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"The Voice of the Waterfront"

February 2007 Vol.8, No.2

WAM-V!

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able to cross oceans, unveiled on the SF Bay

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columns

- 10** **TECHNOLOGY**
by Mary E. Shacklett
- 15** **DOCKSIDE DWELLING**
by Denise Dohogne
- 16** **LIBATIONS**
by Dianne Boate
& Robert Meyer
- 17** **ORGANIC RUMINATIONS**
by Thaddeus Barsotti
- 22** **BREW REVIEW**
by Joel Williams
- 28** **SAILING**
by Scott Alumbaugh

guides

- 24** **FERRY BUILDING MARKETPLACE**
Map to navigate the sunlit nave
- 25** **WATERFRONT ACTIVITIES**
Our recreational resource guide
- 30** **WTA FERRY SCHEDULES**
Be on-time for last call
- 34** **AROUND THE BAY**
See, be, do

news

- 04** **WAM-V**
Proteus was not made
for a movie
**by Scott Hargis &
Michelle Moday**
- 05** **Mammoth Ships**
SF is the port of choice
by JB Powell
- 08** **Working Waterfront**
& the return of the
Crossword

features

- 14** **Where's the Fish?**
Overfishing takes an
expensive toll
by GraceAnn Walden

green pages

- 18** **Setting the "S" Bar**
by Bill Picture

destination

- 21** **West Point Inn**
By Michelle Moday

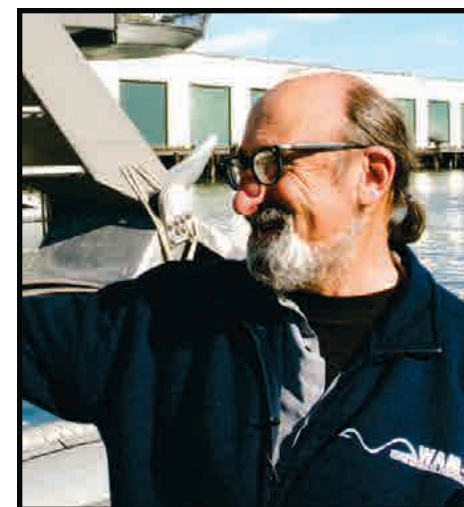


It looks like science fiction, but it's real. This high-tech modular craft was built to be impeccably maneuverable, safe, efficient and to run on water with "zero impact." What is it? See page 4. Photo by Scott Hargis.



Photos by: Scott Hargis

Above: "Proteus" skims over the Bay. Right, (top to bottom): Dr. Ugo Conti stands onboard "Proteus;" Pontoon & payload; Dr. Conti, inventor of WAM-V.



WAM-V!

Looks Like There's a New Sea God in Town

BY SCOTT HARGIS & MICHELLE MODAY

When getting a first glimpse of the 100-foot long arachnid-shaped, giant "thing" skimming over the surface of the waters of the Bay, the first question that comes to mind might be: "Is it Hollywood?" But the WAM-V (Wave Adaptive Modular Vessel), dubbed "Proteus" by inventor Dr. Ugo Conti, is very real.

Indeed, many people assume it must be a prop for a new Science-Fiction movie. "If Spiderman had a boat, this is what it would look like," remarked one observer.

The morning of Jan. 18, Conti docked *Proteus* (named after a shape-shifting sea god) at San Francisco's Pier 41 to unveil the modular, high-tech aquatic craft to the press. Up until then, WAM-V had been a tight-lipped secret that Conti's been able to keep out of the spotlight. That couldn't have been easy, considering the size and potential of this new vessel, and the high-profile companies contributing to its extraordinary design.

Proteus may look fantastic, with its 4,000 pound payload slung nearly 20 feet above the water between 100-foot pontoons, but Conti and his team of designers foresee practical applications ranging from search and rescue, science missions and even military uses for their craft.

With a draft of only 16 inches and a range allowing it to cross oceans, Conti says, "It's just like a helicopter. It flies, just in a different way. Our goal, our dream, is to create a vessel that goes at sea just like a helicopter."

Conti, a slim, white-bearded, 69 year old, says that "you have to be old" to conceive and create something like this. "Only older people can take this sort of risk," he says. "Because I have nothing to prove, [I've] nothing to lose." He also credits his business partner and wife, Dr. Isabella Conti, with over half the success of the project. When she was asked if his idea for the WAM-V was borne out of a mid-life crisis, she smiled and replied, "It was either this or a red sports car."

One thing is for sure: Ugo and his co-developer Mark Gundersen were thinking outside the box. Floating on the world's largest articulated boat sponsons, the superstructure rests on titanium springs, which allow *Proteus* to ride rough seas without fear of capsizing or excessive roll. Twin Cummins diesel engines are hinged to keep the propellers in the water.

The craft can run on bio-diesel, and one of the main advantages of the design is its high fuel efficiency — allowing it to make trans-oceanic voyages on only 2,000 gallons of fuel, crewed by only two people.

While sea trials are still underway, the team is unwilling to discuss specifics of the craft's performance. However, during the bay cruise put on for the press in January, the *Proteus* was clearly able to out-run and out-maneuver the Hornblower Yacht Sunset, which was cruising at about 10 knots. Beyond that, however, the *Proteus* team remains mum.

WAM-V technology is being developed by Marine Advanced Research, Inc., El Cerrito, CA. Support and sponsorship comes from Autodesk, HP, TwinDisc, Wing Inflatables, Timet, and Cummins Diesel.

More information at www.wam-v.com

Deal in the Works to Bring Mammoth Cruise Ships into the Bay

BY JB POWELL

When the *Queen Mary 2* steams into Pier 27 on Feb. 4, she will truly lord over the Embarcadero.

At 1,132 feet long and over 200 feet high, the Cunard Lines' flagship will be the biggest passenger liner ever to docked in San Francisco. But officials at the Port of San Francisco and BAE Systems, the new owner of San Francisco Ship Repair, are hard at work to bring more mega-sized cruise vessels into the Bay. In as little as six to eight months, San Franciscans could see a steady stream of newer, larger cruise ships, as well as aircraft carriers, pass beneath the Golden Gate for maintenance and repair.

Bay Crossings has learned of ongoing negotiations between the Port of San Francisco, BAE Systems, and the two biggest cruise ship companies in North America, Royal Caribbean International and Carnival Cruise Lines, to expand the Port's dry dock facilities to handle so-called "post-panamax" cruise ships. The *QM2* and Royal Caribbean's new Freedom Class vessels qualify as post-panamax, too large to fit through the Panama Canal. The Port



Photo by: Joel Williams

The *QE2* towers above Pier 35 on her recent visit to San Francisco.

The cruise industry would prefer to perform repairs and maintenance in San Francisco because of The City's increasing importance as a port of call.

owns the land and the two floating dry docks at Piers 68 and 70 and leases them to BAE, a British defense contractor who bought out the previous tenant, United Defense Industries, in 2005. The firm also runs shipyards in San Diego, Hawaii and Norfolk, VA.

"They [Carnival and Royal Caribbean] have expressed an interest in us to lengthen and widen [our facilities]," said Gerry Roybal in the Port's Maritime Division.

The Port's drydock #2 is already the largest floating dry dock on the West

Coast. Carnival, Royal Caribbean and other major cruise ship companies currently use it for the majority of their west coast dry docking operations. But, according to Roybal, it would need six to eight months of renovation to handle the new class of mega-ships coming into service.

"For the cruise companies to make the commitment [to deploy post-panamax ships on the West Coast], they have to have a post-panamax dry dock facility up and running within a year and a half," Roybal said. Federal law mandates that

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PHOTO FEATURE

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all commercial vessels sailing in American waters must be dry docked twice every five years for routine maintenance as well as for safety and performance testing. Because the newer ships are too large to sail through the Panama Canal, the cost of hauling them all the way to the East Coast or Asia for these mandated dry dockings would be prohibitive.

A facility in Victoria, BC is technically large enough to fit these monster vessels, but it is a so-called “graving” as opposed to a “floating” dry dock like those at Piers 68 and 70. Rather than raising a ship to the surface to work on it, graving dry docks keep ships on the floor of the harbor and simply pump out the water, making them impractical, and probably unsafe, for ships the size of the *Queen Mary 2*. In addition to these concerns, the cruise industry would prefer to perform repairs and maintenance in San Francisco because of The City’s increasing importance as a port of call.

Cruise ship traffic in San Francisco has doubled in the past four years to nearly 100 visits and 250,000 passengers per year.

Along with that increase in dockings, cruise ship repair and maintenance has become an important aspect of BAE’s business. Last year, eight cruise ships went into dry dock at BAE’s yard. By contrast, in the year 2000, only one passenger vessel put in for maintenance. Each cruise ship contract, generally, brings in between one and five million dollars. BAE’s lease agreement with the Port of San Francisco awards the Port 3.3 percent of the yard’s revenue in rent.

Over the last five years, the Port has reaped an average of just over one million dollars per year from that agreement.

“For the cruise companies to make the commitment [to deploy post-panamax ships on the West Coast], they have to have a post-panamax dry dock facility up and running within a year and a half,”
— Gerry Roybal, Port of San Francisco

For Roybal and the Port of San Francisco, expanding their dry dock facilities is an important step to continue attracting cruise companies to The City. “The logic [of expanding our facilities] is, they’ll be launching more cruises in and out of San Francisco because [it will be] easier for them to take their ships off-line” for maintenance here.

Military ships are BAE’s other main client in San Francisco. Ira Maybaum, the facility’s

president and general manager, wrote by email, “In the past few years, [we have had] a fairly even split between government and commercial work.” In the fall of 2006, the Military Sealift Command ship USNS Rainier went into dry dock for a 94-day renovation that was worth almost seven million dollars. Roybal believes expanding dry dock #2 could have the added benefit of luring larger military ships, even aircraft carriers, into San Francisco for repair.

The negotiations are still in the very early stages, despite the cruise company’s insistence on having the larger dry dock ready within a year and a half. According to Roybal, Carnival and Royal Caribbean have indicated a willingness to invest their own money into the deal, but the terms of such an agreement have not been worked out.

Officials at Carnival and Royal Caribbean could not be reached for comment.

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Dump the Pump





Photo by: Joel Williams

The Queen Elizabeth 2 slipped into San Francisco Bay under the cover of darkness early in the morning of Jan. 24. It brought some unwanted cargo: a highly contagious norovirus, which infected over 250 of the 1,600 passengers onboard. Most passengers had recovered their health by the time the QE 2 arrived at Pier 35. The 963-foot ship stayed in port for less than a day. Her royal sister, Queen Mary 2, the largest passenger ship in history, will dock in San Francisco on Feb. 4.

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South SF Ferry Terminal

There is a projected \$10 million cost overrun for the completion of the South San Francisco ferry terminal that may force the elimination of a planned breakwater. A breakwater is, essentially, a stone reef that pokes above bay level in order to calm waters exposed to a long fetch. Eliminating the breakwater results in a \$1.2 million cost savings, but could expose the new dock to weather hazards. The Alameda Harbor Bay Ferry installed a dock near the BART ventilation exhaust near the World Trade Center Club, without a breakwater; it was destroyed by weather in nine months. A breakwater was established near Gate E and has experienced no problems. The Water Transit Authority is exploring new sources of funding for South City's terminal.

FasTrak Becomes Popular

In January, Bridge tolls were raised by yet another dollar, but those who were signed up or signed up in December for FasTrak got a one month reprieve. In December, signups rose from 300 to over 1,000. Drivers have started to realize that FasTrak transponders speed them through the toll booths. The January discount didn't hurt either.

Caltrain Swears in New Member, Elects Officers

Caltrain (Peninsula Corridor) elected a new board at their last monthly meeting, which included San Jose City Council Member, Forrest Williams.

Baby Bullets On-time

Caltrain's "Baby Bullets," which skip certain stops have been credited with improving ridership by 13 percent, and achieving an on-time performance of nearly 95 percent.

Third Street Light Rail Opens, Partially

The new Third St. light rail line is open for partial service. Full service is scheduled for Apr. 7. This \$667 million project is around \$120 million over budget (mostly related to bridge enhancements), and nearly a year behind schedule. Some items are still not complete, including station shelters. The one completed glass shelter was destroyed by vandals, perhaps causing officials to re-think shelter design.

What is the Value of the Latest Toll Bridge Hike?

The additional \$1 we are paying to cross our toll bridges is aimed at directing seismic repairs to prevent a catastrophic failure during a major seismic event. The dollar will be firmly directed at funding seismic repair on the bridge you are driving over. Nobody likes a toll hike, but this is one we have to live with.

BART Finally Experiencing SFO Ridership Increase

Nearly 52,000 people elected to take BART to the Airport (SFO) during the 2006 holiday season, which represents a 4.5 percent increase over last year at the same time and a 29 percent increase over the first year of service in 2003.

BART Board Elects Two Women

In December the BART Board of Directors unanimously elected two women to BART's most powerful posts – Board President and Vice President. Newly elected President, Lynette Sweet and Vice President Gail Murray assumed their posts after the nine-member Board of Directors cast their votes at BART Headquarters in Oakland. President Sweet said she would use her position to lead BART into an era of better representation for women and minorities in the transit district's upper management ranks.

