



BAY CROSSINGS

"The Voice of the Waterfront"

December 2007 Vol.8, No.12

Rude Awakening
Spill Response Evokes Katrina

Banking on the Earth
Local Institution Goes Green

Solar Power in Marin
Homeowners Band Together



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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 picture of an oiled bird on the beach at the mouth of Strawberry Creek in Berkeley was taken by Susan Schwartz of Friends of Five Creeks. Friends of Five Creeks is an 11-year-old, all-volunteer citizens group working hands-on to protect and restore the watersheds of North Berkeley, Albany, Kensington, south El Cerrito and Richmond. They lead monthly work parties, weekday "weed warriors" outings, and events for schools, businesses, religious groups and the like. They also work for clean water and natural open space by leading walks, giving talks, publishing and distributing information, and staffing tables at fairs and festivals. More information is available from www.fivecreeks.org, f5creeks@aol.com, or (510) 848-9358.



Environment Ranks High in Transportation Poll

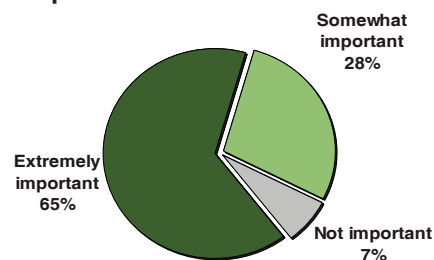
BY JOE CURLEY

Bay Area residents express high levels of concern about air quality and global warming impacts, and they show a willingness to accept denser development in their neighborhoods for the sake of open space and clean air in the region. These are some of the key findings of a recent public opinion survey on transportation planning priorities commissioned by the

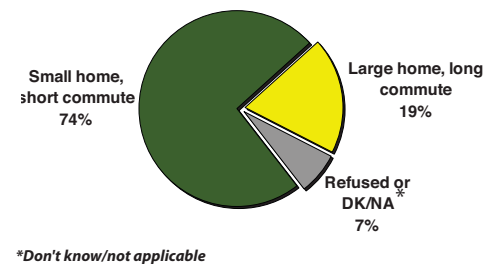
second-worst congestion problem in the nation, respondents ranked congestion relief on highways as the next most important priority, with 78 percent of the sample saying that this is an extremely important or very important regional goal. Rounding out the top three is “reducing greenhouse gas emissions,” which 75 percent of respondents believe is extremely important or very important for the region.

Digging deeper on the issue of global warming, the

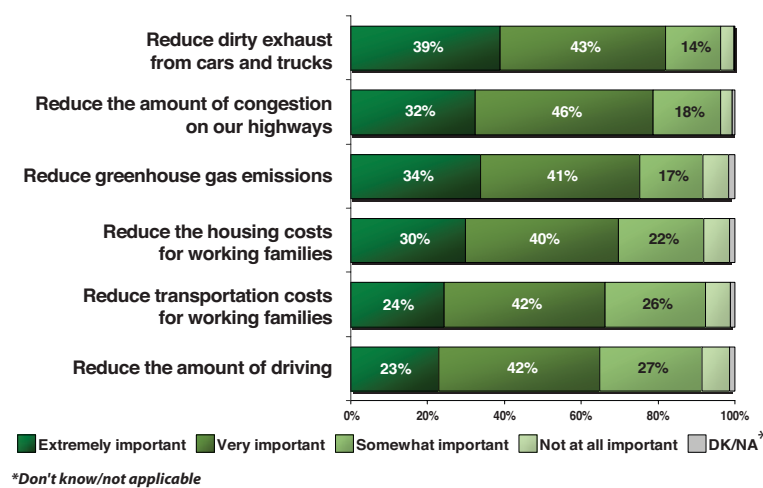
Importance of Global Warming for Transportation and Land-Use Planning



Housing/Commute Trade-off



Transportation Priorities for the Bay Area



would be willing to pay, while another 23 percent said they would “possibly” be willing to pay. Predictably, support fell off at the higher-cost levels of 50 cents per gallon and \$1 per gallon.

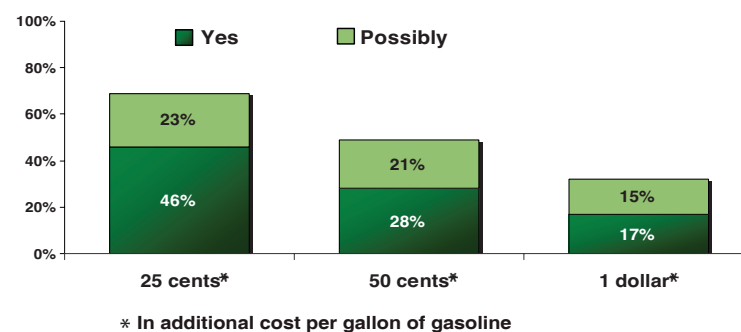
To explore attitudes toward land use — an increasingly important factor in transportation planning — the survey probed Bay Area residents’ willingness to make trade-offs when choosing a place to live. In this case, nearly

The strong preference shown for the small home/short commute is one of the more interesting poll findings. Adding to the interest is the fact that this preference has grown by 17 percentage points since 2003, when same question was asked in an earlier survey commissioned by MTC. At that time, small home/short commute was the choice of 57 percent of respondents, while large home/long commute

they would not be willing to make this trade-off.

Conducted from September 27 to October 22, 2007, by BW Research of Carlsbad, California, the Transportation 2035 telephone survey questioned 1,800 randomly selected adult residents of the nine-county Bay Area. The poll explored attitudes related to transportation, land use and environmental issues including global warming. The results of the poll — which was offered in English, Spanish and Cantonese — have a margin of error of +/- 2.3 percent.

Willing to Pay to Reduce Global Warming?



three-quarters of respondents said they would prefer a small home with a small backyard (if it meant a short commute to work), to a large home with a large backyard (if it meant a long commute to work). The small home/short commute was favored by 74 percent of respondents, while 19 percent of the sample — just under one in five — preferred the large home/long commute alternative.

was favored by 34 percent of respondents.

In another key trade-off question with land-use implications, fully two-thirds (67 percent) of respondents to the Transportation 2035 poll indicated they would be willing to accept more homes and traffic in their community, if this shift protected open space and air quality in the Bay Area. Twenty-eight percent of the sample said

Metropolitan Transportation Commission (MTC). The telephone poll was conducted as part of the outreach effort for Transportation 2035, an update of the long-range regional transportation plan for the San Francisco Bay Area.

When asked to assess the importance of a range of transportation-related priorities, respondents said reducing vehicle-caused pollution should be the region’s top goal. Eighty-two percent of respondents believe this is extremely important or very important to the transportation future of the Bay Area. Not surprisingly for a region with the

poll asked respondents: “How important is global warming when considering how we plan for transportation and land use in the Bay Area?” Nearly two-thirds of the sample — 65 percent — answered that global warming is extremely important and should be one of the highest priorities in transportation planning.

In an indication of how seriously the region’s residents view global warming, 69 percent of respondents said they would consider paying 25 cents more for a gallon of gasoline if it would be used to limit or reduce global warming. Specifically, 46 percent of the sample said “yes,” they

Complete results of the Transportation 2035 poll are posted on MTC’s Web site, at: www.mtc.ca.gov/planning/2035_plan/poll.htm.

MTC Wants to Know What You Think

Visit MTC’s Web site and participate in an online version of the Transportation 2035 poll! Register your opinions and help the Metropolitan Transportation Commission shape the future of transportation in the Bay Area. The online survey can be found at: www.mtc.ca.gov/planning/2035_plan/

The Bay Oil Spill: From the People Who Brought Us Hurricane Katrina

BY JOEL WILLIAMS

I contacted several of the watersport companies that I work with every month to compile our Waterfront Adventures section, and I asked them how the recent oil spill affected their businesses. The responses ranged from, “It didn’t affect us at all,” to “We were completely shut down.” Some companies shut down voluntarily, while others that were not directly affected noticed that no one showed up, even though the nice weather would normally have meant brisk business. The most poignant response was from Anthony Sandberg, president of OCSC Sailing School in Berkeley Marina, who told me, “This level of governmental preparation, it seems to me, is brought to you by the people who gave us Katrina.”

According to Sandberg, on the morning of November 7th, they first heard reports of only a small 140-gallon spill. As the day progressed, they were dismayed as they heard accounts of increasing damage. Meanwhile, the tide and currents spread the uncontained spill throughout the Bay and out the Gate as the impact broadened. By the second day, the wind and tide had brought the oil to the eastern shore and right into Berkeley Marina. “I was bewildered why there weren’t supplies available,” said Sandberg. “How much easier it would have been to close off the narrow entrance to our marina with a boom.” The Berkeley Marina was eventually boomed off, but not before it was already full of oil. “We’re supposed to be ready for things like this,” he said. They were then notified that the contaminated marina was closed; it remained that way for a full week.

The general attitude I felt from the people I talked to—after disgust, that is—was that we had somehow dodged a bullet.

Don’t get me wrong, I think what happened was a serious tragedy made multiple times worse by the inept Coast Guard response. But what if a large oil

tanker had collided with a bridge or run aground in the fog that fateful morning? The *Exxon Valdez* spilled almost 11 million gallons of oil in the remote Prince William Sound 17 years ago, and some say it will take more than 30 years for those pristine shoreline habitats to recover. And that is not even close to the largest spill recorded. Historic records show that there have been over 65 spills of more than 10 million gallons worldwide.

