Francisco Maritime National Historic Park

The third annual Suffragette March highlights Women's History Month at the Historical Park. On Saturday, March 8 at noon and 3:00 p.m. turn back the clock to 1901 and experience a costumed reenactment of a suffragette march in support of votes for women. At 2:00 p.m. join a salon of Victorian women as they discuss issues of the day. Also discover Families At Sea, the ranger-guided tour through the historic three-masted sailing ship *Balclutha* that explores the feminine presence at sea when a captain would bring his wife and daughters along on sea voyages, creating a family atmosphere. Vessel admission is \$5 for adults and ages 15 and under free. Other programs celebrating Women's History Month include a photographic exposition called Women Who Changed Maritime History, illustrating the often overlooked impact women have on maritime history, which will be on display for free at the Visitors Center throughout March from 9:30 a.m. to 4:45 p.m. San Francisco Maritime National Historical Park is located at the west end of Fisherman's Wharf, in San Francisco. The park includes a magnificent fleet of historic ships, visitor center, maritime museum (currently closed for renovation) and library. For more information about the park, or its public programs, please call (415) 447-5000 or visit the park's website at <http://www.nps.gov/safr>.

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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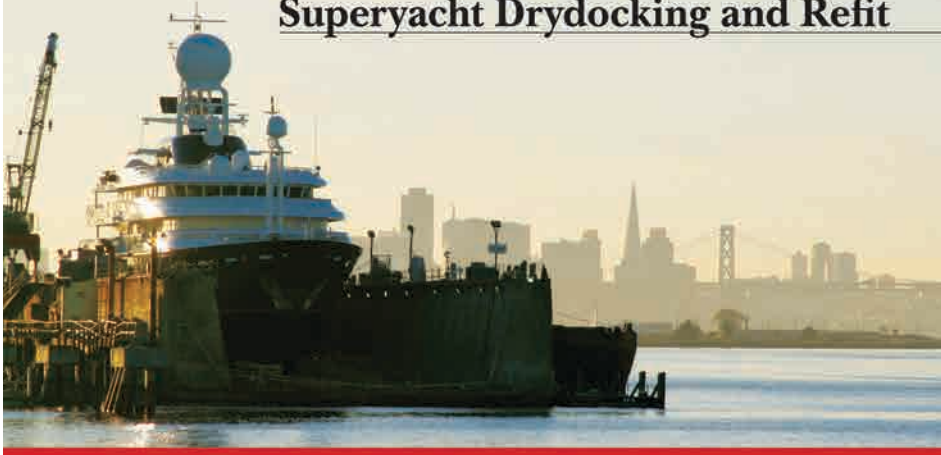
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