1	2	3		4	5	6	7	8	9		
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47					48			49			

DOWN

1. Geriatric Org. that invites you to join at 50
2. Cut flowers after a few days
3. DC, LA and Atlanta all have these
5. State with motto Dum Spiro Spero, while I breath I hope (init.)
6. Law regarding war (acronym)
7. It hurts
8. To have held someone at fault
9. Internet country ID for Bangladesh
11. Radio use these now
12. Confusing
15. A 10' tall 9th century cross at Cumbria
17. Not out
19. Is Not! ___ ___! (two words)
20. Not off
23. Had a goof in the commute
25. The first name of Agatha Christie's famous detective
26. Supposed arrival time and this local agency that has had problems with its service reliability due to its railroad provider (two acronyms)
27. Liquor from a berry
29. Goes into
31. Contraction used by 21 across
33. The chemical symbol for Argon
35. The stock symbol for a \$4 billion holding company
37. Dutch ___ Disease
38. Frog-like animal
41. Government agency in charge of airlines and flying
42. Not the regular tax (acronym) or Montreal's transit agency (FR)
44. This state's motto is "Hope" (init.)
46. Not fro

ACROSS

1. Famous Food Company that goes by its initials
4. ___ ___ (messy) person (two words)
10. This person's Half Sister was Athena
12. Was Able to
13. Spartacus Gladiator ___ Dalgas
16. Group of folks interested in canoes, correctional work, counseling or camping (acronym)
17. Ego
18. Second Busiest Port in the Bay Area
21. Sappho, Alcaeus, Pindar and Solon are in this group
22. Spanish for in
27. He is in Iraq
28. Concerning
30. We had a meeting ___ ___ (A section of the DOT).
31. Symbol Sn, Atomic number 50
32. Short for studying the body
34. Assigning a value judgment
36. MUNI has these (and nobody else in the Bay Area has them)
39. Not she
40. A lazy person
41. One out of the long list of Do Re Mi's
43. A wrong thing to do
45. A buck instead of a doe
46. Shorthand for the mountain where the West Point Inn is located
47. A Government agency's identification card or the steamboat Ego
48. WWII attack and escort vessel
49. How many readers of Bay Crossings commute

Crossword by Graham Claytor

Answers available online at www.baycrossings.com.

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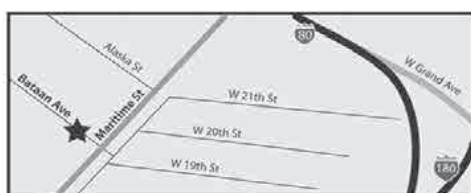
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Tools, Paper towel,
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Tylenol,
...and we weight trucks!

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Coming up in future issues of Bay Crossings
March - Winds of Change
April - Setting Sail

Avoid PC Repairs, Know Your Software

BY MARY E. SHACKLETT

There are millions of PC users throughout the country from every imaginable demographic. Some are PC-savvy, while others prefer to know as little about their computer as possible. One thing we all have in common at some point is PC problems and the need to repair them.

PC Problems

Hardware problems once headed the list when it came to computer repairs, but today, software issues have taken center stage, especially in the areas of computer security and spyware.

"The ratio of software to hardware

repairs is now about eight to one," according to one big-box store computer technician, who asked not to be identified for the article. "The number one problems we encounter are viruses and spyware. After that, it is problems with security software so tightly integrated with the computer system that the system crashes."

A second major complaint area is that the computer is running slow.

"Most people at first glance think this is due to the security program that they are running," said the technician. "In reality, their security software is being installed on a software base that already includes many other programs that they are not even aware of. In PCs that are two or three years old, it is not unusual for us to find that over one-third of the computer's processing capacity is being consumed by advertisements and trialware for software. These offers come packaged directly from the manufacturer that the computer is purchased from ... When all of these items run in combination, it can make the computer very slow."

This is not to say that hardware problems are non-existent.

The most common component for hardware failure today is the power supply and fan, followed by the CPU and the hard drive. Often, these hardware failures form a chain of events. For instance, a fan failure can generate a CPU failure because the motherboard overheats.

In PCs that are two or three years old, it is not unusual for us to find that over one-third of the computer's processing capacity is being consumed by advertisements and trialware for software.

PC Repair

When a PC repair issue surfaces, the user must decide where to get the problem fixed.

The good news is that there are 24/7 organizations with Internet access for online troubleshooting, and, turnaround for many technical issues is rapid in the big box stores. Manufacturers, like Dell, provide online support and help facilities that track computer activity and ask questions, like, "Did you mean to change that setting?"

Or, stay local, and support a computer sales and consulting service store in your own neighborhood, which may provide the best personalized service option.

Regardless of the PC repair avenue you select, it is important to communicate as clearly with the repair technician. If using a service plan, always make a note of the case number for reference. Throughout the repair process, it is of great benefit to ask questions and look for proactive recommendations from the technician to avoid a recurrence of the problem.

Recommendations

- Always have the latest security software and operating system upgrades. Stick with one security software program, as these programs tend to be very slow.
- Problems installing or using security software? Consult a professional. Installation and usage are major causes of PC problems and performance issues.
- Minimize logins. By using multiple logins, multiple sessions of Windows are created. This slows the computer down.
- Turning a computer off reduces the number of power spikes and outages it is subjected to.
- Use Spyware programs. There are free ones that are very good. Do some research and install one.
- Consider a regular PC checkup. For around \$100, a PC technician can optimize and/or perform an annual "tune-up" on your PC.
- Keep your PC clean. Dust accumulation is a major contributor to hardware failures.
- If buying a service plan, have an understanding of the vendor's service levels, and be sure they meet your needs.

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Mary E. Shacklett is President of *Transworld Data*, a marketing and technology practice specializing in marketing, public relations and product management for technology companies and organizations. Mary is listed in "Who's Who Worldwide" and "Who's Who in the Computer Industry." She may be reached at (360) 956-9536 or TWD_Transworld@msn.com.

The Renaissance School Celebrates Black History with Art, Music, Literature

Oakland, CA – The Renaissance School and Jack London Square are working together to present a series of events celebrating Black History.

In early February, The Renaissance School, in Oakland, will hold an art exhibit titled, “Through the Eyes of Children: Unique Perspectives on Art as Black History,” which employs a uniquely global artistic approach to Black History, by demonstrating the various influences of African art. This display, featuring the art of The Renaissance School students, aged 2 through 15 years, will be featured at 472 Water Street in Jack London Square, near Barnes & Noble. “Through the Eyes of Children” will open at 11 am on Sunday, February 11, 2007, and will be on display for the remainder of February. Additional gallery hours will be held throughout February.

On Fri., Feb. 3, from 2- 6PM, The Renaissance School will play host to “From the Hearts of Black Artists: Reflections of a Culture”, inside the event loft of Barnes & Noble in Jack

London Square. The featured art, all of which is being donated to a silent auction for the school, will be that of many local African American artists, including Beverly Chenier, Charles Bibbs, Christopher Carter (Maverix Studios), Cozetta Guinn (NBARI Art), Ed Bell (Maverix Studios), Frank Frazier, Linda Townsend-Bryson (It’s Our Business), Malik Senefru, Mark Sublett, Monica Stewart, Phyllis Stephens and Vaughn Ross (Maverix Studios). These artists were invited to participate in the event by P.J. Herring (Herring Fine Art), a prominent private collector of African American art in Oakland. The silent art auction will be held in conjunction with a multimedia display of black Americans that influenced American history. The Renaissance School Elementary Choir and Oakland’s Zion Tabernacle Baptist Church Gospel choir will also perform.

The Renaissance School’s “Soul Food Sunday” will take place the following weekend on Sun., Feb. 11, and will be held once again inside the event loft of Barnes & Noble from 11AM-5PM. Visitors will have the opportunity to taste

Soul Food from the kitchens of parents, relatives and friends of The Renaissance School, and there will be a performance by The Renaissance School Elementary Chorus. Bryant Terry, renowned chef and author of *Grub: Ideas for an Urban Organic Kitchen*, will host a discussion, titled “In Search of Soul Grub: African-American Heritage Cooking in the 21st Century.” Terry will also be on hand to sign copies of his book. Local African drummer Mosheh Milon, Jr. of Blackstone Productions will also perform and will host a children’s African drumming workshop. Actor Gregory Bonds will also be on hand to host an African Story Time for children.

Leslie Hites, Head of The Renaissance School, is particularly excited about embarking upon these events in February as a way of celebrating Black culture. “One of the founding premises of The Renaissance School was to provide an international center of culture to the East Bay community,” she says. “We are grateful to Jack London Square for the opportunity to participate in the multicultural richness of the area in which we live.”

The Renaissance School

The Renaissance School was founded in 1992 by Leslie Hites, originally as A Child’s World Montessori School. Based on the philosophies of Maria Montessori and Zoltan Kodály, the school has grown over the past 15 years into a warm, loving community of students, families, and teachers committed to giving their children a world-class education. With an enrollment of about 150 students ranging from preschool through eighth grade, the Renaissance School is a multicultural and multilingual community with a particular dedication to foreign language immersion and to the arts. The international faculty and student body represent more than 30 different countries and nearly every ethnic group and major world religion.

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Richmond's East Brother

East Brother Island, an island only three-quarters of an acre in size, sits just off the eastern shore of Richmond in the San Pablo Straits — the body of water that separates the San Francisco and San Pablo Bays. Its beacon is the East Brother Light Station, with a fully functional lighthouse, over 130 years old, which, now, also functions as a bed & breakfast inn and a unique location for a summer afternoon getaway.

In the mid-1800s, it was determined a lighthouse was needed to safely guide ships through the two-and-a-half mile waterway that connected San Francisco and the Pacific Ocean with Stockton, Sacramento and Vallejo's Mare Island Navy Yard. In 1873, the East Brother Light Station was commissioned by the federal government in order to prevent vessels from straying off course in the dark or in the fog. East Brother's lighthouse was built with six rooms and an attached rectangular light tower. The station also included a separate fog signal building, workshop, fresh water tanks, wharf and boathouse.

But it almost met its demise in the late 1960s, when the Coast Guard equipped the lighthouse with an automatic rotating beacon to cut staffing and maintenance costs.

Since the automated beacon no longer required the Island be manned, it was announced that the old buildings would be demolished and a steel or concrete tower would be installed in their place to house the light. However, a group of Richmond residents vowed to save the



Photo Courtesy of East Brother Light Station, Inc.

The 19th Century lighthouse on Richmond's East Brother Island was restored in the 1970s with the help of hundreds of volunteers and donations.

“Enveloped in fog or cozy by a fire, with the foghorn sounding faintly in the background, you are truly transported to another time and another place. There is nothing like this anywhere else in the Bay Area.”

beloved, old landmark. In 1971, East Brother Light Station was placed on the National Register of Historic Places. The station was saved from the wrecking ball; but, no funds were available to restore or maintain the buildings. Throughout the 1970s, the structures fell into disrepair. The only regular visitors were Coast Guard crews sent to check the light and fog signals.

Eight years later, East Brother Light Station, Inc., a non-profit citizens group was formed in Richmond, whose purpose was restoring the old buildings. They wanted a landmark that Richmond residents could visit and be proud of. The citizens' group raised money through private donations and matching government grants, and with the help of hundreds of volunteers,

the equivalent of \$300,000 was put into the project. Rehabilitation and restoration was completed by 1980. Even the powerful diaphone fog horn - originally installed in 1934 - still honks with the trademark two-tone “bee-oooh” sound.

Volunteers continue to help with East Brother Lighthouse Station restoration projects. As a non-profit organization,

East Brother Light Station, Inc. is always looking for more volunteers because maintaining a lighthouse is a never-ending task, and there are needs for everything from cleaning windows to diesel mechanics. Any other maintenance costs are covered by day-use fees — and by operating as one of the most unique bed and breakfast inns in the Bay Area.

- an Island Like No Other

Lighthouse Overnight

When overnight guests step onto East Brother Island, they take a step back in to maritime history. Small groups are welcomed by the innkeepers and shown to the parlor for champagne and hors d'oeuvres. As the sun begins to set, guests are welcome to ascend the spiral staircase to the lighthouse tower to catch a view of the shimmering San Francisco skyline.

Five rooms are available, with four having been former keeper's quarters, and they are located in the historic lighthouse, itself. Each room, named for its view, has unique décor and a queen-size bed. One smaller and more rustic room, known as Walter's Quarters, is in the fog signal building. Being apart from the main building, it offers a unique sense of privacy.

Once settled in, it's up to the guest to indulge their preferences. Some prefer quiet and comfort, reading, relaxing or being social. Others may indulge their maritime curiosity by watching a parade of sailboats, tugs or tankers. Some guests browse the library collection of books and historical files about former lighthouse keepers, shipwrecks and sea stories. On cold winter nights, a fire in the wood stove keeps everyone cozy.

A gourmet multi-course dinner is one highlight of the evening. It is served for all guests at the same time, in the dining room, a good time for guests to get to know one another. Although the menus and accompanying wines change seasonally, some favorites include citrus-glazed Rock Cornish game hen or beef and salmon Wellington in a puff pastry served with a dill

hollandaise sauce. Breakfast is no less a work of culinary art. Early birds are rewarded with piping hot popovers and a full breakfast is served in the dining room for all guests, which often includes a house specialty, Lighthouse French Toast Soufflé.

Those who want to visit the Island, for a picnic or to fish or just for an interesting excursion, without staying the night, can take a day trip on Saturdays during the summer months, beginning in May. For \$15 per person, including boat transportation, visitors can spend about four hours on the island. Innkeepers, Katy and Elan Stewart, also provide guided tours of the facility.

Winter is also a nice time to visit.

Tom Butt, president of the non-profit board since 1979 and a Richmond City councilman says, "Winter is my favorite time at the Island. Enveloped in fog or cozy by a fire, with the foghorn sounding faintly in the background, you are truly transported to another time and another place. There is nothing like this anywhere else in the Bay Area."

The full history of the light station and the many colorful characters that have worked as keepers is available in the book, "East Brother, History of an Island Light Station," which may be accessed, along with other information, online:

www.ebls.org

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Photo by: Joel Williams

Just off the Richmond shore, East Brother Light Station can feel like a world away.