If these results are an example of our preparedness—or, more accurately, lack of preparedness—with a relatively small 58,000-gallon spill, just imagine what our beautiful Bay would look like if a mega tanker or, God forbid, a planned attack released millions of gallons of oil or some other contaminant into our waters. State Representative Tom Lantos of San Mateo said during a news conference, “This is incomprehensible in a climate where we ought to be prepared for terrorist attacks and acts of nature which we can not predict, where we have to react instantaneously. Here was what appears like an ordinary, hum drum, routine ship movement resulting in this catastrophe.” I couldn’t agree more.

The Coast Guard insists that its response to the oil spill was appropriate and by the book. They claim that they followed the procedures as outlined in the *National Oil Spill Response Standards*. They would not, however, comment on whether those standards may need some revisions. I am certainly no expert, but it seems that if the Coast Guard had immediately put booms around the *Cosco Busan* and then assessed the damage, the results would have been dramatically different. But maybe that’s not in the book.

Why weren’t we prepared? Why were offers of assistance from trained hazardous materials teams from other cities, and offers of boats from local fishermen to assist in skimming oil refused or ignored? Why aren’t there multiple stations and warehouses with all of the necessary equipment throughout the Bay with trained personnel that can react on a moment’s notice to such a

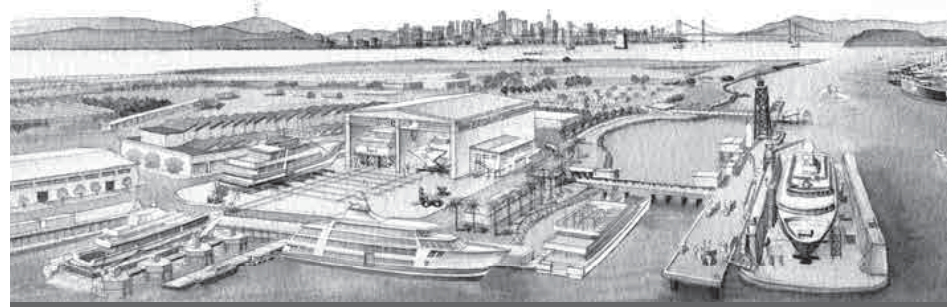
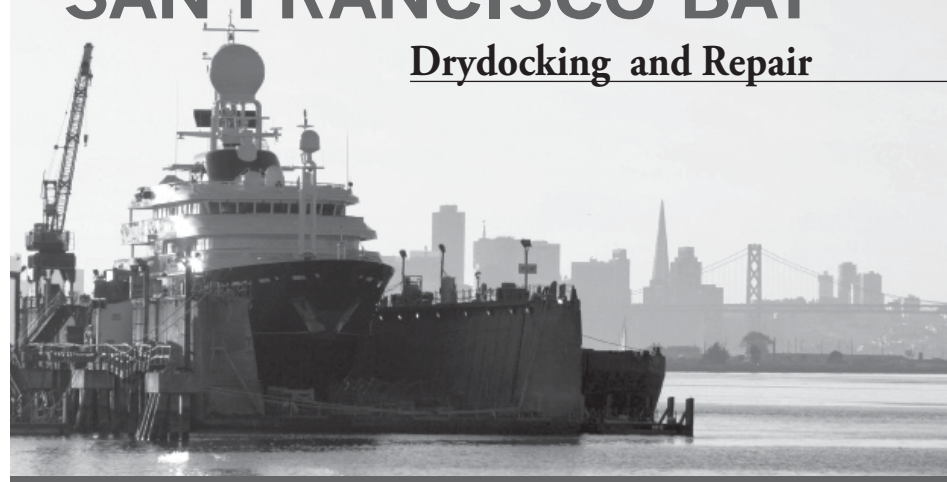
disaster? Why aren’t there people who are trained to boom off all the marinas and protect the wetlands of the Bay in a timely manner?

There are almost as many committees investigating this disaster and the poor response as there are questions that still need to be answered. There is also a brand new government agency, the Bay Area Water Emergency Transportation Authority (WETA), which is about to emerge in 2008. Their main mission is to plan and build an emergency response and disaster recovery water transportation system for the region that will be capable of responding to an earthquake or other disaster. Helping to prepare the Bay Area to react responsibly to another disaster like this should be high on their to-do list.



Photo by Susan Schwartz of Friends of Five Creeks

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The San Francisco SPCA is excited to be partnering once again with Macy's on the presentation of the 21st Annual Holiday Windows Adoption Outreach event. From now through January 1, adorable cats and dogs, kittens and puppies seeking loving homes take up residence in their very own magical pet place in the windows of Macy's Union Square store at Stockton and O'Farrell Streets. The SF/SPCA and Macy's kicked off the 2007 holiday season on Friday, November 16 with a red curtain unveiling of the windows by former San Francisco 49er quarterback Steve Young.

USA Today has described the SF/SPCA Holiday Windows at Macy's as one of the "10 Great Places to Press Your Nose Against

the Glass." This year, *Holiday Windows* at Macy's will feature six, five-foot diameter snow globes set within a panorama of San Francisco landmarks. The globes will house the SF/SPCA shelter dogs and cats within a setting that salutes other San Francisco holiday traditions, including *A Christmas Carol*, *The Nutcracker*, *Beach Blanket Babylon*, and the tree lighting in Union Square. The centerpiece of the windows will be an animated ice rink complete with skating dogs and cats.

Last year's Holiday Windows inspired the adoption of 200 cats and dogs and over \$25,000 in donations for the SF/SPCA. Every cat and dog offered for adoption at *Holiday Windows* is vaccinated, spayed or neutered,

microchipped and screened for medical or behavioral issues. Each animal comes with a 30-day medical assistance plan, gift collar and ID tag (for dogs), a new leash or carrier, and an "adoption kit," courtesy of our sponsors, filled with coupons and tips on raising your new pet. SF/SPCA staff and volunteers will provide information about cats and dogs, and guide adopters through every step of the adoption process (adoptions stop one hour prior to the store's closing time).

Can't get enough of that cute doggie (or kitty) in the window? Visit www.sfspca.org to watch live webcam footage of your favorite adoptable SF/SPCA animals at play in the SF/SPCA's magical Holiday Windows at Macy's.



Photo by Kathleen Harrison Photography (www.kathleenharrison.com)

Former 49ers quarterback Steve Young unveils the SPCA Holiday Windows.

About The San Francisco SPCA

The San Francisco SPCA is a private, independent, nonprofit animal welfare organization dedicated to saving and protecting homeless dogs and cats, to providing them with care and treatment, advocating for animal welfare, and enhancing the human-animal bond. Founded in 1868, the SF/SPCA is a national leader in saving the lives of companion animals through its pioneering programs. For more information visit www.sfspca.org.

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Golden Gate Transit Holiday Service Schedule



	FERRY	BUS
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Tuesday, December 25	No Service	Holiday
Monday, December 31	Regular	Regular
Tuesday, January 1	No Service	Holiday

Happy Holidays!

For more information, call 511 (TDD 711) & or visit www.goldengate.org

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- December 1** **9AM - 4PM – Beginning Sea Kayaking: Oakland Estuary, California Canoe & Kayak. 800-366-9804, www.calkayak.com**
Your ticket to the wonderful world of sea kayaking! Enjoy a day on the water learning how to paddle a sea kayak with our expert instructors. Be prepared to get wet! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. Includes boat, wet suit and paddling gear, and free coupon for a future rental! No previous kayaking experience is required, Gift Certificates available. Cost is \$99. Call for more info, or book online.
- December 1** **9:30AM -3:30PM - Angel Island Crossing , Sea Trek Kayaking Center, Sausalito (415) 332-8494, www.seatrekkayak.com**
We launch from our beach at Schoonmaker Pt. in Sausalito and paddle in doubles across Raccoon Straits to Angel Is. We'll have time for a leisurely lunch and some exploration before returning to Sausalito. \$85 includes equipment.
- December 1** **10AM - 3PM - Tomales Bay Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Experience one the premier paddling destinations in California on this guided kayak tour. Colorful sea stars slide beneath your kayak as majestic Thule Elk roam the hillsides. \$85 including equipment.
- December 2** **10AM - 3PM - Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. While paddling the majestic Bay, take in the spectacular views of San Francisco, Mt. Tamalpais, Mt. Diablo, and the East Bay areas. \$85 including equipment.
- December 2** **10AM - 4PM – Eagles of lake San Antonio Kayaking Trip, California Canoe & Kayak. 800-366-9804, www.calkayak.com**
Nestled within the Coast Range of southern Monterey County, Lake San Antonio is home to one of the largest wintering populations of bald eagles in California. The picturesque lake also provides habitat to golden eagles, white pelicans, deer and bobcats. This gentle trip on flat water is a perfect blend of paddling, wildlife Viewing and wonderful scenery. Out trip leader is naturalist and kayak guide par excellence, Greg Meyer. Cost is \$109, call for more info or book online.
- December 8** **1PM - 5PM, Weather For Sailors Seminar, Club Nautique - Sail & Powerboating School, 510-865-4700, www.clubnautique.net**
The seminar is led by Club Nautique member and Coastal Passage Making Graduate John Carroll, Emeritus Professor of Atmospheric Science, UC Davis. He understands the concerns of serious boaters because he is one. Cost \$64 for members/ \$85 non-members. Reservations Req. Call for more information.
- December 9** **7AM – 12PM – Carmel Dive, Advanced Diving Technologies, 925-432-2111, www.adtscuba.com**
If you are a tech diver, here is an opportunity for you. Sign up for the Technical Dive aboard the DV Escapade. This is offering depths of 130-150' to one of the most pristine dive site in Carmel. Diver prerequisites: experience in twin cylinders on HE, mild deco, triox or trimix and sling bottles. Scooters welcome. The vessel passage is \$100 and lunch is provided on the boat. Call today.
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Your ticket to the wonderful world of sea kayaking! Enjoy a day on the water learning how to paddle a sea kayak with our expert instructors. Be prepared to get wet! Graduates of this class are qualified to rent closed-deck sea kayaks and participate in more advanced classes and trips. Includes boat, wet suit and paddling gear, and free coupon for a future rental! No previous kayaking experience is required, Gift Certificates available. Cost is \$99. Call for more info, or book online.
- December 9** **9AM - 5PM, Motoring Clinic, Club Nautique - Sail & Powerboating School, 510-865-4700, www.clubnautique.net**
This one-day clinic will help you build your confidence in and around the docks on a 31' sailboat. We'll review pulling in and out of slips, parallel docking, use of spring lines, backing into a slip, and more. Cost \$222 for members/ \$295 non-members. Reservations Req. Call for more information.
- December 9** **9AM - 5PM, Radar/GPS Clinic, Club Nautique - Sail & Powerboating School and Charters, 510-865-4700, www.clubnautique.net**
This seminar provides an overview of our award winning Coastal Passagemaking program we review the objectives, provide study material and allow participants to discuss the program. Details about how to prepare for voyages and discuss the student objectives. Cost \$125 non-members. Reservations req. Call for more information.
- December 15** **9AM – 12PM - Paddle the Gate, Sea Trek Kayaking Center, Sausalito (415) 332-8494, www.seatrekkayak.com**
We meet at Ft. Baker and paddle with the ebb out the Gate. It is always awe inspiring to paddle under the Bridge. The trip is timed so that when it is time to return we have the flood helping propel us back into the Bay. \$75 includes equipment.
- December 19** **6PM - 8PM - Moonlight Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocsc.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. A great time to get to know other like-minded sailors. \$30 for members, \$40 retail. Call to make your reservation.
- December 22** **4PM - 7PM - Full Moon Paddle, Sea Trek Kayaking Center, Sausalito (415) 332-8494. www.seatrekkayak.com**
Paddle stable, efficient doubles in Richardson Bay as the sun sets on Mt. Tam. and the moon rises over Angel Island. \$75 includes equipment.
- December 23** **3:30PM - 6:30PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. \$65 including equipment.
- December 30** **10AM - 3PM - Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. While paddling the majestic Bay, take in the spectacular views of San Francisco, Mt. Tamalpais, Mt. Diablo, and the East Bay areas. \$85 including equipment.
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Marin Solar Coalition Selects Recommended Supplier