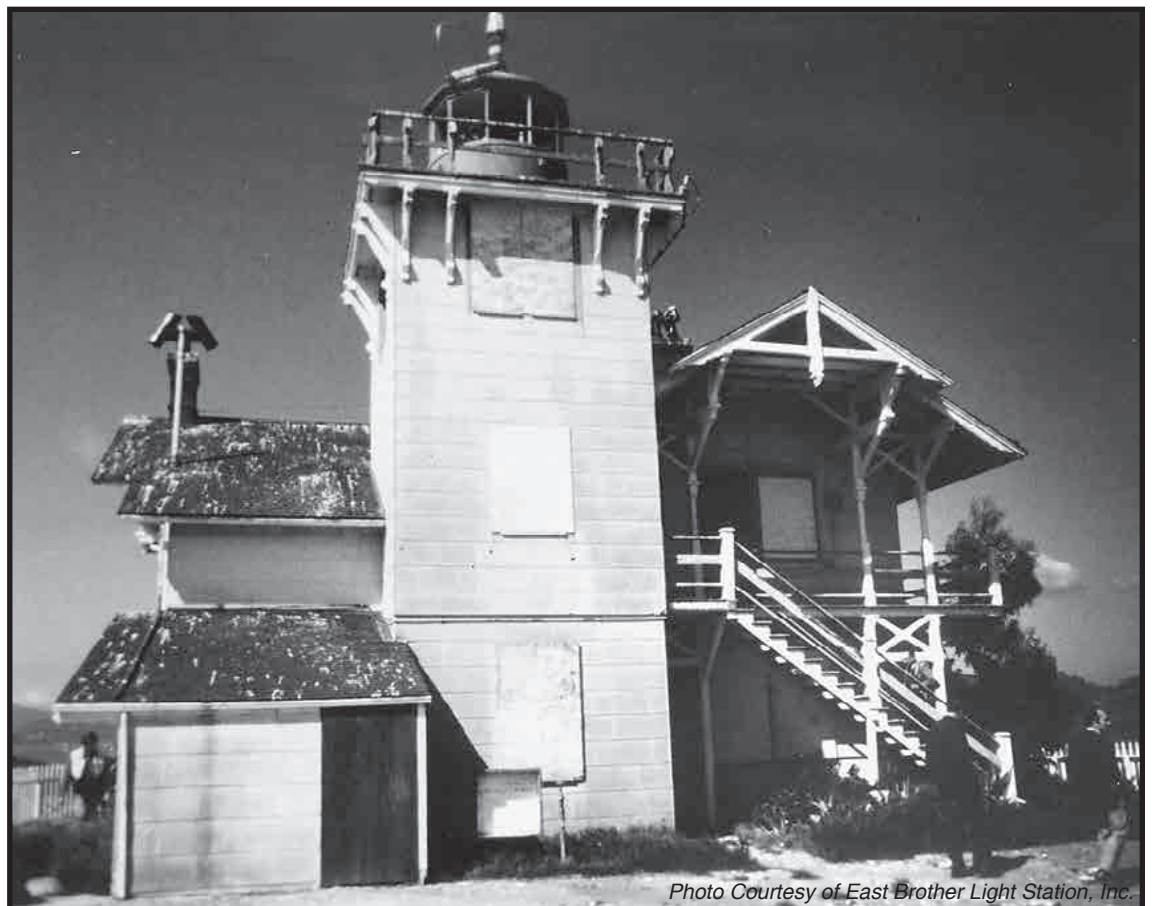


Photo Courtesy of East Brother Light Station, Inc.

Although saved from the wrecking ball in 1971 the historic lighthouse fell into disrepair in the 1970's before restoration efforts began in 1979.

Question of a Good Catch

BY GRACEANN WALDEN

Go to almost any local grocery store and you'll find the seafood counter case filled with local crab, catfish, trout, two kinds of sole, swordfish, oysters in and out of the shell, mussels and a rainbow of shrimp from mini to mammoth.

Stroll over to our beloved Wharf and truck on in to A. Sabella's, Scoma's or Alioto's No. 8 and a waiter will hand you a menu the size of the Sunday paper, chock full of tantalizing seafood dishes.

By dining on seafood, you've made a healthy choice — it's low in saturated fat and high in a specific form of unsaturated fat - omega-3 fatty acids - thought to help in reducing heart disease.

So, with the memory of a couple of yummy, healthy seafood dinners on your mind, you open the morning paper and read the dire news: researchers have found that 38 percent of the world's already-depleted seafood species have declined by more than 90 percent in the last century.

That means a fisherman's annual catch is merely half of what it once was.

The scientists' warnings couldn't be clearer: If we don't take action worldwide, over-fishing, in combination with factors of pollution and global warming, threatens to wipe out most of the fish supply by the middle of this century.

Economically, the loss of seafood supply will be felt by people up and down the local food chain industry — from fish processors, to restaurants, to consumers. What does that mean for Wharf restaurants and, in fact, the Wharf itself? To find out the answers, I talked to two long-time Wharf chefs and a major fish purveyor.

Todd Hansen has been the executive chef at A. Sabella's Restaurant for 10 years.

"The warnings about the depletion of our fish supply are all correct," says Hansen. "What will happen in the short-run is that as the supply of seafood declines the price will increase, and that will force people to stop eating fish," he continues.

Hansen says he's already seen that happen with Bluefin tuna. He says that Japan buys 80-90 percent for their market. Because it is important to their cuisine, they are willing to pay much more.

"Add to that, that the American dollar is not as strong as the yen — I don't even ask my purveyors about it anymore," says Hansen.

These days his best seller is Alaskan halibut, but it used to be salmon. The cost of wild salmon, which is regulated, has driven up the price on his menu. "I can remember when the cost of

salmon was less than that of Petrale sole," Hansen says.

Steve Scarabosia, the chef at Scoma's for 22 years, has seen certain delicious items, like abalone, rare Petrale sole, and Rex sole, fall off his menu. He'd like to see some better fishing practices.

"We used to have ocean perch. Some of the flat fish are caught in the by-catch of the draggers and just die," Scarabosia says. "The boats with dragger nets scoop everything. They need to have better nets that target only what they want to catch."

Neither Scarabosia nor Hansen uses any farmed seafood, except for clams, mussels and oysters.

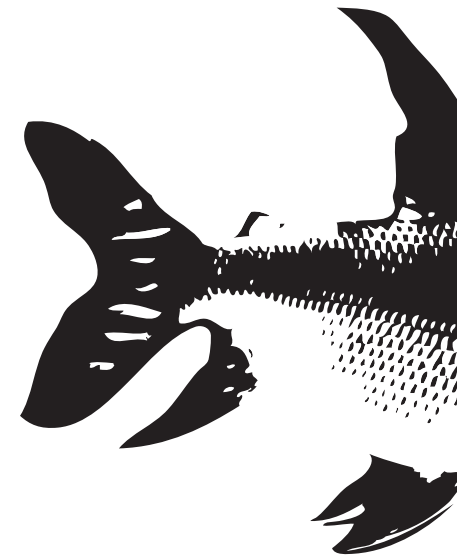
Trout, tilapia, catfish, and shellfish like clams, oysters and mussels have been successfully raised on fish farms for decades. But, when it comes to Atlantic salmon, farming is not a good idea. Salmon farmers have to catch small

fish to feed the salmon, — a bad move economically and ecologically — and then color is added to the feed, so the salmon looks "natural." We've all seen this in the supermarket.

It's not all bad news, according to industry leader Tom Worthington, partner in the Monterey Fish Market at Pier 33. He says that it's very simple: some fish are in trouble, some do well, some are on the rebound and some are on the rebound but it will take time. And all this is happening at the same time. Regulations have done wonders.

"Ling cod are coming back and so is Petrale sole. Sardines, which were almost exterminated, are back big time," says Worthington.

The bottom line is that as a planet we



need to cooperate and manage the oceans for the long-term. This means regulations against over-fishing, including areas that are federally protected from all fishing.

In the meantime, eat sustainable fish and pass on the orange-colored salmon.



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Like Water for Wine

Dockside Dwelling: From Ship to Shore

BY DENISE DOHOGNE

In past issues, I have told of my waterborne experiences alongside my leisure pastimes and professional pursuits: living aboard my boat, moving back to a home on land, identifying new waterfront real estate developments and defining small ship cruising; however, water, boats and real estate aren't the only benefits of waterfront living. Another one of my passions, which also pairs well with Valentine's month, is the world of wine. Interestingly, wine plays a noteworthy role in waterfront living Wine Country-style.

In the boating community, there is a slang term called "slip sailing," which, in its truest form, means enjoying a cocktail or two on a sunset "cruise"...that never leaves the dock. A slip sail wouldn't be complete without a great California wine, some nice cheese, smooth jazz and a warm summer breeze.

From a personal perspective, water and wine are original elements of, literally, who I am. My significant other, Dennis, and I are both named after Dionysus, the Greek god of wine, dance, merriment, vegetation and fertility. The only good thing that Dionysus isn't the god of is chocolate! He was celebrated during the harvest of the grapes, and is depicted wearing a wreath of vine leaves. Another interesting tidbit is that Dionysus was also a sailor. And, according to mythology, the god had a favorite island where rivers ran with wine, instead of water.

Much of Bay Area Wine County can be explored via waterway on small ship cruises from San Francisco up the Napa River - something I know a little bit about - but, previously unbeknownst to Dennis and me is that grapes top the list of one of the most chemically treated categories of produce on the

market today. With the country seeing a big spike in both wine-making and wine-drinking from coast to coast, some California wineries are seeking organic alternatives to conventional wine making. For example, Benziger winery in Sonoma offers a tractor-pulled tram ride through their vineyard for an up-close view of their organic vines.

Going organic means much more than simply renouncing the use of certain chemicals (insecticides, herbicides, fungicides and other "cides"); it implies a greater respect for the land and an attempt to reacquire the balance that is lost through the use of chemicals. These chemicals are not only expensive but are absorbed by the soil and can contaminate water systems.

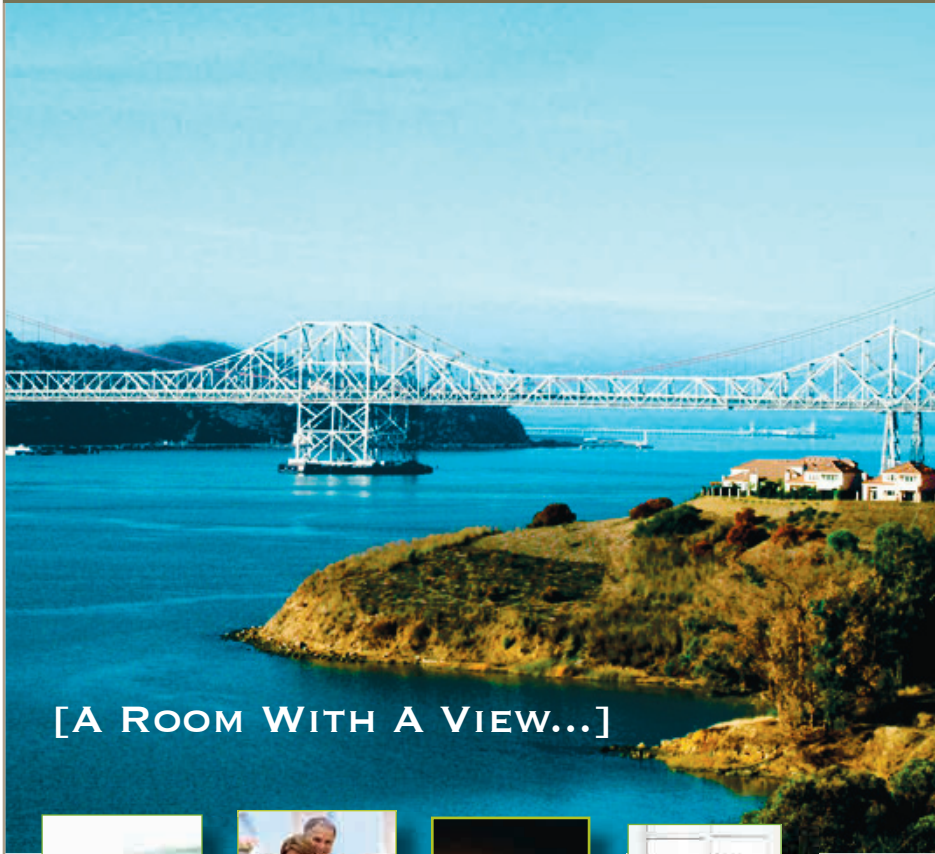
It was our namesake and our extensive appreciation of wine that led us to ponder trends in winemaking. That, and, since moving from ship to shore to our waterfront townhouse in Downtown Benicia, we have been anticipating the grand opening of our downstairs neighbors international wine shop and pairing / tasting bar. With this Dionysian addition to the Harbor Walk development at the bottom of First Street, the social scene in downtown Benicia looks to become even more charming. Cheers to that!

Denise Dohogne





is Broker/Owner of Denise Dohogne Real Estate and Travel, a Waterfront Real Estate and Specialty Cruise Agency in Benicia. She is captain of a 1977 CHB Trawler, the Hey Diddle Diddle in Glen Cove, and a member of the Vallejo Yacht Club. For more information, call (888) DD4-WATER or visit www.DeniseDohogne.com




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Winding Down on the Russian River Wine Road

BY DIANNE BOATE & ROBERT MEYER

Oh, aren't we so lucky to live in an area where an hour's drive can have you setting foot in a fine winery? There are several directions to go, but in mid-January we headed to Sonoma County to check out the Russian River Wine Road Association's *Winter Wineland* event. One-hundred five wineries put their best foot forward by providing excellent wines, gourmet food, blazing fires, attractive merchandise and a certain manner that says right away how very glad they are to see you.

While wines of the area's three appellations - Alexander Valley, Dry Creek, Russian River Valley - were the main focus, we found the greater emphasis to be on wine and food pairing. And, since there was an all-day frost on the ground in some places outside, the hot dishes were especially appreciated. We had lunch all day long!

Some wineries changed their dishes; others, such as Taft Street Winery, said they would be in big trouble if their white bean Chili Blanco was not there, hot and waiting.

Balletto-Dutton/Goldfield poured highly regarded Chardonnay and Pinot Noir, and paired them with roast loin of pork, BBQ'd tri-tip with horseradish sauce and a barley minestrone, all very generously served.

Dutton Estate Winery offered steaming corn chowder with corn bread and a chocolate fountain to dip dried apricots and pretzels. They featured a three-year Syrah vertical that began with 2002, which was perfect with the food.

There was more than wine for us in the Russian River wine country.

We stayed at Madrona Manor, a regal 125 year-old house filled with beautiful objects and art work and gleaming crystal. It's the place to stay if you want to feel like kings and queens.

At the Alderbrook Vineyards tasting room, Dianne marveled over the beautiful selection of gifts available at very reasonable prices. Best buy: a dozen plastic grape embossed picnic wine goblets.

Then there were birds: Raven, Crow, Blue Jay, Turkey Vulture, Robin, Tufted Titmouse, American Egret (Dianne stalked one for a photograph) ... It seems the birds are thriving in the wine country environment as much as the grapevines do, and to some winemakers, the welfare of all nature is as important as making wine.

Some of the participating wineries at the Russian River Wine Road events are very small and go through about 30 bottles in two days; and some are very large, pouring out six cases. We learned that there should be 24 tastes in a bottle, something to remember for your next blind tasting party. www.wineroad.com

Robert Meyer is a consultant to the wine and spirits industry. Dianne Boate writes, photographs and paints. *First day of the weekend, Robert tried the wines, Dianne drank water. Second day, Robert drank the wines, Dianne drank water — until she discovered fine shopping everywhere in Healdsburg.*



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Thaddeus' Ruminations

A Few Degrees Makes a Difference

BY THADDEUS BARSOTTI

I will always remember my mother pointing out the gently sloping hills in the Capay Valley, golden and painted with shadows from the sun and oak trees that sporadically embellish the landscape. She pointed to the spots where the hills were flat enough to farm, yet, still well above the valley's floor — spots the cold air would "roll right off of," as she used to put it.

It is no wonder my mother taught the value of a few degrees. In the frost of 1988, she lost a young Satsuma Mandarin orchard — meanwhile, the orchard just a few hundred yards up the hill survived. This was an expensive lesson and surely one a parent would not want her children to learn the hard way.

Many orchards and farmers are feeling

the effects of the cold snap that just covered the state. It is estimated that 75 percent of California's citrus crop was lost this year. The percentage of the orchards that were killed will be determined this spring. The orchards and crops that survived were in abnormally warm micro-climates or at an elevation that escaped the cold air below.

Cold air is much denser than hot air. Farmers pay particular attention to this when selecting a location to invest an orchard sensitive to freezing temperatures. We were interested in growing citrus. These tropical trees, quite frankly, were never intended to survive Northern California's winters. But Citrus trees are really only in danger during the extremely cold periods, but those occasional freezing temperatures are death — briskly disguised.

When the temperature creeps below

the freezing point, the cold, dense air pulled down by gravity displaces warmer air to higher elevations, resulting in what is called an inversion layer. It may not seem like much, but these few degrees can determine whether an orchard dies or lives another season.

When I drive around our valley, I still recognize those perfect spots my mother pointed to — high enough to scare away the cold and tame enough to farm. I can see what the orchard looks like to others driving by — a green patch in the quilted layers of grasses, shadows and trees that make up the hills. It crosses my mind that those spots are important for only a few weeks of the 20 or so years that a Citrus tree produces fruit; but the importance of those moments are paramount events in an orchard's life. Those moments are what allow the orchard to continue to work for the farmer who placed them there.



Citrus & Fennel Salad

2 Cups diced sweet citrus (any)
1 Cup fennel bulb; thinly sliced

Simple vinaigrette;
1/4 Cup olive oil
1/4 Cup balsamic vinegar
Salt and Pepper to taste

Mix ingredients, chill and serve.

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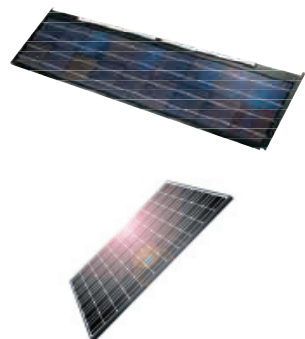
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Photo by: Michelle Moday

Sustainability experts based here in the Bay Area are developing a sustainable business achievement rating system that will set the bar for corporate sustainability.

Bay Area Setting the Business S-BAR

Students to Experts Creating Sustainable Success from Triple Bottom Line, Up

BY BILL PICTURE

Sustainability” is the buzzword du jour among business world higher-ups, particularly corporate types, for whom the Holy Grail, as indicated by many large companies’ recently revised mission statements, is achieving “zero-impact” status, that is, doing business without negatively impacting the world around them.

But what does that entail? What does “sustainability” really mean? And how do businesses, big and small, achieve it?

Ask most Bay Areans what “sustainability” means in respect to business, and they’re likely to define it as minimizing a business’ environmental impact. But

sustainability experts insist that truly responsible business-doing means much, much more than just “greening” the workplace.

“Most people don’t really understand the ‘S’ word,” jokes Joel Makower, founder of GreenBiz.com. “So it tends to be used as a proxy for environmentalism. But, for businesses, it’s really about measuring their organization’s success in terms of a triple bottom line — economic, environmental and social.”

“[‘Sustainability’] is a big, big word,” adds Oren Jaffe, of San Francisco, a Business Development Manager for Bureau Veritas’ Consumer Products Services division. “But, when you get right down to it, it’s about global citizenship.”

Bureau Veritas conducts independent third-party audits of human rights conditions in factories for clients

who rely on outsourcing, often to factories in Third World countries, to keep production costs down.

“That’s the social part of sustainability and corporate responsibility,” Jaffe explains. “And that’s really my passion.”

Jaffe helps his clients understand what’s going on in factories from a human rights perspective, in order to help them avoid embarrassing and costly missteps, such as the Nike sweatshop debacle.

“Nowadays, companies are much more worried about violating child labor laws, for instance, than they are about a product recall,” he says. “Minimizing the risk to their brand is really important.”

Jaffe says that more and more companies are finally beginning to realize that the same socially responsible business practices that endear them to conscious

consumers also boost their organization's economic bottom lines.

"Logic dictates that, if you treat your employees well, they will be happier. So the quality of your product goes up, and consumers buy more of whatever it is you're selling," he explains.

Clif Bar, Inc., maker of the popular Clif Bar energy bars, is a perfect example of a company investing in its human capital, its employees. A few years ago, the Berkeley-based company began paying its employees to work out for a half-hour each day.

At first glance, this may seem like an unnecessary expense. But, since the program was implemented, Clif Bar's healthcare costs have gone down, and employees have taken fewer sick days.

Clif Bar also encourages its employees to do volunteer work while on the company clock. Together, these programs have resulted in increased productivity and an upswing in revenue.

While data proving big business' role in the global warming crisis is irrefutable, Jaffe says that an absence of more, quantitative

hard evidence that can be used to drive home the benefits of social responsibility with skeptical CEOs and CFOs is keeping the concept of across-the-board sustainability from being embraced by mainstream corporate culture.

So, too, is the lack of a non-industry-specific standard against which an organization's performance in respect to sustainability can be measured. To that end, a team of sustainability experts based here in the Bay Area are developing a rating system. When it is implemented, which is expected to happen within the next five years, S-BAR (Sustainable Business Achievement Rating) will set the bar for corporate sustainability.

"For any market to flourish requires norms and standards. And there are none for sustainability," explains Joel Makower, part of the S-BAR advisory council. "There is no definition of 'good,' let alone how good is good enough. S-BAR will provide that missing metrics."

Further prompting the business world to make good on its responsibility to the global community, of which it is a part, is the gradual working of social and environmental values into the curriculum of business school students. Four universities currently offer MBA programs related

to sustainability management. With degrees in hand, graduates of these programs will go out into the workplace to clue in the rest of the business world on the benefits of thinking globally and in the long term.

"When businesses make decisions, they have to look a few steps ahead and consider the consequences and the impact on all aspects of society," explains Dr. Ron Nahser, co-CEO of the Presidio School of Management, whose four-year-old Sustainable Management program now boasts more than 160 students.

"We need to learn how to reconcile profit motive with social concern. Our students' goal isn't to get a better job or to make a lot of money. Their focus really seems to be one of service."

"I want to earn a good living and participate in positive change," says Presidio student Janet Smartt, a web and print designer, who intends to pursue a career in the communications field to

help socially responsible organizations, be they non-profit, for-profit or governmental, to spread the word about sustainable practices and environmental stewardship.

"I've always cared about the environment," says the Tennessee native. "I

thank my parents for that, and the Girl Scouts. I feel really grateful to be [in this program]. I've gained a lot of knowledge, and, when I'm done, I want to share what I've learned."

Smartt hopes that, within the next 20 years, sustainable practices will be incorporated into every business' operating procedures, regardless of the industry or size of the business.

"But what we're going to need is leadership on a national level," she adds. "The voice that business will listen to is the voice of policy."

"Twenty years is doable," says Joel Makower. "A lot has happened in just the last eighteen months. We've seen things happen that I never would have predicted happening so quickly. So I'm hopeful."

More and more companies are finally beginning to realize that the same socially responsible business practices that endear them to conscious consumers also boost their organization's economic bottom lines.

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Photo by: Michelle Moday

"The voice that business will listen to is the voice of policy." — Janet Smartt, Presidio MBA candidate

Touro's Two-Year Plan for a Sustainable University in Vallejo

BAYCROSSINGS STAFF REPORT

Touro University is about to come above the radar screen for the citizens of Vallejo. In Sept. 2006, the non-profit university with 29 campuses worldwide, proposed a plan to the City of Vallejo to develop the north end of Mare Island (a 191 acre site) as a sustainable university community, with related light industry and health research centers. Their vision is to build one of the first entirely green communities built to LEED standards. LEED is an acronym for Leadership in Energy and Environmental Design, and a nationally accepted benchmark for green design, construction and operation of buildings that consume far less energy and fresh water.

On Jan. 9, 2007, the Vallejo City Council voted unanimously to accept the proposal. The plan is for the City of Vallejo to remediate the land, which will be funded by the Navy, and then transfer the land to Touro University.

Touro and its educational partners, California Maritime Academy and Solano Community College, hope to transform Vallejo into a thriving academic community. Touro's ambitious plan proposes lecture



*'NORTH END COMMUNITY CENTER'
TOURO UNIVERSITY VILLAGE & NORTH
MARE ISLAND DEVELOPMENT*

Touro's new University Village will be located at the north end of Mare Island adjacent to Highway 37. The current Mare Island campus was started in 1998 in the former Combat Systems buildings, on 44-acres and with 60 students. Today, there are over 900 graduate students, a population projected to grow to over 2,500, even without the expansion.

and research facilities, faculty and staff housing, student housing, private development research space, retail shops, pedestrian river walk, a park, an athletic field, a protected wildlife habitat, a community center, high-end business and a light industrial park.

How soon can we expect to see the university campus on Mare Island become a sustainable community?

Dick Hassel, Vice President of Administration for

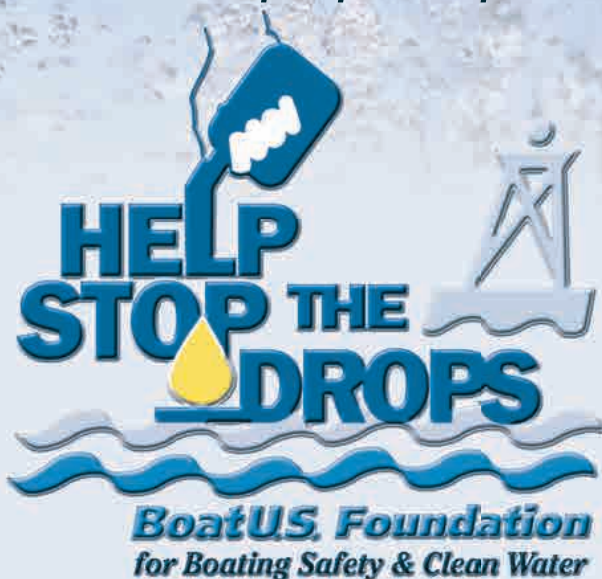
Touro University, said it will take about 24 months to see the first structures. But given the environmental remediation issues, he called it "rocket speed."

Despite having received the unanimous approval from Vallejo City Council, Touro University is committed to an open public process for its development plans. In the next several months, there will be public meetings where the plans will be discussed and public input encouraged.

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DESTINATION



Photos by: Michelle Moday

The expansive view of the East Bay from the wraparound front porch . Right: (Top) Renovated Edwardian-era lounge (top); (Bottom) Hikers, bikers and guests enjoying the view and the afternoon sun.

Big Porch View at Century-Old West Point Inn

BY MICHELLE MODAY

A window to the world from the biggest front porch awaits those who dare to get out of their cars and hike to the 102-year old, West Point Inn, a secluded rustic getaway perched between the trees on the southern slope of Mt. Tamalpais.

It's about two miles from the Pan Toll Ranger Station on Panoramic Hwy., in Mill Valley, on a wide, easy-grade path where red Manzanitas grow near green volcanic rock, cold streams and dark patches of the tall California trees. Hawks circle overhead with just a slightly better view of the East Bay, the Headlands and the ocean, as the path winds its way past an old bathtub filled with rainwater and then, picnic tables at the Inn.