Agreement Includes Discounts for all Marin County Residences and Businesses

GoSolarMarin announced that its recommended supplier, SPG Solar of Novato, had agreed to provide its discounted pricing throughout Marin County to all homeowners, small businesses and non-profit organizations.

Lisa Max, who created the coalition, said that SPG Solar had also agreed to provide its base pricing to a broader range of structures without surcharges than had been offered by other bidders. GoSolarMarin selected SPG Solar after a rigorous RFP process that attracted 10 bidders.

"After a review of the responses, site visits and negotiations with four finalists," Max said, "we

determined that SPG had offered the best combination of price, quality and capability. A bonus is that SPG agreed to include all of Marin County as well as small businesses and homeowners.

"Frankly, when I began this project, I first asked just my neighbors," she said, "but it kept growing. Our negotiations have essentially lowered the price by more than 15 percent for solar installations for all of Marin County, for residents, for non-profits and for businesses."

Max said the negotiated price would be \$7.94 per watt, significantly below the current "standard" rate of \$9.32 per watt. The pricing will be available to anyone in Marin County who signs a contract with SPG Solar by February 29, 2008.

In order to qualify for some of the available California and/or local rebates, installation must be completed within one calendar year of the contract date.

According to Max, "Anyone in the County can now get that price without

having to obtain competitive bids from 10 companies, as we did, or having to interview the companies, as we did. And, we will continue to monitor the prices and the market to ensure that we are the best pricing model."

For example, a friend of hers got an estimate for solar electric for his two-story home two weeks ago. By waiting until the GoSolarMarin price was finalized, he saved \$2929.00 on his (relatively small) 2.169 kilowatt system. His was the first contract signed on Friday. The "average" residential system

The "average" residential system in Marin County, about 4 kilowatts, should see a savings of about \$5200.

in Marin County, about 4 kilowatts, should see a savings of about \$5200.

"What was particularly attractive to us was the price included installations for

most multi-story structures and most solar panel structures," Max said. "Most companies charge add-ons for a flat roof or, for two or more stories, and for various different panels and inverters." SPG also agreed to include all of Marin, not just the narrow US-101 geographic corridor others specified, as well as businesses and non-profits.

Max said that the Request for Proposal (RFP) review focused on a wide range of specifics, including price, quality of material and workmanship, references from completed installations, and the company's proven ability to handle a large and diverse "group."

The RFP was constructed, analyzed, rated and finally judged by several volunteers from the group that attended a public meeting held October 1. GoSolarMarin is an entirely volunteer coalition, with no paid staff.

"We are thrilled to have been selected by GoSolarMarin," said Dan

continued on page 11

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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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Community Bank Reinvents Itself

BY BILL PICTURE

Just a few years ago, Community Bank of the Bay was staring bankruptcy in the face. But, thanks to a new president who was able to convince the bank's board of the many benefits to be reaped by approaching banking from a philanthropic angle, the downtown Oakland lender has regained solid financial footing

and implemented unique programs intended to effect positive change both locally and globally.

In February of 2007, Community Bank of the Bay, recognizing a dearth of available funding for the growing number of green projects being proposed in the Bay Area, announced the launch of the Bay Area Green Fund. Under the first-of-its-kind program, green-minded customers of the bank can now specify that their deposits be channeled to the fund for lending exclusively to local projects that

echo their own eco-friendly sentiments.

"Everyone's talking about green this and green that," says bank president Brian Garrett. "Now, you can literally put your money where your mouth is."

An avid outdoorsman, Garrett, who was hired in 2002 to remedy the mismanagement that had sent Community Bank of the Bay into a financial tailspin

and had the FDIC breathing down the bank's neck, is a very active member of two major conservation groups.

The creation of the Bay Area Green Fund, he says,



Brian Garrett, President of Community Bank of the Bay

was a logical next step in his ongoing efforts to preserve the environment.

"[The environment] was always something I was very aware of," he says. "And I've always been an advocate of community-building and doing the right thing."

So, once Community Bank of the Bay was safely out of the red and in a position to try out some new programs, Garrett saw

an opportunity to set the institution apart from its competitors by tailoring

programs that focus on the betterment of the

bank's host



region, yet have a rippling effect felt far outside the Bay Area.

The first such program was the Oakland First Fund. Recognizing the City of Oakland's rebound potential, Community Bank of the Bay set aside available funding exclusively for individuals and businesses that intended to use the money in Oakland.

In house, all bank employees now get one day per quarter to give something back to their communities, whether it's volunteering at their child's school or phone-banking for a local non-profit.

"You can't go fishing or anything like that," Garrett jokes. "The idea was, 'How can we be a better member of the community, as individuals and as a bank?' Any bank can call itself a 'community bank.' But, I think, in order to be a community bank, you have to make it a part of your corporate being."

The second program, the Bay Area Green Fund, is just the latest in a series of green-friendly practices at

that reduces heating/cooling expenses and reduces carbon dioxide in the air, the bank is also offering its commercial clients the option of scanning checks for deposit and submitting them to the bank electronically, saving business customers a resource-consuming trip to the bank.

"And that's just the tip of the iceberg as far as what we can do," Garrett adds.

Once Garrett had secured a thumbs-up for the Bay Area Green Fund from the bank's board, the next hurdle he encountered was assembling a team to implement it and oversee it. The challenge, according to Garrett, was finding a loan officer able to see beyond credit scores.

"There was no such thing as a green loan officer," he says. "Loans are traditionally approved or denied based solely on credit scores. And we wanted someone who was also going to take into consideration the scope of the project."

The solution was to look outside the banking industry for someone with a green

To date, Community Bank of the Bay has funded green projects to the tune of nearly \$5 million, a significant portion of which was loaned to startups.

thought-out idea, come to us. We want to work with you."

While the number of requests received for money for green projects remains a modest one, Garrett says that number is increasing steadily. To date, Community Bank of the Bay has funded green projects to the tune of nearly \$5 million, a significant portion of which was loaned to startups.

It's safe to say that many of those startups would not have qualified for loans at a big-name bank. But taking chances is something with which Garrett is very familiar. After all, Community Bank of the Bay is the third bank that Garrett's problem-solving skills and bank biz know-how have helped keep afloat. He also takes pride in being the one who loaned Debbie Fields, founder of the Mrs. Fields cookie chain, the money to open her first retail location back in the 1980s.

Bay Area Green Fund money is currently being used for projects of varying scales—from helping fund the ambitious green efforts of a local chapter of a huge, nationally-known non-profit to allowing a smaller packaging company to make the switch to compostable materials.

"A good idea is a good idea, huge or small," Garrett says. "I want Community Bank of the Bay to be a bank with a conscience. I want us to make a difference. And I want to try to be a catalyst for change."

While the business practices of Community Bank of the Bay's bigger competitors continue to be influenced solely by the bottom line, the focus on community and the environment seems to be catching on at like-size banks. A bank in the North Bay, for instance, recently launched its own version of the Bay Area Green Fund.

"Maybe we can embarrass the bigger banks into doing something," Garrett jokes. "Wouldn't that be great! I mean, every little bit helps. But imagine what a huge difference a Bank of America could make if it was to do something like this."