Follow the steps up past the history tableau and mountain lion warning sign, by the geological display cases and the "no cell phone" sign on the porch into the parlor. Coffee, tea, granola, and hot chocolate are out on a table for the day hikers who forget nourishment but have cash in their pocket.

"Welcome to the honor system," says Gee Heckscher, a San Francisco resident who volunteers at the Inn (as people have been doing for 60 years). He asks, "You're familiar with the history right?"

West Point Inn was once the stopping point for passengers making the journey their way to Stinson or Bolinas from Mill Valley on the steam train that puffed up the mountain on what was called the "crookedest railroad

in the world." Between 1904 and 1930, it was a nice place to stretch and eat at the restaurant. There were no trees around the Inn then. Now, there are lots of trees, but no tracks. And, the Inn is no longer an intermediary stop, but a destination; though it still beckons guests to relax or stretch their legs, and to eat.

Today, overnight guests chop and skillet in the communal kitchen, complete with dishes and cookware. Appliances are state-of-the-art restaurant quality. Heckscher points out, "Everything here runs on propane, except the stainless steel refrigerator; that runs on wind and solar power."

Open flame is not allowed: no matches, no candles or lanterns or smoking.

"It's the first thing we tell people," says John Kassner, the onsite Innkeeper. "If we lose this, we've lost something that can't be replaced. You can rebuild the structure but not the history." If there is a high-fire warning, they take no chances, and close.

Kassner, wearing a cap and a personal mini radio around his neck, has just returned from a short hike on one of the many trails near Mt. Tamalpais: "I said I was going to get 60 minutes in today."

Despite the secluded location kept rather hush-hush by those in the know, attending to guests keeps an innkeeper busy on site. Volunteers like Heckscher help out during work parties and for Sunday pancake breakfasts, which is how Kassner was introduced to West Point. "It was in 2000. My sister wanted me to come... It's a beehive of activity."

Mostly, West Point Inn is a place to understand what it's like to go barebones, go hiking to work up an appetite,

come back, sit by the stone fireplace in the parlor (lit only during low fire season) and hit the pillow.

At the top of a creaky, short staircase in the main cabin, guests sleep in charming rooms, or they stay in separate, 1-room cabins, some with coldwater showers (Brrr). Note: Hot shower in the main cabin for all guests. Two of the cabins have bathrooms: one for wheelchair access, the other is the Honeymoon Cabin. "I'm not sure why they call it that," Kassner says. "It doesn't even have a hot tub." But, it was built in 1918 by Dr. Washington Dodge, survivor of the infamous Titanic.

West Point Inn is the only remaining structure of the Mt. Tamalpais railway. Last year, the foundation was reinforced and the members lounge (1920) was renovated. Kassner sits on one of the worn, burgundy couches, diffused light shining through the original windows, and says, "They completely removed the walls. Without the walls, the room looks really small."

The view is big; the trek is short. Overnighters, bring extra blankets or a sleeping bag, a flashlight or battery-powered lantern, a towel, a pillowcase and food.

West Point Inn

(415) 388-9955, www.westpointinn.com

Drive or take transit - Golden Gate Transit (weekends only) & Marin County Transit District Shuttle (Mon-Sat) - to Pan Toll Ranger Station (parking fee \$6). Take the Mt. Davis trail (east) to Old Railroad Grade (1.8 mi).
www.goldengatetransit.org, www.marintransit.org

21st Amendment Breaks Craft Brewing Tradition

Pardon me, but I believe there's a watermelon in my beer

BY JOEL WILLIAMS

Shaun O'Sullivan, Head Brewer at 21st Amendment in San Francisco, remembers a day in the year 2001 when one of his employees happily remarked how great it was that the place was packed at 2:30 in the afternoon. It sounded like great news for the new establishment. Actually, it was the sound of the dot coms crashing. Yes, the bar was packed, but it was a pink slip party, and all of the people had just been laid off.

O'Sullivan has been brewing professionally in the Bay Area for 14 years, first working at Triple Rock in Berkeley and at a couple of other local brewpubs. But he wanted to take a chance on running a business of his own.

"I decided that everything I did in brewing was

with the idea of opening my own establishment," O'Sullivan says. So, he and a partner worked to open 21st Amendment in August of 2000. They had to weather the dot com bubble burst, which caused most of their South Beach neighbors to disappear, and, for the first few years, it was not an easy ride. O'Sullivan remembers, "It was really vibrant and then the dot com thing died off right around 2001 and then we had 9/11 and the economic downturn... It was probably the worst time to open a restaurant down here."

It's a unique success story for such a turbulent time, but 21st Amendment takes chances and creates some unique beer.

On tap, there is a nice variety of house beers and a couple of guest taps available. Their St. Martin's Abbey Ale is a fine example of the Belgian Trappist Ale style that is traditionally made by monks. It has a beautiful and delicate nose that has hints of berries and plum and the Belgian ale yeast gives it a slightly sour and



Shaun O'Sullivan shows off six-packs of his Watermelon Wheat and 21A IPA, for now, only available at 21st Amendment.

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lactic flavor that compliments the rich maltiness.

The most unique beer at 21st Amendment, and probably in the Bay Area, has to be the one-of-a-kind Watermelon Wheat. This American style wheat beer is made by adding 400 pounds of fresh pressed watermelon to each batch. The end product is a light, refreshing beer with the taste of the true essence of watermelon, not the overly sweet artificial watermelon candy flavor. It's extremely popular at the pub. And, in fact, their Watermelon Wheat is consistently the most popular beer at the Oregon Brewers Fest -- so popular that they put it in a retail package, and not one you would expect from a small brewery. 21st Amendment's Watermelon Wheat was put in cans! There are also six-packs of their 21A IPA, a West Coast style IPA with an aggressive hop bitterness and aroma and 7.2% ABV.

Traditionally, premium beer has always been packaged in bottles. "For so long, people associated can beer with bad beer," O'Sullivan says, "because their first experience with beer was probably bad beer; and, it was in a can."

Years ago, canning beer affected the quality of the original product and produced unwanted flavor characteristics, especially if canned in tin or steel. But today, canning technology has vastly improved due to the efforts of major breweries and soft drink

companies. Now, there is a water-based polymer coating lining inside the can to protect the product from interacting with the aluminum. Plus, there are several advantages to using cans over bottles. It's a smaller, lighter package that cools quickly and protects the product from light, which is one of beer's worst enemies.

Although six-packs can be found on store shelves in Portland, OR, don't run out to a local store expecting to find cans of 21st Amendment beer just yet. There are a few legal loopholes that still need to be navigated before they can get their local distribution license, which O'Sullivan expects to be completed by this summer. Until then, the only place in California to buy their canned beer is on site at the San Francisco establishment.

The 21st Amendment Brewery, located two blocks north of AT&T Park on 2nd Street, is named after the

amendment to the United States Constitution that put an end to Prohibition in 1933.

Since 2003, 21st Amendment has teamed up with Magnolia Pub & Brewery in the month of February to present Strong Beer Month. Between the two breweries 11 "strong beers" with alcohol levels hovering around 10% ABV will be featured throughout the month. Special kegs and casks of vintage and barrel-aged beers will appear at different times. Try all 11 of the unique offerings and keep the special commemorative glass.

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.



MEET THE BREWERS NIGHT

21st Amendment 563 2nd St., San Francisco
(415) 369-0900 www.21st-amendment.com

21st Amendment hosts Meet the Brewers Night, an event sponsored by the San Francisco Brewers Guild. Enjoy a pint in a casual atmosphere, and meet San Francisco brewers. Feb. 15, 6-9PM



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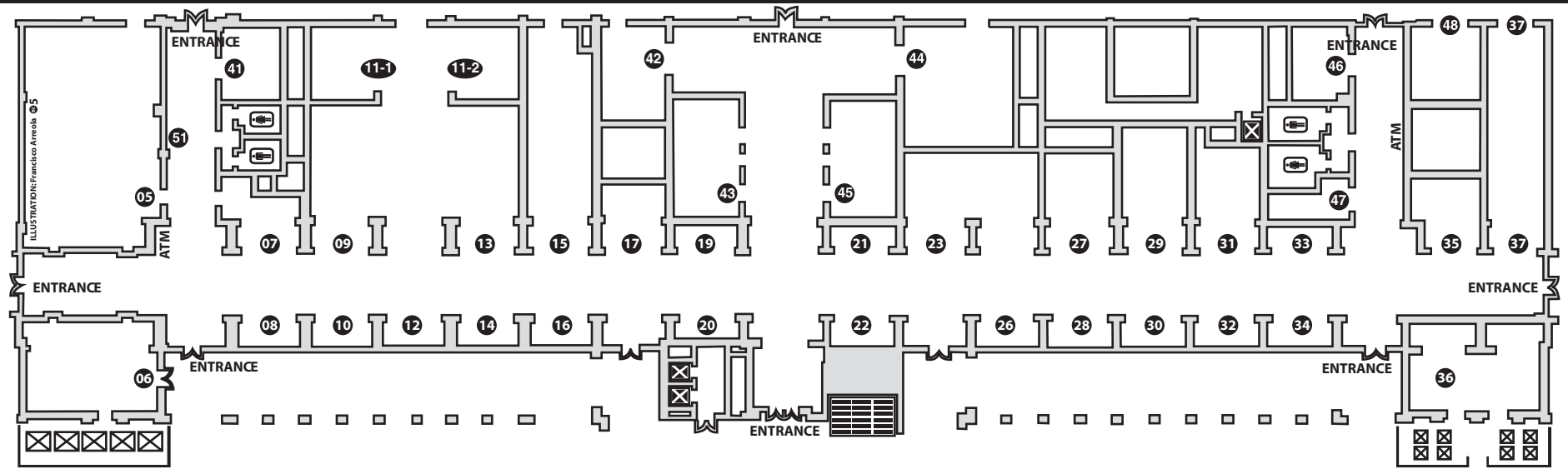
Brewery opens to the public Fridays
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SAN FRANCISCO FERRY BUILDING MARKETPLACE



- | | | | | | | | |
|----------------------------|----------------------------|---------------------|--|------------------------------------|---|----------------------------------|-----------------------------|
| 05 Slanted Door | 10 Miette | Chocolate Maker | 21 Capay Organic Fruits and Vegetables | 27 Imperial Tea Court | 32 Prather Ranch Meat Co. | 37 Sur La Table | 45 DELICA r1 |
| 06 Taylor's Refresher | 11-1 Ferry Plaza Seafood | 15 Acme Bread | 22 Bay Crossings | 28 Stonehouse California Olive Oil | 33 I Preferiti di Boriana-Montepulciano | 41 Mistral Rotisserie Provencale | 46 Frog Hollow Farm |
| 07 Oak Hill Farm of Sonoma | 11-2 Hog Island Oyster Co. | 16 McEvoy Ranch | 23 Ferry Plaza Wine Merchant | 29 Village Market | 34 Far West Fungi | 42 Book Passage | 47 Mastrelli's Delicatessen |
| 08 Ciao Bella Gelato | 12 Tsar Nicoulai Caviar | 17 Cowgirl Creamery | 26 The Gardener | 30 Recchiuti Confections | 35 Culinaire | 43 Peet's Coffee and Tea | 48 Boulette's Larder |
| 09 Farmer's Garden | 13 Golden Gate Meat Co. | 19 LuLu Petite | | 31 San Francisco Fish Co. | 36 Market Bar | 44 Mijita | 51 Mill Valley Candleworks |
| | 14 Scharffen Berger | 20 Kingdom of Herbs | | | | | |

Fifteen Minutes of Stop and Shop: Convenient parking option for the Ferry Building customer

One of the best incentives for locals to shop at the Ferry Building is the 15-minute white zone parking in front of the Marketplace. Customers can run in for pre-orders or last minute groceries and not have to park in the lot. To accommodate our visitors, we ask that the tenants and employees refrain from parking in the white zone. **How the 15-minute stop-and-shop zone works:** Drive to the white zone, leave keys with valet, get a parking stub (valid for 15 minutes). If customers stay over 15 minutes, their vehicle will be driven to the parking lot. Valet rates apply. *Please note: On Farmers' Market days, white zone parking is available only after 3:30PM.*