"If you have a good, well thought-out idea, come see us.
We want to work with you."

Community Bank of the Bay, where sustainability has become an indelible part of the company culture. Besides an aggressive recycling program and a top-to-bottom green remodel of the bank's headquarters on Broadway, which will include solar panels and a rooftop lawn

background. The winning applicant, Phoebe Higgins, is the daughter of environmental attorneys and holds her own green MBA.

"She has a passion for green, so she's able to look at the much bigger picture," Garrett says. "If you have a good, well

For more information on Community Bank of the Bay and the Bay Area Green Fund, visit www.communitybankbay.com.

GoSolarMarin, continued from page 9

Thompson, President/CEO of SPG Solar. "As a Marin County resident and business owner myself, I'm proud to provide significant discounts through this program and to support Marin's economy through the development of green jobs."

Max said that the "fact that SPG is a Marin County company which

employs many local residents, which will require less travel for site surveys and installations and be an even greater benefit to the environment, is an added bonus." SPG employs 130 people in Marin County and has installed more than 1,000 solar systems in California.

GoSolarMarin has been supported by a number of local organizations. Among them are The Lincoln San Rafael Hill Neighborhood Association, the

Federation of San Rafael Neighborhoods, Sustainable San Rafael and Sustainable Marin, and MarinLink.

GoSolarMarin also received non-financial assistance from Marin County's Sustainability Team, notably from Dawn Weisz and Dana Armanino. Several community leaders have been particularly supportive, especially in Ross and Sausalito, as well as Judy Arnold, Marin County District 5 Councilwoman.

Max said, while she could now envision one thousand GoSolarMarin/SPG Solar installations in Marin, that the agreement sets no limits to the amount of homeowners or business-owners who can take advantage of the pricing.

For more information about the program or to schedule a free site inspection from SPG Solar, visit gosolarmarin@spgsolar.com or call 415-883-SOLR.

Effects of Oil Disaster

BY LOLA DVORAK

In the early morning heavy fog of November 7, a 902-foot cargo ship collided with the wooden fender of the delta tower base of the Bay Bridge, spilling 58,000 gallons of bunker fuel into the San Francisco Bay.

Initial reports from the U.S. Coast Guard indicated that the torn hull of the *Cosco Busan* leaked only 140 gallons of fuel, but within the first hour, the oil slick was one-third of a square mile, and fumes were closing down the San Francisco waterfront. The Coast Guard failed to acknowledge these early warning signs that the spill's magnitude was much greater than initially reported, and did not warn the public, local officials or the state's Oil Spill Prevention and Response agency that the largest vessel accident in over a decade had occurred until nearly 12 hours later.

In the days and weeks after the spill, the spill response agencies continued to mismanage cleanup efforts. The ship was moved with its 90-foot gash from the crash site at Treasure Island to Anchorage 7 for lightering, trailing a thick wake of oil. Because the spill was not contained early when it was still compact, toxic bunker fuel

spread quickly throughout the Bay and out the Golden Gate, contaminating coastlines as far north as Point Reyes and as far south as Monterey Bay. Resources deployed by the ship's owner, Regal Stone, in the days to come proved inadequate at best.

Thousands of Bay Area citizens flooded oil response hotlines and wildlife rehabilitation centers to find out how they could help and to report oil sightings or distressed wildlife. Due to safety precautions and a quagmire of bureaucratic regulations among local and federal governments, most offers of volunteer labor and donated supplies were turned down. Several citizen groups, frustrated by the delay, initiated guerrilla cleanups by buying their own safety equipment and arranging for hazardous waste pickups. These grassroots efforts motivated officials to develop a limited number of safety trainings and organized cleanups to harness the outpouring of volunteer energy. Over 1,500 volunteers were eventually trained and outfitted to handle the hazardous waste from the spill. The public's involvement will remain critical to cleanup success, because small amounts of tar and oil will continue to wash up on shorelines in the upcoming weeks and months.

While the collision thankfully did



Photo by Susan Schwartz of Friends of Five Creeks

Oiled birds come to shore sick and exhausted, like this cormorant and duck in the Hoffmann Marsh channel next to the Bay Trail. Rescue efforts continued, but the previous, well-publicized, toll-free number for reporting oiled birds was shut down. San Francisco's 311 system, which is able to handle oiled-bird calls, replaced the toll-free number with no notice and little publicity.

not harm the Bay Bridge, its impact on the San Francisco Bay's aquatic ecology will continue to grow in the upcoming months and years. Bunker fuel oil, the gooey byproduct from gasoline refining, is toxic to aquatic organisms even in

small amounts, and as the winter bird migration picks up steam, thousands of birds will ingest contaminated fish and invertebrates.

Over two thousand birds have died so far; the International Bird Rescue Research Center estimates that as many as 100,000 more may die in the next few months. Oil coats birds' feathers, making it hard to stay warm, and is



Photo by Susan Schwartz of Friends of Five Creeks

The thick bunker fuel coalesced into large puddles that were deposited on shore as the tide dropped.

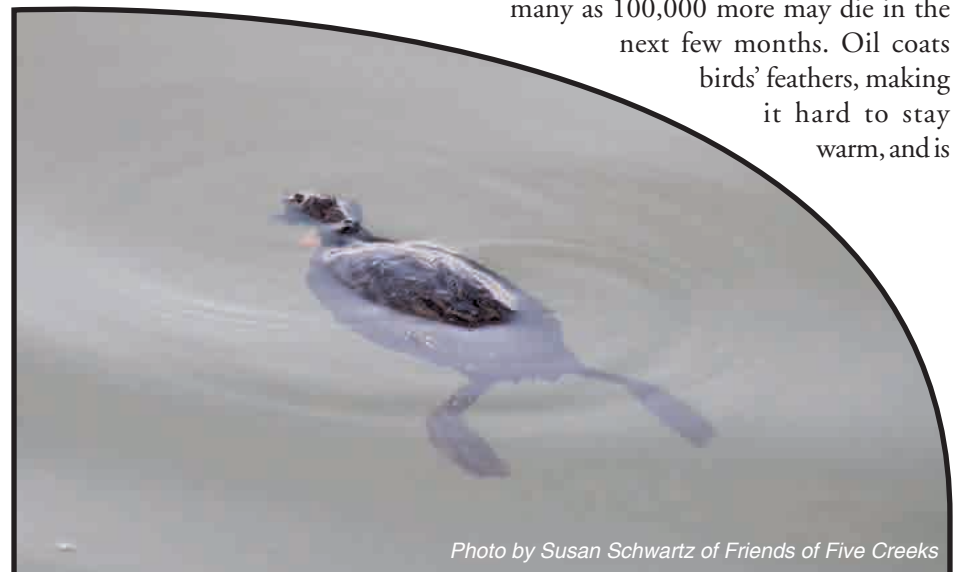


Photo by Susan Schwartz of Friends of Five Creeks

Many birds were sick or dead by Friday morning, even where there appeared to be no oil. Only a few tiny specks of oil were visible west of Emeryville Marina, where this dead bird floated.

Will Be Felt for Years

poisonous when ingested. In addition to the resident seabirds and ducks such as surf scoters and western grebes, thousands of shorebirds are migrating south this time of year and depend on the Bay's grassy wetlands and mudflats where oil cleanup is more difficult. The fall run of central valley Chinook salmon traveling inland and the December herring spawning season are also threatened.

The local commercial Dungeness crab season has been delayed as crabs are tested for oil contamination from the spill. Both the commercial crabbing and fishing industries have already filed class-action suits against the owner of the *Cosco Busan* to recover economic damages.

Officials at the local, state and federal level have pledged to investigate why the *Cosco Busan* accident happened in the first place and to improve communications and oil spill response. Senator Barbara Boxer, Congresswoman Ellen Tauscher and Berkeley Assemblywoman Loni Hancock have initiated legislative hearings on the

government's handling of the spill, and a criminal investigation has been launched by the National Transportation Safety Board. The Coast Guard is conducting an internal investigation, with a report promised within 90 days, but House Speaker Nancy Pelosi publicly doubted the Coast Guard's impartiality at a field hearing last month.

In preparation for future oil spills, the public can participate in Hazardous Materials Operations trainings run by the Association of Bay Area Governments (<http://www.abag.ca.gov>). Assistance with native plant restoration and ongoing cleanups can help stabilize sensitive wetlands in the meantime. Wildlife will feel the impacts of the spill for months to come, even when the most obvious oil is cleaned up. As shorelines get re-oiled, concerned citizens should report oil sightings, particularly in areas that are hard to see from flyovers or motor boats, to (415) 398-9617. Report oiled or hurt wildlife to (415) 701-2311.

Local boaters who wash bunker fuel off their recreational boats or other watercraft may

contribute to the spread of toxins throughout the Bay. Even in small amounts, the oil can be toxic to aquatic life, and cleaning solvents may also contain chemicals and other pollutants that can harm the environment. San Francisco Baykeeper, a local environmental watchdog group, has developed a guide to green cleaning (see sidebar) and has mobilized volunteers to walk the docks and spread the word to marinas and boaters in the aftermath of the *Cosco Busan* spill. To file a claim for oiled property, call (866) 442-9650.

Lola Dvorak joined San Francisco Baykeeper after a visit from the Midwest in which she fell in love with the Bay Area and its estuary. Founded in 1989, Baykeeper is a nonprofit organization dedicated to protecting the water quality of the San Francisco Bay for the benefit of the fish, wildlife and human communities who depend on it. Baykeeper uses advocacy, science and litigation to hold polluters accountable and to enforce our clean water laws. Find out more at www.baykeeper.org.



Photo by Susan Schwartz of Friends of Five Creeks

Oil washes ashore at Albany Beach around sunset the day after the oil spill occurred.

San Francisco Oiled Boat Clean-Up Tips

After the oil spill on November 7, many boaters have asked us how to manage oil on their boats in an environmentally sound way. Oil can be toxic to aquatic life—even in small amounts—and cleaning solvents also contain chemicals and other pollutants that can harm the environment. Our goal is to help you keep the oil and solvents out of the water—here's our guide to green cleaning in the aftermath of the spill.

Use your boat less. The elimination of boat traffic helps to reduce the spread of oil and will minimize your boat's exposure. Call your marina for specific information about your facility.

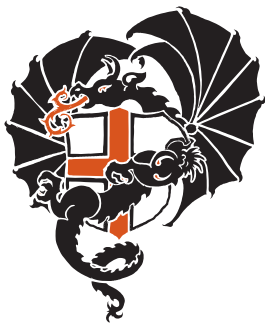
Report oil in, or heading toward, your marina. Contact your harbormaster. If you have a private dock, call (985) 781-0804 to reach the cleanup company contracted by the oil tanker's owners, and it will bring equipment to remove the oil.

Protect your financial rights. The bunker fuel from the spill can permanently stain fiberglass hulls. Call your insurance company as soon as your boat is in contact with the oil. Uninsured boaters can call (866) 442-9650 to file a claim.

If your boat gets oiled:

- 1) Do NOT use soap to remove oil. Soaps emulsify oil and spread toxic pollutants into the water. Adding soaps, detergent, or any other dispersing agent to an oil sheen is also against the law.
- 2) Take your boat to a boat yard for cleaning. Hauling out your boat will prevent damage, and the costs may be reimbursed by the responsible party. The boat yard will capture all the wastewater and dispose of it properly. One local boat yard that currently does this is Keefe Kaplan Maritime, Inc. in Point Richmond, which can be reached at (510) 235-5564.
- 3) Use and properly dispose of oil-only absorbent pads. If you must remove oil from your boat while it is in the water, use an oil-only absorbent pad that you can pick up from most fuel docks. Ask your marina where to properly dispose of used oil absorbents, call (800) CLEANUP (253-2687), or visit www.earth911.org, to find local hazardous waste collection centers.
- 4) Avoid direct skin contact with oil by wearing Nitrile gloves (not latex gloves). If you get oil on your skin, wash it off immediately with soap and water.

Please work with your marina, yacht club operator or harbormaster for updates and more specific information.

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Moylan's Serves Up Classy Brew

When Brenden Moylan opened Marin Brewing Company in the Larkspur Landing Shopping Center back in 1989, there were only around 100 brewpubs across the country. Six years later, as both his business and the industry grew dramatically, he wanted to open another one. But, he decided to do a couple of things differently the second time around. Not only was he determined to own the property, he also wanted to build out the brewery to his specifications, instead of having to adapt an existing building to his needs.

With the opening of his first brewpub, Moylan had moved his family from San Francisco to Novato so he could raise his two children in a small-town atmosphere. This is where his search for a new location started and ended. He found a spot just

off Highway 101, at the Rowland Way exit north of Highway 37; the location had a nearby theater and corporate offices that would help provide a lunch crowd. According to Moylan, "My adopted hometown was the natural choice for a brewery," and he aptly christened it Moylan's Brewery & Restaurant.

Moylan's, which officially opened in 1995, was a \$3.5 million project, complete with two grain silos for storing the malted barley. Novato's only brewpub features a 57-foot bar and has a dart room with a fireplace and library; the library shelves are filled with brewing books and magazines from Moylan's personal collection. There is a very large dining area, and, as Moylan emphasizes, "We are a family restaurant where it is okay to bring the kids."

When asked if there is a big difference between his two breweries, Moylan said, "They're similar in that they both make bold assertive beers." He went on to tell me that the two breweries intentionally use different yeast strains, which yields different flavor profiles for similar styles that may be found at both breweries. Additionally, the brewmasters at each location are encouraged to put their own touches on their beers to add to the individuality of the finished products.

When I called Brendan Moylan to interview him for this article, he invited me to his Brewmaster Dinner event, which featured Moylan's beers and was hosted by the brewmaster at Moylan's, Denise Jones. The event took place at yet another of Moylan's establishments, Noonan's Bar & Grille in Larkspur Landing.

The exquisite five-course meal had a different Moylan beer paired with each food item. Jones' knowledge of both the beers and how they were matched with each course was phenomenal. The ahi tuna appetizer was paired with the just-released White Christmas Witbeer. Jones freely admitted this is a bastardized version of the style, as she used lager yeast instead of the traditional Belgian-style yeast this year. The resulting clean flavor makes this beer much more approachable to mainstream beer lovers.

The Moylander Double IPA, which

just earned a Silver Medal at the 2007 Great American Beer Festival (GABF), was paired with a slightly spicy vegetable soup. Jones noted that highly hopped beers work well with spicy food because the dominant bitter hop flavors of the beer serve to balance the spiciness of the food. The Moylanfest Oktoberfest Marzen, with its rich malt flavor, was well paired with a roasted Niman Ranch pork roulade. But the best was saved for last.

For dessert, a trio of rare and special barrel-aged beers was served with an apple and triple brie turnover. First, there was a version of Old Blarney Barleywine that had been blended with oak chips and soaked in an extra-rare Crown Royal for six months. The second offering was a fine bourbon barrel-aged version of Ryan O'Sullivan's Imperial Stout. The last beer of the night was a special adaptation of the 2007 GABF Gold Medal-winning Hopsickle Imperial Ale, which was blended with freshly harvested hops and aged in an old Chardonnay barrel.

Although only very small quantities of these extraordinary beers were made, they will all be available on a rotating basis during the holiday season; when each beer will be served is up to the whim of brewmaster Jones. I recommend that you stop by often and try them all!

Moylan's Brewery & Restaurant has been very successful over the last 12 years and has a loyal following of North Marin beer connoisseurs. Most of Moylan's beers are also available in 22-ounce bottles at the brewery and in stores across 12 states. As luck would have it, while I was writing this piece, my brother in Chicago called and told me he found Moylander Double IPA in a local store. To see what all the fuss is about, check your local craft brew store, or, better yet, stop by the restaurant in Novato. You won't be disappointed.

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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Magnolia Celebrates Tenth Anniversary

On Monday, November 5, Magnolia Pub & Brewery officially celebrated its birthday at the coolest music venue in San Francisco, the legendary Great American Music Hall, with the Everyone Orchestra (EO). The Everyone Orchestra is an exciting ensemble assembled from a rotating cast of all-star musicians. This version of the group included EO founder/conductor Matt Butler, organist Melvin Seals, ALO guitarist Dan Lebowitz, multi-instrumentalist Joe Craven, Tea Leaf Green guitarist/vocalist Josh Clark, vocalist

Audio Angel, electronica dulcimer wizard Jamie Janover (Zilla), plus the Jambay Trio and more.

The Everyone Orchestra provided two sets of inspirational improvisation led by Matt Butler, who communicates his musical whims to the band via a small grease board and a black marker. Several Magnolia beers were offered on tap for a discounted price including their Tenth Anniversary Ale. The atmosphere was jovial, as hundreds danced the night away at the historical venue.



Photo by Dave Wann Photography

From left to right: Dave McLean (Magnolia owner), Shaun O'Sullivan (21st Amendment Brewery owner), Dan Lebowitz from ALO, Josh Clark from Tea Leaf Green (in way back behind Justin's elbow), Justin Crossley from the Brewing Network, and Dean James (Magnolia/Alembic Director of Operations).



Yet another reason to love the holiday season is the annual emergence of the seasonal holiday specialty beers offered at most local breweries. Here's a list of a few of the holiday beers available this year from some of our local Bay Area breweries.

Anchor Brewing Company

– 1705 Mariposa St, San Francisco (415) 863-8350

The 2007 Christmas Ale marks the 33rd annual release of this spiced holiday ale. Dark, rich and full of flavor, each year's top-secret recipe is slightly different.

Beach Chalet Brewery & Restaurant

– 1000 Great Highway, San Francisco (415) 386-8439

Beach Chalet's Holiday Ale is a dark ale brewed with seven different grains including wheat, oats and rye. It is infused with cinnamon, cardamom seeds, orange peel and juniper berries during the kettle boil. ABV is 7.5%.

Gordon Biersch Brewery Restaurant

– 2 Harrison St, San Francisco (415) 243-8246

Gordon Biersch San Francisco will be serving Winterbock. It is a dark doublebock lager, served unfiltered. ABV is 8%.

Magnolia Pub & Brewery

– 1398 Haight St, San Francisco (415) 864-7468

Magnolia's Winter Warmer is a traditional expression of an English strong ale with loads of malt character. No spice in this, it's really a straightforward, classic winter warmer. ABV is about 8% and the beer has a deep mahogany color.

Marin Brewing Company

– 1809 Larkspur Landing Circle, Larkspur (415) 461-4677

Hoppy Holiday is brewed with Pale, Wheat, Caramalt and Munich malts, and hopped with Sterling and Styrian Goldings varieties. Delicately spiced with canela, nutmeg, mace, orange peel and pure vanilla extract.

Moylan's Brewery & Restaurant

– 15 Rowland Way, Novato (415) 898-4677

White Christmas Witbeer is malty and smooth, with a light tart and zesty finish. This year's beer contains holiday spices, Curacao, mace, cinnamon, coriander, tangerine peel and white pepper. Made with lager yeast instead of the traditional Belgian style yeast the, resulting clean flavor makes this beer much more approachable for mainstream beer lovers. This beer is also available in stores for a limited time.