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WATERFRONT ACTIVITIES

- Every Sat. 9AM - 11AM, 12PM - 2PM, 2PM - 5PM – Intro to Sailing, OCSC Sailing, Berkeley, 800-223-2984, www.ocsc.com**
This 2-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. For just \$40, you can join one of OCSC's instructors and be part of a six-person crew aboard one of our larger boats. RESERVATIONS REQUIRED.
- Every Sat/Sun. 10AM - 4:30PM – Basic Keelboat 1, Spinnaker Sailing, San Francisco, 415-543-7333, www.spinnaker-sailing.com**
Come and experience the thrill of sailing on the San Francisco Bay with this introductory 12-hour, 2-day course that will familiarize you with all of the fundamental aspects of sailing on the bay. Call for Pricing.
- February 2 5PM - 8PM – 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 per person.
- February 3 9AM - 3PM – Drakes Estero Tour, Blue Waters Kayaking, Tomales Bay, 415-669-2600, www.bwkayak.com**
Drake's Estero is one of the most stunning places to paddle on the California coast, offering incredible opportunities for wildlife viewing. Departing from Drake's Bay Oyster Co., we'll glide through the eelgrass and kelp beds of this scenic estuary, home to harbor seals, bat rays, leopard sharks and many bird species such as osprey, geese, white pelicans, loons, grebes, shorebirds. We limit the number of participants, so please reserve early. \$98 per person
- February 3 10AM - 3PM – Corte Madera Salt Marsh Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We paddle out in stable, double sea kayaks, while keeping our eyes open for the curious harbor seals that gather nearby. \$70 per person.
- February 7 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.
- February 10 10AM - 2PM – Kayak Basics, California Canoe & Kayak, Oakland Estuary, 800-366-9804, 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 practice for a later class. Includes kayak, gear, expert instruction and coupon for future kayak rental. \$59 per person.
- February 10 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. Specifically timed for optimal and safe paddling conditions, this trip is appropriate for beginner and intermediate paddlers in good physical condition. \$85 per person.
- February 11 10AM - 12PM – Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Fulton Ave, www.sfsurfrider.org**
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Fulton Ave and we'll provide gloves, bags and instructions. Rain cancels this event.
- February 11 10AM - 2PM – Sweet Heart Tour, Blue Waters Kayaking, Tomales Bay, 415-669-2600, www.bwkayak.com**
Treat your sweet heart to a romantic paddle along the Pt. Reyes shoreline, enjoying the wildlife and beautiful scenery. We will pre-pack your kayak with a gift of your own dry bag (waterproof duffel) filled with local cheeses, breads, chocolates and other surprises. We will stop to rest on a sandy beach, where you can unpack your picnic and enjoy some one on one time. This gentle naturalist-led tour includes an introductory kayak lesson and is perfect for first-time paddlers. \$130/person
- February 17 4PM - 6 PM – OCSC's Birthday BBQ – All invited! OCSC Sailing, Berkeley, 510-843-4200, www.ocsc.com**
You're invited to our 28th birthday party! A free BBQ & drinks, a fun crowd and a launch into another year of fantastic sailing on San Francisco Bay! Bring your friends and family, too.
- February 18 10AM - 4PM – Tides, Currents & Rough Water, California Canoe & Kayak, San Francisco Bay, 800-366-9804, www.calkayak.com**
Learn to ride the tide! Dealing with tidal current is fun and essential if you want to paddle in places like San Francisco Bay. This class is a great way to improve your rough water skills. Dates and start times are chosen to take advantage of optimal tidal conditions; due to the astronomical nature of annual tidal cycles, this class is only offered during fall and winter months. \$109 per person includes kayak, gear and instruction.
- February 19 8:45AM - 4PM – Presidents Day Sea Kayaking Class, California Canoe & Kayak, Oakland Estuary, 800-366-9804, www.calkayak.com**
Enjoy the Monday holiday on the Oakland Estuary learning how to paddle a sea kayak with our expert instructors. Graduates of this class are qualified to rent closed deck sea kayaks and participate in more advanced classes and trips. Be prepared to get wet! Includes boat, wet suit and paddling gear and free coupon for a future rental. Only \$89 per person.
- February 21 7:30PM – Tom Kendricks - Sea Urchin Diver Book, Marin Scuba Club, San Rafael, 415-453-9556, www.marinclub.org**
We invite divers of all skill levels to join us the third Wednesday of each month, 7:30 p.m., at The Seafood Peddler Restaurant (upstairs) in San Rafael for a featured presentation. We offer guest speakers discussing all aspects of diving using multi-media video presentations. Stay active in your scuba/freediving community! For information, contact Alberta: 415-453-9556, marinclubmembership@yahoo.com.
- February 24 7PM - 9 PM – Weather for SF Bay Sailors Seminar, OCSC Sailing, Berkeley, 510-843-4200, www.ocsc.com**
From California's microclimates to lightning storms on the Bay, Sacramento's tule fog to San Francisco summer fog, the anatomy of a winter storm to predicting Santa Ana conditions. All this and much more! A must for every Bay Sailor. \$15. Call to make your reservation.
- February 25 7AM - 12PM – Monterey Diving, Advanced Diving Technologies, 925-432-2111 www.adtscuba.com**
Diving Monterey and Carmel is where you should be. Join us on the DV Escapade as we descend in the majestic kelp forest and scuba with the seals. 2 tank dive with refreshments, nitrox available upon request. Don't miss the fun!

WATERFRONT ADVENTURES

Organizations, Associations & Clubs

Bay Access - San Rafael, 415-457-6094, www.bayaccess.org
- Non-profit organization to create a water trail in San Francisco Bay for human-powered boats and beachable sail craft.

Bay Area Sea Kayakers (BASK) - 415-457-6094, www.bask.org
- Cooperative recreational club dedicated to the safe enjoyment of the sport of sea kayaking. Meetings generally on the last Wednesday of the month and are open to the public.

Cal Adventures / UC Aquatic Center - Berkeley, 510-642-4000, www.oski.org
- Windsurfing, sailing & kayaking lessons for UC students and locals.

Cal Sailing Club - Berkeley, www.cal-sailing.org
- Sailing cooperative, membership is open to the public.

Calidivers - 510-417-0025, www.calidivers.org
- Recreational, networking & social club for certified divers of all levels.

Cold Water Surf Club - Sebastopol, 707-824-4360, www.coldwatersurfclub.com
- Non-profit organization that is working to help build our community.

Dolphin Club - San Francisco, 415-441-9392, www.dolphinclub.org
- Non-profit, public access athletic organization with a diverse membership of about 900 women and men.

Kelptomaniacs - San Carlos, 650-591-5641, www.wallins.com
- Scuba diving and adventure club.

Marin Scuba Club - San Rafael, 415-453-9556, www.marinclub.org
- Organization for divers of all skill levels. Meetings on the 3rd Wednesday of each month, 7:30 PM at The Seafood Peddler Restaurant in San Rafael for a featured presentation. Stay active in your scuba/freediving community!

NorCal Divers - San Bruno, 650-588-4998, www.cadive.com
- Active dive and adventure club.

Rio Vista Windsurfing Association - Rio Vista, www.rvwa.com
- Non-profit Windsurfing and Kiteboarding Association.

Rock 'n' Reef Divers - Fairfield, 707-425-1932, www.itsallaboutscuba.com
- Scuba diving club that meets the 3rd Wednesday of each month at 7PM at All About Scuba in Fairfield.

San Francisco Boardsailing Association (SFBA) - San Francisco, www.sfba.org - Non-profit organization to promote safety, provide education, ensure access and improve facilities.

Surfrider Foundation (Marin Chapter) - Larkspur, www.surfrider.org/marin
Surfrider Foundation (SF Chapter) - San Francisco, www.surfrider.org
Surfrider Foundation (Sonoma Chapter) - Penngrove, www.surfrider.org/sonomacoast
- Non-profit, environmental organization dedicated to the protection and enhancement of our local waves, water and beaches through conservation, activism, research and education.

Western Sea Kayakers - www.westernseakayakers.org
- Club dedicated to the safe enjoyment of the sport of sea kayaking.

Water Sport Shops, Facilities, Training & Resources

Advanced Diving Technologies
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925-432-2111
www.adtscluba.com
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www.itsallaboutscuba.com

Anderson's Swim & Scuba
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Bamboo Reef Enterprises, Inc.
584 4th St.
San Francisco CA 94107
415-362-6694
www.bambooreef.com
Scuba training, sales and service plus dive trips.

Blue Waters Kayaking
19238 Sir Francis Drake Blvd.
Inverness CA 94937
415-669-2600
www.bwkayak.com
Wilderness kayaking on Tomales Bay including naturalist-led tours, classes, rentals, overnight camping and youth camps.

Bodega Bay Kayak
1580 East Shore Dr. @ Blue Whale Shopping Center
Bodega Bay CA 94923
707-875-8899
www.bodegabaykayak.com
Kayak sales, rentals, tours & classes.

Bodega Bay Surf Shack
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707-875-3944
www.bodegabaysurf.com
Full service surf shop in Bodega Bay with sales, rentals and lessons.

Cal School of Diving
1750 6th St.
Berkeley CA 94710
510-524-3248
www.caldive.net
Scuba instruction and dive trips.

California Canoe & Kayak
409 Water St., Jack London Square
Oakland CA 94607
510-893-7833
www.calkayak.com
Year round canoe and kayak sales, rentals, class & trips.

California Dive Center
715 El Camino Real
San Bruno CA 94066
650-588-4998
www.cadive.com
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California Surf Shop
899 Gravenstein Hwy
Sausalito CA 94542
707-824-4360
www.californiasurfshop.com
Home of the Cold Water Surf Club. Family owned and operated full service surf, skate and swim shop supporting the community and the environment.

California Windsurfing
650 Shell Blvd.
Foster City CA 94070
650-594-0335
www.californiawindsurfing.com
Windsurfing lessons - kayak and sailboard rentals.

Captain Aqua's Scuba Diving Center
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www.clavey.com
Kayak and whitewater raft rentals and sales.

Delta Windsurf Company
3729 Sherman Island Rd
Rio Vista CA 94571
916-777-2299
www.deltawindsurf.com
Windsurfing and kiteboarding sales, lessons and rentals.

Demo Sport
1101 Francisco Blvd.
San Rafael CA 94901
415-454-3500
www.demosport.com
Wakeboarding, wakesurfing, water skiing and kiteboard equipment sales, rentals & lessons.

Diver Dan's
2245 El Camino Real
Santa Clara CA 95050
408-984-5819
www.diverdans.com
Full service dive center - training, equipment sales & service, dive travel, on site pool available.

Sharing time with whales is a privilege.



415-331-6267

www.sfbaywhalewatching.com

WATERFRONT ADVENTURES

Water Sport Shops, Facilities, Training & Resources

Dublin Dive Center

6715 Dublin Blvd.
Dublin CA 94568
925-829-3843
www.captainaqu.com
Full service dive center - training, travel,
equipment & repair.

Harbor Dive & Kayak Center

200 Harbor Dr.
Sausalito CA 94965
415-331-0904
www.harbordive.com
Full service dive center and hobie kayak sales.

Helm of Sun Valley

333 N. Amphlett Blvd.
San Mateo CA 94401
650-344-2711
www.helmsports.com
Kitesurfing lessons, wakeboard, windsurfing,
kitesurfing and water skiing equipment sales.

High Tide Surf Shop

9 Fourth St.
Petaluma CA 94952
707-763-3860
www.waveslave.com
Family owned full service surf shop on the
crossroads to the North Coast Beaches.
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wetsuits and surf accessories. Open 12-7 Mon-
Fri. 10-5 Sat & 12-4 Sun.

Institute of Diving Technology

8646 Davona Dr.
Dublin CA 94568
925-551-8478
www.divewithidt.com
Certified diving school for all levels plus local trips
& travel.

Kite Wind Surf

430 Westline Dr.
Alameda CA 94501
510-522-9463
www.kitewindsurf.com
Kiteboarding, windsurfing and surfing equipment,
lessons and rentals.

Mako Marine Outfitters

536 Soscol Ave., Suite 2
Napa CA 94559
707-251-5600
www.makodiveandkayak.net
Full service dive center, kayak sales & rental.

Napa Dive & Sport

162 S. Coombs St.
Napa CA 94559
707-257-2822
www.napadive.com
Friendly full-service dive center with training,
equipment sales & service and tropical dive travel.

Napa River Adventures

P.O. Box 10881
Napa CA 94581
707-224-9080
www.napariveradventures.com
Regularly scheduled cruises on luxury electric
riverboats plus canoe and kayak rentals.

Nautilus Aquatics

1220 Diamond Way, Suite 110
Concord CA 94520
925-827-2822
www.bayareadiving.com
Full service dive center including sales, rental, repair,
training, recreation & travel.

OCSC Sailing

One Spinnaker Way
Berkeley, CA 94710
800-223-2984
www.ocsc.com
The largest sailing school and club in North America.
OCSC reinvented sailing 30 years ago making the
best of the sport approachable, accessible and
affordable for anyone with the desire.

Open Water Rowing Center

85 Liberty Ship Way
Sausalito CA 94965
415-332-1091
www.owrc.com
Open water sculling instruction, club memberships
and boat sales.

Outback Adventures

12 E. Sir Francis Drake Blvd.
Larkspur CA 94939
415-461-2222
www.outbackadventures.com
Kayak sales, rentals, trips & classes.

Outback Adventures

1158 Saratoga Ave.
San Jose CA 95129
408-551-0588
www.outbackadventures.com
Kayak sales, rentals, trips & classes.

Pacific River Supply

3675 San Pablo Dam Rd.
El Sobrante CA 94803
510-223-3675
www.pacificriversupply.com
Inflatable whitewater raft & kayak sales, rental
and repairs.

Pinnacles Dive Center

875 Grant Ave.
Novato CA 94945
415-897-9962
www.pinnaclesdive.com
Fully accredited scuba training with onsite-
heated pool. Diving equipment sales, rental,
repair and local/tropical trips.

Proof Lab

254 Shoreline Hwy.
Mill Valley CA 94941
415-380-8900
www.prooflab.com
Surfing & skateboarding equipment & rentals and
local art.

River's Edge

13840 Healdsburg
Healdsburg CA 95448
707-433-7247
Canoe & kayak trips & rentals on the scenic Russian
River. Retail sales and concessions.

Scuba San Francisco

650-873-7321
www.scubasanfrancisco.com
Scuba instruction and information on 41 dive
sites within a 2 hour drive from SF.

Sea Trek Ocean Kayaking Center

Schoonmaker Point Marina
Sausalito CA 94965
415-332-8494
www.seatrekkayak.com
Sea kayaking classes, trips & rentals.

SF Surf Shop

3809 Noriega
San Francisco CA 94122
415-661-7873
www.sfsurf.com
Custom made surfboards by John Schultze plus
surfboard/wetsuit rentals and board repairs.

Spinnaker Sailing

Pier 40, South Beach Harbor
San Francisco, CA 94107
415-543-7333
www.spinnaker-sailing.com
ASA certified sailing school located at the best
location on the bay.

Stan's Skin & Scuba Diving

554 S. Bascom Ave.
San Jose, CA 95128
408-998-0767
www.stansdiving.com
Full service scuba center since 1957. Training,
equipment sales service & rentals, on site heated
pool and dive trips.