Pyramid Alehouse, Brewery & Restaurant

– 901 Gilman St, Berkeley (510) 528-9880

Snow Cap Ale is a rich, full-bodied winter warmer crafted in the British tradition of holiday beers. This deep mahogany-colored brew balances complex fruit flavors with a refreshingly smooth texture.

San Francisco Brewing Company

– 155 Columbus Ave, San Francisco (415) 434-3344

Christmas Cheer is a full-bodied, complex brew roughly in the style of a porter. Although Christmas Cheer is not spiced, it has a spicy, malty character.

ThirstyBear Brewing Company

– 661 Howard St, San Francisco (415) 974-0905

In December, ThirstyBear will feature their aged 2005 Bearly Legal Barleywine. With an ABV of around 10%, this beer is fairly dry and toasty rather than rich and malty. If rich and malty is what you are looking for, though, you should try the Winterbock Doublebock, which is a chestnut-colored winter lager with 7.7% ABV.

Reality and Perception

BY SCOTT ALUMBAUGH

The collision of the *Cosco Busan* along a pier of the Bay Bridge, and the subsequent spilling of 58,000 gallons of oil in the Bay, will cause controversy for some time. Among the questions is whether and to what extent the pilot, Captain John Cota, who has 25 years of experience in the Bay, made some error in judgment.

Captain Cota has forgotten more about piloting and navigation than I will ever learn, so the last thing I would do is pass judgment on his actions. But it brings up an interesting point, which is this: People hit a surprising number of things in boats on the Bay.

I don't know anyone who has hit a Bay Bridge support. Of course, I also don't know anyone who takes out a 900-foot tanker for a daysail. But I do know two very experienced sailors who have run into the Berkeley Reef. It's a huge rock that lies mostly under water. It's

heading toward the Golden Gate, sails sheeted in tight. The wind is behind them, but that doesn't matter, because they "know" the wind "always" comes through the Gate.

On another level, the disconnect between reality and perception has to do

People hit a surprising number of things in boats on the Bay.

marked by a very large pole with a bright green reflective sign, and a flashing light, so it's hard to know it isn't there. I would say hard to miss, but all that makes it easy to miss, in theory anyway.

Then there's Little Alcatraz, a reef that breaks the surface just west of Alcatraz. There is a buoy marking the water between that rock and The Rock. Nevertheless, once a year someone has to come out and tow a boat home because the skipper tried to pass inside Little Alcatraz despite the buoy telling him not to. And there they sit, two or three feet out of the water on a falling tide, waiting to be rescued.

Some hypothesize that there is such a thing as a fiberglass magnet, and that all stationary objects in water have them. Like Sirens, they draw ships to their doom. The real reasons, of course, are a lot more mundane. Usually, the skipper just isn't paying attention. Or worse, no one on board knows how to read a buoy, or has bothered to look at a chart.

It all comes down to the difference between reality and perception.

On one level, the difference is very concrete. Looking at the water, you see a flat, unbroken surface; the reality is that there is a large rock just under that surface. You've sailed out of Berkeley Marina a hundred times, so of course you know about the reef. Recognizing the danger, you dismiss it, but it's still there. I've been on the boat with sailors

with the fact that boats move differently from cars. Mariners, especially new sailors, can forget that ... until it's too late. And, unlike pavement, water moves. Current pushes a boat, and the interaction between the wind on the sails and current on the hull can have some interesting effects. I've been sailing full tilt, heeled over with wind whipping my face on the east side of Angel Island, going absolutely nowhere because I was sailing dead into a spring ebb. Playing a river current correctly, I've moved a boat sideways to dock in an otherwise impossible space. I've also misread current, and ended up far off course, as has most anyone who's sailed the Bay one time or another. Unlikely though it may be, it's just possible that Captain Cota made that same error.

Reconciling your perception to reality: It's another one of those life lessons you can get from sailing, if you care to.

Scott Alumbaugh is a US SAILING certified, Coastal Passagemaking instructor. He holds a 100-Ton Masters license, has worked as a delivery and charter skipper in the United States, Mexico and in the Caribbean, and is a sailing instructor at OCSC Sailing in Berkeley Marina.



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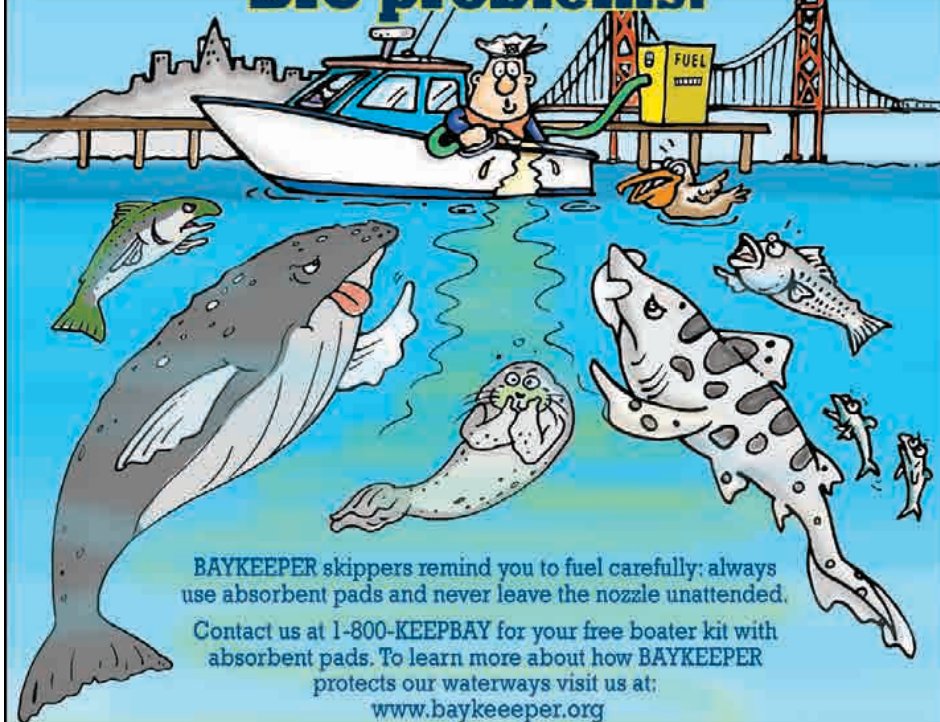
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Annual Yacht Parade Lights Up Oakland/Alameda Waterfront

The 31st Annual Lighted Yacht Parade will take place Saturday, December 1st along the waterfront of the Oakland/Alameda Estuary.

The parade is hosted and organized by the Encinal Yacht Club, the Oakland Yacht Club and the Marina Village Yacht Harbor and will begin just after sunset, around 5:30 p.m.

Each year on the first Saturday in December, the Lighted Yacht Parade kicks off the holiday season. Bay Area boat owners share the holiday spirit by decorating their boats and participating in the parade. This year's theme is "A Child's Christmas."

Hundreds of spectators gather every year to watch the parade from waterside restaurants along the estuary and public viewing areas available at Wind River Park in Alameda and Jack London Square in Oakland. Last year, 35 boats participated in the parade, and this year's organizers expect even more.

Prizes will be awarded for 1st, 2nd & 3rd place for the Best Decorated Power Boat and the Best Decorated Sail Boat. The first place winners in each category will receive a lunch for four at an Oakland Fire House. A grand prize of an HDTV will also be awarded for the Best Overall Decorated Boat. Judges will evaluate the boats based on representation of this year's theme, the number of lights, creativity in decorations, costumes and music.

The organizing committee is excited to announce this year that D'Anna Yachts, John Beers Yachts and the Port of Oakland have joined as event sponsors, enabling the committee to expand promotion, increase participation, improve participant prizes and generate more charitable donations.

Similar to past years, the parade partners with the Oakland Firefighters Random Acts of Kindness Toys for Tots program and the Alameda County Food Bank. Participants and spectators are encouraged to donate food, new unwrapped toys or money at the designated drop sites located



at each host's facility. These donations go a long way toward providing food and toys to deserving kids and families during the holiday season.

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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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	One-Way Ferry Fares LARKSPUR SAUSALITO Daily 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			
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30pm				
11:40	12:15pm	12:25pm	1:00				
12:40pm	1:15	1:25	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	4:55	5:25				
-----	-----	*5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
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	3:35	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 For Larkspur and Sausalito website: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.



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Adventure Cat			
2007 Departure Schedule	BAY CRUISE		SUNSET CRUISE
Nov. 5 to Nov 25 WEEKENDS ONLY Nov. 26 to Feb. 28 of 2008 CLOSED	1:00 P.M.	N/A	4:00 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 / www.adventurecat.com	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				Weekends and Holidays from San Francisco			
Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland
-----	6:30am#	7:15am	7:05am	9:15 am	9:25	10:10	9:55
-----	7:35#	8:20	8:10	10:50	---	11:20	10:30
-----	8:40#	9:25	9:15	1:00pm	1:10	1:30	1:45
10:15	10:30	10:50#	11:00#	3:30	3:45	4:05	4:15
12:00pm	12:15pm	12:35pm#	12:45pm#	5:00	5:15	5:35	5:45
1:45	2:00	2:20#	2:30#	6:30	6:40	7:00	7:10
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				

ALAMEDA/OAKLAND FARES:				
	One Round Way	10Ticket Trip	20Ticket Book*	Monthly Pass
Adult (13+)	\$5.50	\$11.00	\$45.00	\$80.00
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		

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

Schedule information harvested online. Schedules are subject to change. December, 2007

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.