Stinson Beach Surf & Kayak

3605 State Rt. 1 North
Stinson Beach CA 94970
415-868-2739
www.stinsonbeachsurfandkayak.com
Sales and rentals of surfboards, boogie boards
and kayaks plus wetsuit rentals. Located 100
yards north of park entrance.

Sunset Bay Kayaks

Suisun City Marina
Suisun City, CA 94585
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www.sunsetbaykayaks.com
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in the contiguous U.S. Group rates available.

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Pt Richmond, CA 94801
510-232-7999
www.tradewindssailing.com
Tradewinds has more than 40 years of

experience making sailing easy and
enjoyable to learn - Offering a professional
training program and affordable rental and
charter programs to members.

Wallin's Dive Center

1119 Industrial Rd., Suite 7
San Carlos CA 94070
650-591-5641
www.wallins.com
Scuba, snorkel & swim center including
instruction, sales, rentals, repairs and
dive travel.

Wet Dawg Water Sports Incorporated

4290 Knoxville Rd.
Napa CA 94558
707-966-5701
www.wetdawgwatersports.com
Located on Lake Berryessa. Kayak, canoe,
paddleboat and ski boat rentals. Retail sales of
wakeboard, water skis and clothing.

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800 Great Hwy
San Francisco CA 94121
415-750-9473
www.wisesurfboards.com
Surfboards, wetsuits and accessories. Northern
California's largest surf shop.

For advertising inquiries or to
submit a listing to Waterfront
Adventures, contact Joel Williams
at (707) 556-3323 or
joel@baycrossings.com

SS JEREMIAH O'BRIEN



2007 Cruise Schedule

February 4 Queen Mary 2 "Welcome the Queen Cruise"

April 14 San Francisco to Sacramento River Cruise

April 15 Sacramento to San Francisco River Cruise

May 19 Bridge to Bridge Memorial Cruise

June 16 Father's Day Cruise *** 2 Jazz Bands

July 4 Alongside Pier 45 Fireworks

August 18 Fortress San Francisco Cruise

Sept 8 Alongside Pier 45 "Brews on the Bay"

Oct. 6 Fleet Week Parade of Ships & Air Show Cruise

Oct. 7 Fleet Week Air show Cruise

Call (415) 544-0100 for more information. To purchase tickets, you may call our office or:
Download an order form from our website: www.ssjeremiahobrien.org and mail,
or purchase and print out your ticket at home from your computer by using our website.

Visitors are welcome aboard the S.S. Jeremiah O'Brien daily from 10 am-4 pm.

See a Triple Expansion Steam Reciprocating Engine run on the 3rd weekend of each month.

e-mail: liberty@ssjeremiahobrien.org website: www.ssjeremiahobrien.org

RUNNING AGROUND

BY SCOTT ALUMBAUGH

There are two types of sailors on San Francisco Bay: those who have run aground, and those who will admit it. It's not that Bay sailors are inept; Bay waters are shallow.

In fact, the average depth of San Francisco Bay is only 12-14 feet. Before the Gold Rush, the average depth of the Bay was 42 feet. So, what happened?

The entire San Francisco Bay-Delta Estuary encompasses 1,600 square miles, ranging from the salty waters of the Bay to the brackish waters of the Sacramento-San Joaquin Delta. The Estuary's upstream watershed drains

more than 40 percent of California's land mass, including the freshwater streams of the Sierra Nevada.

Most of the mud in San Francisco Bay came from the Sierra Nevada mountains. During the Gold Rush, mining companies used high-pressure water to blast away huge mountains to search for gold. The sediment loosened by hydraulic mining washed into the rivers and filtered downstream, depositing tons of sediment in the Bay.

And not only has the Bay become shallow, it has also shrunk by a third in the last 150 years.

Before about 1860, most bay shores contained extensive wetlands that graded from freshwater wetlands to salt marsh and then tidal mudflat.

I have sunk my keel in the muck under the docks in front of Sam's Anchor Café in Tiburon, and have woken up aground after overnighing at anchor in Clipper Cove while teaching a Bareboat Chartering class.

A deep channel ran through the center of the Bay, following the ancient river valley. Starting in the early 1900s, as the Bay silted up, the Army Corps of Engineers started dredging channels to keep the waters deep enough for commercial vessels. A lot of the sediment they dredged up was dumped in bay shallows. The most visible example of that practice is Treasure Island, built from Bay sediment for the 1939 Golden Gate International Exhibition.

It could have been even worse.

In the mid-40's, a schoolteacher named John Reber put forth a plan that envisioned two low barriers across the San Francisco and San Pablo Bays. The barriers would support rail and highway traffic and would create two vast freshwater lakes, supplying irrigation water to farms. Between the lakes, the Reber Plan proposed the reclamation of 20,000 acres of land that would be crossed by a freshwater channel.

In 1953, the Army Corps of Engineers constructed the Bay Model in Sausalito to test the idea. Happily, the barriers failed to survive this critical study.

So, thankfully, we still have salt water to sail in, a damaged but still vital estuarial system, and efforts like The Bay Institute working to restore the Bay.

But, we still have all that mud. And we still have to keep our boats out of it, or get them out if they get stuck. What to do?

Smart Bay sailors keep nautical charts handy. Because, really, look around; can you tell how deep the water is just by looking at it? They also consult

a tide chart, because occasionally the water is even shallower than the depths stated on the nautical chart.

Even still, the best of us has been stuck. I have sunk my keel in the muck under the docks in front of Sam's Anchor Café in Tiburon, and have woken up aground after overnighing at anchor in Clipper Cove while teaching a Bareboat Chartering class.

If you do run aground, the good news is that it is most likely you struck mud, not rock, so at least you won't sink. There are multiple ways to deal with grounding. You might try to get all of the weight over to one side of the boat to tilt the keel up; or start up the engine and try to back off; or row an anchor out, drop it overboard and use that to kedge off.

My favorite solution? Break out some food, get something to drink and get comfortable. The tide will come up again; it's just a matter of time.

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.



Take the tour at www.WaterfrontProject.org

Vallejo Waterfront Preservation and Downtown Revitalization Project

Beautifying and Enriching the Heart of Vallejo

Log on to www.WaterfrontProject.org for Vallejo Community Events, Project Updates, and Ferry Schedules



New Northern Waterfront Site Plan With More Park and Open Space

Winter at the NorCal Waters' Edge

U.S. Coast Guard Sector San Francisco urges coastal water safety, especially in winter, and to know and consider hazards before going past the water's edge.

Sneaker Waves

Rogue waves, or sneaker waves, are large, powerful waves that are mixed in with average size breaking surf. These powerful sneaker waves can suddenly crash onto people walking on the beach, standing on rocks, man-made jetties or break walls. These waves have the potential to pull people into the dangerous surf and hold them under the surface of the water, or throw them onto nearby rocks. Sneaker waves can be generated by offshore storms or by the combination of two or more smaller waves traveling at the same speed and direction.

Know:

- Be aware of weather conditions and forecasts, especially when surf is high.
- Be looking for the next wave when in or near the water.
- Remember that sneaker waves are hard to predict.
- Respect the power of the sea.

No:

- Never assume a false sense of security at the beach.
- Never go near the water's edge alone.
- Do not turn your back on the surf zone.

Rip Currents

Rip currents can be the most dangerous threat to people on the beach or wading in the surf. Rip currents flow away from shore and can form anywhere there are breaking waves. They are powerful enough to pull even the strongest swimmer out to sea. These currents usually extend away from the shoreline at nearly a 90 degree angle, through the surf zone and the past the line of breaking waves.

If caught in a rip current:

- Remain calm and do not fight the current.
- Face the shore and call or wave for help.
- Escape the current by swimming parallel to the shore.
- If you cannot escape, float or tread water until the current weakens. Then swim at an angle toward the shore.

What to do if a problem arises:

- Contact the lifeguard on duty or beach security.
- Call the U.S. Coast Guard on marine band channel 16 or 911.



BLUE & GOLD FLEET

415.773.1188

www.blueandgoldfleet.com

The enchanting nautical experience begins when passengers board Blue & Gold Fleet boats that sail on San Francisco Bay. Blue & Gold Fleet is the largest excursion and commuter ferry service provider in the Bay Area.



San Francisco Bay Cruise Adventure An hour long cruise along the City's historic waterfront, right past the PIER 39 sea lions, under the Golden Gate Bridge, by Sausalito, past Angel Island and around Alcatraz.

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 Marine World amusement 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**



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1401 Georgia St. Vallejo, CA 94590

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WATER TRANSIT AUTHORITY



WTA

GET THERE BY FERRY



Golden Gate Ferry

LARKSPUR *

Weekdays (excluding Holidays)				Weekends and Holidays																															
Leave Larkspur	Arrive SF	Leave SF	Arrive Larkspur	Leave Larkspur	Arrive SF	Leave SF	Arrive Larkspur																												
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----																												
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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 <table border="1"> <thead> <tr> <th colspan="2">LARKSPUR</th> <th colspan="2">SAUSALITO</th> </tr> <tr> <th colspan="2">Daily</th> <th colspan="2">Daily</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare</td> <td>\$6.75</td> <td>\$6.75</td> <td></td> </tr> <tr> <td>Frequent Rider Ticket (Book of 20 Tickets)</td> <td>\$4.25</td> <td>\$3.60</td> <td></td> </tr> <tr> <td>Seniors (age 65+) with Medicare or approved I.D.</td> <td>\$3.35</td> <td>\$3.35</td> <td></td> </tr> <tr> <td>Youth (ages 6-18)</td> <td>\$3.35</td> <td>\$3.35</td> <td></td> </tr> <tr> <td>Children (age 5 & under)</td> <td>FREE</td> <td>FREE</td> <td></td> </tr> </tbody> </table>				LARKSPUR		SAUSALITO		Daily		Daily		Adult Cash Fare	\$6.75	\$6.75		Frequent Rider Ticket (Book of 20 Tickets)	\$4.25	\$3.60		Seniors (age 65+) with Medicare or approved I.D.	\$3.35	\$3.35		Youth (ages 6-18)	\$3.35	\$3.35		Children (age 5 & under)	FREE	FREE	
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*All weekdays trips except on (5:20pm SF departure) are operated by high-speed catamarans. Weekend service is provided by high capacity Spaulding vessels.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Leave Sausalito	Arrive SF	Leave SF	Arrive Sausalito	Leave Sausalito	Arrive SF	Leave 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.

ALAMEDA/OAKLAND

Weekdays to San Francisco				Weekends and Holidays to San Francisco																															
Leave Oakland	Leave Alameda	Arrive Ferry Bldg.	Arrive Pier 41	Leave Oakland	Leave Alameda	Arrive Ferry Bldg.	Arrive Pier 41																												
6:00am	6:10am	6:30am	-----	10:00	10:10	10:30	10:45																												
7:05	7:15	7:35	-----	11:30	11:20	12:00	12:15																												
8:10	8:20	8:40	-----	1:45pm	1:30	2:20	2:35																												
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Weekdays from San Francisco

Leave Pier 41	Arrive Ferry Bldg.	Leave Alameda	Arrive Oakland
-----	6:30am	7:15am	7:05am
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-----	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

ALAMEDA/OAKLAND FARES:

One Round 10Ticket 20Ticket Monthly
Way Trip Book* Book* 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			

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.

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

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

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 2:30 4:00	10:45 11:30 12:00pm 12:45 1:15 2:00 2:30 3:15 4:00 4:30	Leave Pier 41	Arrive Sausalito	Leave Sausalito Arrive Pier 41
		11:00am 12:15pm 1:35 2:45* ----	11:40 12:55pm 2:10 3:35* ----	11:50 1:05pm 2:20 3:40* 8:00
EFFECTIVE THROUGH MARCH 31, 2007				
		Weekend and Holidays		
		Leave Pier 41	Arrive Sausalito	Leave Sausalito Arrive Pier 41
		10:35am 12:30pm 2:00 3:20	11:50 1:20 2:45 4:25	11:55 1:25 2:50 4:30
FARES: 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				
Leave Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	
10:00am	10:20am	3:20pm	4:00pm	
Weekends				
Leave Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41	
10:35am	11:00	11:05 3:50pm	12:20pm 4:55	
Angel Island Round		Round Trip via SF*		
Adult		\$14.50		
Child (6 - 12)		\$8.50		
Child (5 - under)		FREE		
*All prices include State Parks Fees				
TIBURON				
DOWNTOWN S.F., FERRY BLDG.				
Weekdays				
Leave Tiburon	Arrive Ferry Bldg.	Leave Ferry Bldg.	Arrive Tiburon	
6:00am 6:50 7:50 8:45 ----- 5:00pm 5:50 6:40	6:20am 7:10 8:10 9:05 ----- 5:20pm 6:10 7:00	----- 7:15am 8:15 ----- 5:25 6:15 7:15	----- 7:35am 8:35 ----- 5:45 6:35 7:35	
FARES: One-Way Round Trip				
Adult \$8.50 \$17.00 Child (5-11) \$4.50 \$ 9.00 20 Ticket Commute Book \$100.00 No service Thanksgiving Day, Christmas Day (Dec. 25), New Year's Day (Jan.1), or Presidents' Day.				