Blue & Gold Ferry							
BAY CRUISE				SAUSALITO			
Leave PIER 39				FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekends and Holidays		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 4:30	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.				11:00 am 12:15 pm 1:35 2:45 ----	11:40 am 12:55 pm 2:10 3:35 ----	11:50 am 1:05 pm 2:20 3:40 8:00	12:10 pm 1:25 2:35 4:00 8:20
FARES: All prices include audio tour.				* Friday ONLY ^ Via Angel Island			
Adult \$21.00		Junior (12-18) \$17.00		Weekend and Holidays			
Senior (62+) \$17.00		Child (5-11) \$13.00		Special Rates On Line			
ANGEL ISLAND							
Weekdays				Weekdays			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive Pier 41
10:00am	10:20am	3:20pm	4:00pm	10:35am 12:30pm 2:00 3:20	11:50 1:20pm 2:45 4:25	11:55 1:25 2:50 4:30	12:20pm 1:50 3:15 4:55
Weekends				Weekend Schedule on Memorial Day (May 28), Independence Day (July 4), and Labor Day (Sept 3)			
Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	FARES: One-Way			
10:35am	11:00am	11:05am 3:50pm	12:20am 4:55pm	Adult \$9.00			
* Stops at Pier 41 prior to Ferry Building				Child (5-11) \$5.00			
> Stops at Pier 41 for 20 minutes prior to Ferry Building				20 Ticket Commute Book \$140.00			
ANGEL ISLAND ROUND TRIP VIA SF							
Adult \$14.50		Child (6 - 12) \$8.50		Child (5 - under) FREE			
*All prices include State Park Fees							
ANGEL ISLAND - OAKLAND							
Weekends ONLY							
Depart Oakland	Depart Alameda	Arrive Angel Island		Weekdays			
9:00am*	9:10am*	10:10am		Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
3:10pm	3:45pm	3:55pm		10:35am 12:30pm 2:00 3:20	11:10am 12:55pm 2:25 4:05	11:35am 1:05pm 2:30 4:10	12:20pm 1:50 3:15 4:55
* Requires transfer at PIER 41 onto 9:45 am Angel Island Ferry							
TIBURON							
DOWNTOWN S.F., FERRY BLDG.							
Weekdays				Weekdays			
Depart Tiburon	Arrive Ferry Bldg.	Depart Ferry Bldg.	Arrive Tiburon	FARES: One-Way			
6:25am 7:40 8:50 ----- 5:05pm 6:20	6:55am 8:10 9:20 ----- 5:35pm 6:50	7:00am 8:15 ----- 4:30pm 5:45 7:00	7:30am 8:45 ----- 5:00pm 6:15 7:30	Adult \$9.00			
Child (5-11) \$4.50				Child (5-11) \$5.00			
20 Ticket Commute Book \$100.00				* 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.							

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 6:30 7:00 7:45 8:45 10:00 11:30 2:00 3:20 4:05 4:45 5:35	6:35am 7:35 8:10 8:55 9:55 11:10 12:40pm 3:30 4:30 5:15 6:00 7:05	----- ----- ----- ----- ----- 11:20am 11:30am ----- 3:00pm ----- ----- ----- 6:35	----- ----- ----- ----- ----- ----- ----- 3:10pm ----- ----- ----- 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 11:30 1:00pm 3:00 6:00	11:10 12:40pm 2:10 4:30 7:30	11:20am ----- ----- 4:00pm 7:00	11:30 ----- ----- 4:10pm 7:10
FARES:			
Adult One-Way \$12.50			
Senior/Disabled/Medicare One-Way (65+/disabled)* \$6.25			
Youth One-Way (6-12 years) \$6.25			
Baylink DayPass \$23.00			
Monthly Pass \$270.00			
Monthly Pass with Muni. \$310.00			
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.			

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 7:30 8:30 ----- 5:05pm 6:05 7:05	6:55am 7:55 8:55 4:30pm 5:30 6:30 7:30	7:00am 8:00 4:35pm 5:35 6:35 7:35	7:25am 8:25 5:00pm 6:00 7:00 8:00
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			

Angel Island - Tiburon Ferry			
ANGEL ISLAND/TIBURON			
Monday - Friday			
Tiburon to Angel Island		Angel Island to Tiburon	
10:00am, 11:00 1:00pm 3:00	10:20am 11:20 1:20pm 3:30		
Weekends			
10:00am, 5:00pm hourly		10:20am, 5:20pm hourly	
July 4, 2007			
10:00am, 5:00pm hourly		10:20am, 5:20pm hourly	
Schedule Subject to change w/o notice		Adults (12 and over) \$10.25	Seniors \$10.25
		Children (5 - 11) \$8.00	Children (4 and under) Free*
		Bicycles \$1.00	
www.angelislandferry.com		Call (415) 435-2131	

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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			

Fun on Ferries, Shoreline Snacking and Shopping, Take the Kids, Bikes on Boats, Fun on Ferries...

Unique Holiday Gifts from Richmond's Shores

It's that time of year again, when the malls become parking lots and the major department stores require hand-to-hand combat skills to get the latest and greatest popular gift that everyone just has to have. However, some of the most unique and thoughtful gifts are found in out-of-the-way places. When you do your annual holiday shopping this year, consider the wonderful and one-of-a-kind products that are available or made along Richmond's waterfront and Point

Richmond. Point Richmond is well known for its extensive artist community, which is quite evident when you stroll the streets of this hidden oasis of distinctive shops and galleries. Furthermore, several manufacturing companies located along Richmond's shoreline produce popular items that are readily available online or at local retailers.

Doris Grant, of Richmond's **Name the Occasion Gift Baskets** specializes in creating gift baskets for any occasion. With 15 years of experience, Grant has

created baskets with themes that include birthdays, pets, Oakland Raiders tailgate parties, golfers, baby time capsules and, of course, holiday baskets. They can be conveniently ordered online (www.nametheoccasion.com) or by phone; or, you can set up an appointment for a personal consultation. Gift baskets can be shipped anywhere and prices start at \$25. **Name the Occasion's** main clients are corporate customers who use their services for get well, sympathy, thank you baskets and other corporate gifts.

Cohn-Stone Studios features the hand-blown glass works of Michael Cohn and Molly Stone. Their studio is one of the nation's foremost producers of award-winning designer vases, decorative art pieces and one-of-a-kind works of art. Their exclusive Tortoise Shell series, based on a process developed by Cohn in the early 1970s, has evolved over many years into one of the studio's signature lines, along with works based on pumpkins, acorns, squash, shells and leaves. The works produced at **Cohn-Stone Studios** are

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www.mulberryneckwear.com/line.php?line=henry_jacobson

Neckwear design & distribution.

Industry leader in design and sales of beautiful and unique neckwear.

Mulberry Neckwear is available at many department and retail stores including Macy's, Nordstrom and Sears. For more locations, see website.

Jim Dewitt Art Gallery

121 Park Place
(510) 232-4291
Marine paintings

Name the Occasion Gift Baskets

5327 Jacuzzi St, 2E2
Doris Grant, Owner
(510) 524-7500

www.nametheoccasion.com

Gift baskets for every occasion.

NIAD (National Institute of Art and Disabilities)

551 23rd St
(510) 620-0290

www.niadart.org

Innovative visual arts center assisting adults with developmental and other physical disabilities. Artwork and gift items available at gallery and gift shop. Open Mon-Fri 9:30 a.m. to 4:30 p.m. with special **Art from the Heart** Opening Reception held on Saturday, December 8th 2:00 p.m. to 5:00 p.m.

The Nova Studio

24 West Richmond Ave.
(510) 234-5700

www.thenovastudio.com

Unique classes taught in areas including making soaps, candles and natural bath and body products. Gift certificates are available.

Steve Hurst Clocks

38 Washington, 2nd Floor
(510) 233-5393

www.stevhurstclocks.com

One-of-a-kind and limited edition clocks.

Title Nine

Ford Point Building
(800) 609-0092

www.titlenine.com

Women's sports clothing and accessories distribution center. There are several local retail outlets, see website for more information.

Z Gallery Arts Center

401 First Street
(510) 236-3171

www.theartofmuzick.com

A unique experience in visual and audio arts.

Zoe's Cookies

1080 Marina Way So.
510-237-2490

Manufacturing-Cookies, Brownies, Fruit Bars, etc.



A popular holiday basket available from Name That Occasion Gift Baskets.

included in numerous museum, corporate and private collections around the world. A comprehensive display of their exquisite pieces can be viewed at their website (www.cohnstone.com). Although usually open by appointment only, **Cohn-Stone Studios** invites the public to visit its garden showroom and glass blowing studio on a few select weekends every year. The next open showroom weekend will be on December 14-16, for a special holiday sale. Don't miss this rare event.

Steve Hurst of **Steve Hurst Clocks** began making clocks in 1990 after

he perceived a dearth of interesting clock designs for modern homes. Hurst remembered when clocks were statement pieces, and also recalled when clocks began to look mediocre with the influx of digital clocks. He felt that for homes, clocks had been reduced to ugly, faux wood grain clock/radios and digital displays stuck on coffeemakers, microwaves and VCRs. Hurst first introduced his unique clocks in 1991 and now offers a multitude of out-of-the-ordinary designs that run the gamut from simple geometric patterns to complex shapes, using several layers and an astonishing array of textures and finishes. Many of the materials used are rescued from trash bins, such as pieces of shaped wood that once formed molds for casting of industrial machines and parts. In the hands of Steve Hurst, they come together in wondrous forms that Hurst calls "Time-Telling Art." You can see and order his distinctive clocks on his website (www.stevehurstclocks.com), order directly by phone, or you can set up a private appointment at his Point Richmond studio.

If you are looking for something completely different for the person who has everything, how about having a custom mural painted right on a wall in your home? If that sounds interesting, Point Richmond artist Mona Meisami, of **Mona's Murals**, will do just that. Meisami is a mural artist who has been painting custom original murals for homes and businesses in the Bay Area and abroad for seven years. The process begins with a free consultation, followed by the creation of a small painting for the client to review. After approval, the image is faithfully recreated on the wall or canvas. Examples of her work as well as more details on the process can be seen on the **Mona's Murals** website (www.monasmurals.com).

On the previous page we have included a list of numerous additional locations in Richmond that can provide unique, high-quality gift ideas.



Cohn-Stone Studios' exclusive Tortoise Shell series is one of their signature lines.

Richmond Community
Redevelopment Agency
Office of Economic Development
(510) 307-8150
Richmondca4business.com



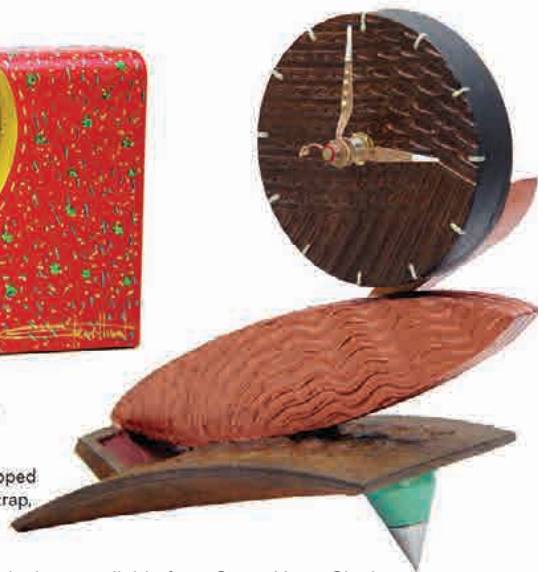
Jovi's Jewel My best selling design. Made from various found wood materials, mahogany, recycled glass, glass tiles, aluminum. \$1,500



Pacific Sun Made from a broken abrasion wheel used for cutting concrete, a wooden salad bowl, two women's bracelets, pistachio shells, mahogany scrap, eucalyptus leaves (on hands), rusted iron particles.. \$1,200



Celebrate Amir Made from hand-painted poplar, lacquered acrylic disk. Series ranges \$70 to \$125.



Calclock Made from a calculator that stopped working, puzzle piece, waterjet cut acrylic scrap, rusted iron particles. \$300

Above: A few examples of the unique clock designs available from Steve Hurst Clocks. Below: A wall mural with an Italian theme painted by Mona Meisami of Mona's Murals.



AROUND THE BAY IN DECEMBER



Angel Island will keep the light on for adoptions in December

“Angel Lights” Are Ready for Adoptions

Have you ever noticed the lights that shine from the top of Angel Island each December? Angel Island Association calls them “Angel Lights” and encourages “adoptions” of the lights by the public to help fund its work on Angel Island State Park. “Adoptions” are gifts not only to the Association but to friends and loved ones. They are a thoughtful way for people to celebrate, remember, thank or honor those who the donor wishes to acknowledge. For some, adoption of Angel Lights is a way to acknowledge acts of kindness and generosity of others, whether honoring someone who has helped to make a single life, a neighborhood, the Bay Area or the world a better place. Angel Island Association (AIA) is a nonprofit organization working to facilitate the preservation, restoration and interpretation of historical and natural resources on the island, with a current focus on revitalizing Ayala Cove, where the ferries dock and visitors can enjoy a picnic. To learn more about adopting Angel Lights, becoming an Angel Lights Sponsor, or to buy a ticket to the Angel Lights Count Down Benefit, call (415) 435-3972 or visit www.angelisland.org

Christmas at Sea

San Francisco Maritime National Historic Park presents a special holiday celebration, “Christmas at Sea,” which will feature

live music, refreshments, ornament-making, costumed characters from 1901 and a special visit from Santa Claus, arriving by boat. Festivities start on Saturday, December 8 at 3:00 p.m. with the Dogwatch Nautical Band playing aboard the historic ship *Balclutha*. At 6:00 p.m., the park’s costumed Living History Players will take you back to Christmas 1901, where you will meet and talk with the captains, wives and crew aboard the historic vessels at Hyde Street Pier. Admission to the event is the regular admission fee to board the historic ships: \$5.00 for ages 16 and up and free for ages 15 and under with adult supervision. Reservations are required for the 6:00 p.m. portion of the program. Please call (415) 447-5000 for reservations and information.

Santa Visits Alameda

Santa Claus will park his sleigh in the lot at the corner of Webster Street and Taylor Avenue in West Alameda from 2:00 p.m. to 5:00 p.m. on Saturday, December 8. While he’s there, he’ll be handing out goodies and taking free pictures with children of all ages. During Santa’s visit, local artists will have hand-made gifts for sale at a Christmas bazaar and Webster Street merchants will have their Christmas stock on display. Santa’s visit is sponsored by the West Alameda Business Association and the Alameda Sun. For more information visit www.westalamedabusiness.com.

Robots Are Art

Ever wondered how a robot could judge other robot’s artistic qualities? Probably not, but here’s your opportunity to come find out as Monty, the first humanoid robot of its kind, judges robotic art in his first public appearance. Join the FLOAT Gallery in celebrating the art of robotics with a DIY show and contest. This event will encompass a diverse group of robotic artists including mixed media, painters and kinetic artists. The contest will be 100% violence



Monty, the humanoid robot, will judge robotic art at FLOAT Gallery.

free, and will focus on form, function, and fun. Prizes will be given for overall artistic aesthetics, unusual functionality, robots as a reflection of society, and incorporation of unusual objects, to name a few. A diverse group of robotic enthusiasts is expected. Included in the event will be a presentation on the history of robotics, a raffle and door prizes. The opening reception is December 15th, 6:00 p.m. – 10:00 p.m. and the show runs December 13th through January 17th. 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 information, visit www.thefloatcenter.com or call (510) 535-1702.

Point Reyes Lodging Offers Special Winter Weekend Getaway

An easy drive from the San Francisco Bay Area, Point Reyes is an ideal choice for a weekday getaway this winter. The decision to escape to Point Reyes is made even easier with Point Reyes Lodging’s Whales and Wildlife promotion. From now through March 31, 2008, guests can stay two nights midweek and get the third night free at any of Point Reyes Lodging’s 16 bed and breakfast inns and cottages. Winter is also the optimum time to view wildlife at Point Reyes. Heralded by the arrival of mature elephant seals and migrating waterfowl and shorebirds, winter also brings the annual migration of gray whales along the coast, plus spawning Coho salmon and steelhead trout up coastal streams. To make a Whales and Wildlife reservation, visit www.ptreyes.com and contact the inn or cottage of your choice. Mention Whales and Wildlife when you make your reservation. Holiday periods are excluded and advance reservations are required. Don’t forget your spotting scope or binoculars!

New Year’s Eve onboard the USS Hornet Museum

Ring in the New Year aboard the USS Hornet Museum aircraft carrier permanently berthed in at the former Alameda Naval Air Station. Enjoy live music, party favors, a silent auction, cash bars and food concessions, midnight countdown, and a spectacular view of the Bay Area skyline. Celebrate the decks of the historic aircraft carrier USS Hornet Museum for the ultimate New Year’s Eve Party from 8:00 p.m. to 1:00 a.m. on Monday, December 31. Doors open at 7:15 p.m. Tickets are \$50 to \$98 per person. Free parking. Gourmet buffet dinner is \$50 per person. Museum admission passes not valid at this fundraiser. For information and Reservations: (510) 521-8448 x 282

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

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Two Embarcadero Center, Lobby Level, San Francisco, CA 94111, 415.345-TOYS

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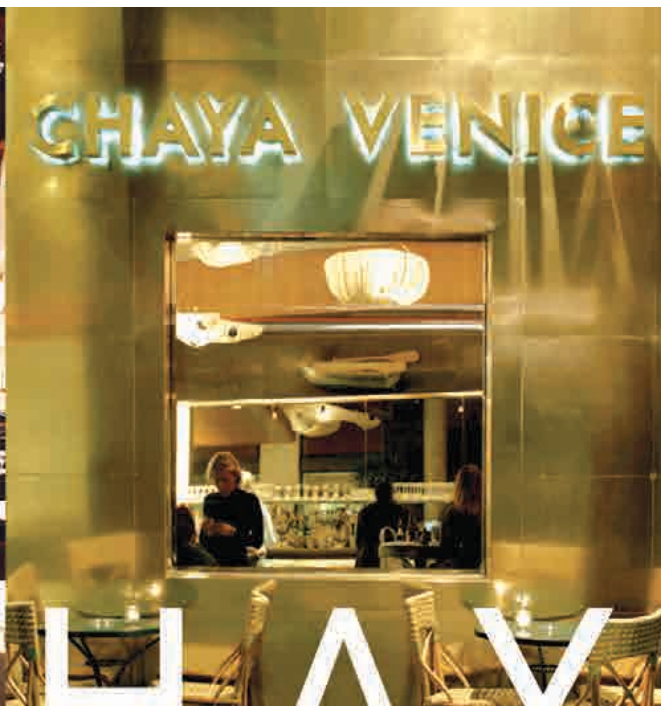
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