Vallejo Baylink Ferry				
VALLEJO/SAN FRANCISCO				
FERRY BLDG./ FISHERMAN'S WHARF				
Weekdays				
Leave Vallejo	Leave Ferry Bldg.	Leave Pier 41	Leave Pier 41	Arrives Vallejo
5:30am 6:30 7:00 7:45 8:45 10:00 11:30 1:00pm 2:00 3:20 4:05 4:45 5:35	6:35am 7:35 8:10 8:55 9:55 11:10 12:40pm 2:10 3:30 4:30 5:15 6:00 7:05	----- ----- ----- ----- ----- 11:20 ----- ----- ----- ----- ----- ----- 6:35	----- ----- ----- ----- ----- 11:30 ----- ----- 3:15 ----- ----- ----- 6:45	7:30 8:30 9:05 9:50 10:50 12:30 1:35 3:05 4:25 5:25 6:10 6:55 8:00
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.				
Weekends and Holidays				
Leave Vallejo	Leave SF FB	Arrive Pier 41	Leave Pier 41	Arrives Vallejo
10:00am 11:30 1:00 3:00 6:00	11:10 12:40pm 2:10 4:30 7:30	11:20 ----- ----- 4:00 7:00	11:30 ----- ----- 4:10 7:10	12:30 1:35 3:05 5:25 8:30
VALLEJO/SAN FRANCISCO				
FARES:				
Adult One-Way \$11.50 Senior/Disabled/Medicare One-Way (65+/disabled)* \$5.75 Youth One-Way (6-12 years) \$5.75 Baylink DayPass \$19.25 Monthly Pass \$247.25				
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.				
http://www.baycrossings.com/ferry_schedules.asp				

Harbor Bay Ferry			
Leave Harbor Bay Island	Arrive S.F. Ferry Bldg.	Leave 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			
Angel Island - Tiburon Ferry			
Weekends			
Tiburon to Angel Island		Angel Island to Tiburon	
10am, 11, 1pm, 3pm		10:20am, 11:20, 1:20pm, 3:30	
Weekdays			
Tiburon to Angel Island		Angel Island to Tiburon	
10am, 1:00pm		10:20am, 1:20pm	
*Monday Thru Tuesday Flexible Schedule. Call (415) 435-2131 www.angelislandferry.com Bicycles \$1.00		Schedule Subject to change w/o notice Adults \$10.00 Child \$8.00	

Red & White BAY CRUISE SCHEDULE		
PIER 43 1/2		California Sunset Cruise Schedules 2-Hour California Sunset Cruise Departures at 7:00PM every Thursday, Friday, and Saturday. Fare: Adult (18+) \$48, Child (5-17) \$33, Children under four ride Free! Includes one drink ticket (good for beer, wine or soda) and appetizers.
Weekday	Weekends	Fare: Adult \$21 Senior (62+) \$18 Youth (12-17) \$18 Child (5-11) \$14 Under 4 \$Free
10:00am 11:15 12:00pm 1:15 1:45 2:30 3:00 3:45	10:00am 10:45 11:15 12:00pm 1:15 1:45 2:30 3:00 3:45 4:15	





The futuristic toll plaza of the new Benicia-Martinez bridge is designed for open-road tolling, allowing motorists with FasTrak® toll tags to pass through the far left lanes at highway speeds. Photo by John Huseby, Caltrans

Bay Area's Newest Bridge Nearing Completion

BY KARIN BETTS

Crews are now putting the finishing touches on the second span of the Benicia-Martinez Bridge — the Bay Area's newest bridge — in preparation for its opening later this year. The span will carry five lanes of northbound traffic from Contra Costa County to Solano County, nearly doubling the capacity of Interstate 680 over the Carquinez Strait. The existing bridge will be converted to four lanes of southbound traffic with a two-way bicycle/pedestrian lane, another link in the growing Bay Trail recreational corridor. Soon rush-hour traffic jams along this section of freeway will be a thing of the past.

The new bridge makes a graceful curve across the Strait, east of both the existing span and the Union Pacific railroad bridge and overlooking Suisun Bay and the ghost fleet of decommissioned Navy ships. The \$1.26-billion project includes the new main span and a new toll plaza plus reconstruction of the Interstate 680 interchanges at Interstate 780 in Benicia and Marina Vista/Waterfront Road in

Martinez to accommodate the new bridge. Remaining work includes installing the bridge's railing and electrical fixtures and grinding the concrete deck to create a long-lasting non-skid driving surface, as well as modifications to the new toll plaza.

The opening of the bridge and toll plaza later this year will mark the Bay Area debut of open-road tolling, which allows vehicles equipped with FasTrak® electronic toll tags to bypass the booths and cross the span without slowing down. "Open-road tolling is part of moving toll collection out of the 20th Century and into the 21st," stated Rod McMillan, who oversees bridge operations for BATA, the Bay Area Toll Authority. BATA funds the day-to-day operations, facilities maintenance and administration of the Bay Area's bridges with moneys levied from tolls, and is run by the Metropolitan Transportation Commission. BATA also is responsible for the oversight of the Benicia-Martinez Bridge construction.

The new span is a box girder bridge made up of strong yet lightweight concrete boxes linked together by steel and concrete, and supported by pier columns. It is possible for Caltrans workers to go into the

bridge's interior — where the ceiling is 40 feet tall at its highest point and 15 feet at the lowest — to do maintenance work.

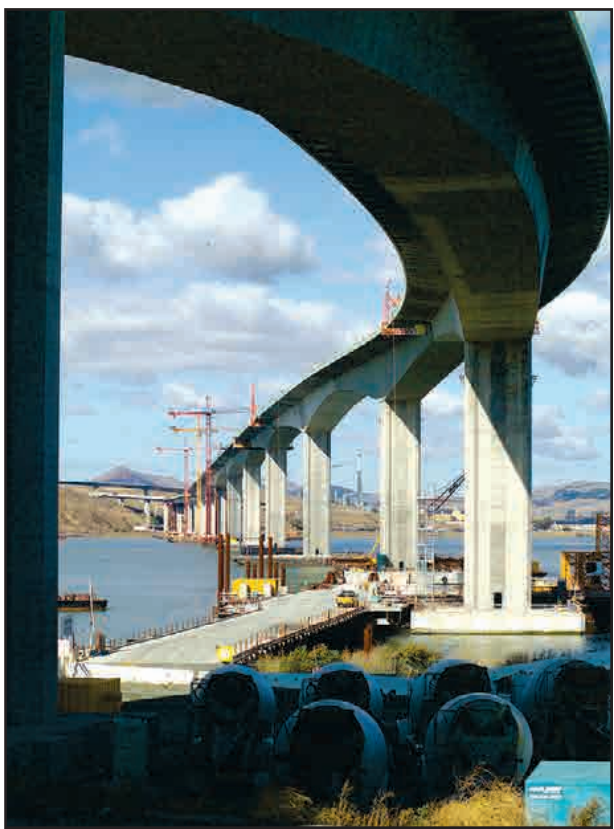
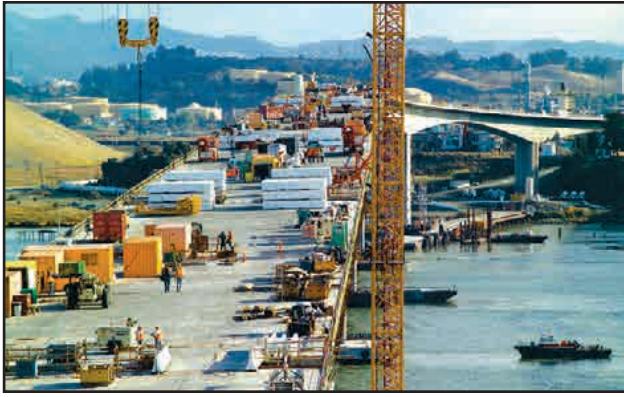
At the height of construction, 250-300 workers labored daily on the span. Unlike the new East Span of the San Francisco-Oakland Bay Bridge, which utilizes pre-cast deck segments that were lifted to roadway level, the deck of the Benicia-Martinez Bridge was cast in place in 15-foot-wide segments, creating the illusion that the new bridge materialized slowly out of thin air. Like branches growing horizontally from a tree trunk, each of the bridge's 17 columns sprouted balanced deck segments that grew toward their neighboring column until all 344 segments were cast. The last step, completed in December 2006, involved connecting these branches via concrete pours to create a sleek, continuous deck.

A frustrating series of challenges and setbacks raised the original cost of the new span and delayed its completion. After the initial plans were drawn in late 1990s, the bridge location was moved further to the east side of the existing span, necessitating changes to the design and delaying the start of construction. Then, when pile driving began, environmental advocates voiced

concern that the vibrations in the water were hurting migrating fish, prompting Caltrans to develop an innovative "bubble curtain" to absorb sound waves during pile driving and foundation work. Caltrans also had to engineer a new way of installing the bridge's foundations due to unanticipated weaknesses in the Bay floor.

The major culprit in the third wave of cost increases was the lightweight concrete used on the span. The mix of concrete and aggregate heated to unexpectedly high temperatures after it was poured — over 192 degrees instead of below 160 degrees — and had to be cooled to prevent cracks later in life. The contractor essentially refrigerated the concrete by adding ice to the mix and installing cooling tubes to pump cold water through the concrete as it hardened.

"The general notion is that a concrete roadway is the most straightforward type of bridge to build, but it didn't work out that way with Benicia-Martinez," explains Andrew Fremier, deputy executive director of the Bay Area Toll Authority. "But I'm fond of this bridge nonetheless; the technical challenges that it presented were humbling."



The sleek, 1.7-mile-long new structure — a technical challenge to build — will carry northbound vehicles on Interstate 680 when it opens later this year. Photos by John Huseby, Caltrans

Key to goods movement in the region, the existing Benicia-Martinez Bridge provides a connection between the Sacramento Valley and cities of central Contra Costa County, southern Alameda County and San Jose. It now carries over 18 million motorists a year, or 100,000 vehicle crossings (both

directions) on a typical day, making it the third most heavily used bridge in the Bay Area after the San Francisco-Oakland Bay Bridge and the Carquinez Bridge. The 1988 voter-approved Regional Measure 1 (RM 1) Toll Bridge Capital Improvement Program — which raised bridge tolls in the Bay Area to a

uniform \$1 — funded construction of the new span. Managed by MTC's Bay Area Toll Authority, RM 1 has delivered many projects used daily by Bay Area drivers, including the new Al Zampa Memorial (Carquinez) Bridge, a widened San Mateo-Hayward Bridge and a major rehabilitation of

the Richmond-San Rafael Bridge. Remaining projects in the RM 1 program include the demolition of the 1927 Carquinez Bridge (scheduled for completion in 2007) and reconstruction of the Interstate 880/State Route 92 interchange (scheduled to open to traffic in 2011).

AROUND THE BAY IN FEBRUARY

Aquatic Life

Martin Hosts Flyway Festival

Photographer James Martin (see cover of *Bay Crossings*' Dec. 2006 issue) will be the Honorary Host for the 2007 San Francisco Bay Flyway Festival, Feb. 2-4, on Mare Island in Vallejo. Martin will present his stunning images and sign copies of *The Islands of San Francisco Bay* throughout the Festival weekend. The three-day birding festival celebrates the return of over one million shorebirds and hundreds-of-thousands of migratory bird who inhabit the shores of the Bay Area. Mare Island Naval Shipyard hosts free hikes, riverboat trips, birding outings and wetland walks. For information, call (707) 649-WING (9464) or visit www.sfbayflywayfestival.com



The Flyway Festival, the three-day birding festival celebrates over a million birds who live and migrate to the Bay Area's shores.

Volunteer on the "Floating White House"

Franklin D. Roosevelt's Presidential Yacht, USS Potomac, is looking for volunteers: Cruise docents, dockside tours, special events, administrative and maintenance. The ship is berthed at Jack London Square in Oakland. Classes for volunteer and docent training will be held on Feb. 24, 9AM-Noon. For more information, please call (510) 627-1667

African Americans' Seafaring Heritage

Learn about the major roles that African Americans have played throughout maritime history as crew and captains on ships, war veterans, shipboard tools and developers of maritime music. During African American History Month, San Francisco Maritime National Historical Park celebrates. For programs, dates, reservations, more information, please call (415) 447-5000. www.nps.gov

How's The Water?

Find out the water quality at shorelines anywhere in the US. Know whether it's ok to swim or better to sit on the shore. Interactive maps and color-coded definitions make information easy to read and understand. Also find weather, beach safety and water conservation tips. www.earth911.org.

Natural Talent

Rock & Water Music

Three musicians will play amplified water and a spectrum of rocks in a performance of compositions inspired by the natural world. The works, by composer Cheryl Leonard, are based on phenomena such as the mysterious racing rocks of Death Valley, ocean waves and eddies, rockfall on mountains, wobbling boulders, patterns of wind on grass, the sculpting of landscapes by glaciers, water flow through falls and rapids and shifting tectonic plates. Feb. 18, 1PM. This performance is presented in conjunction with "Listen: Making Sense of Sound." www.exploratorium.edu

When You Feel Like Singing

Young ladies between 9-18 years of age who love to sing can audition for the SingersMarin chamber choruses through the second week of Feb. Hit the right notes and possibly travel to Vancouver, BC in June 2007, or to the Choral Olympics in Gratz, Austria in summer 2008. To schedule an audition, call (415) 383-3712. www.singersmarin.org

Works of Art

Struggles & Triumphs, Art on Tour

The story of labor – which comprises passionate struggles and triumphs as well as dehumanizing forces – has figured largely in the art of our time. "At Work: The Art of California Labor," a traveling exhibition on display at the Vallejo Naval and Historical Museum is the first exhibition to explore this important topic through the eyes of artists who witnessed or were inspired by some of the most significant trends and events in the history of the 20th Century. "At Work" is a combination contemporary and historical artworks by artists such as Yolanda Lopez, Diego Rivera, Dorothea Lange, and provides a dialog between political motives and aesthetic aspirations. (707) 643-0077. See preview: www.art-for-a-change.com/exhibits/atwork.htm

Love of Labor on Film

In celebration of the spirit of Valentine's Day, the Exploratorium presents Love of Labor, a program of short, expressive films about people who love what they do. Movies include: *Afloat*; *Salmon Chanted Market*; *Martin*; *Butterfly Man*. Sat., Feb. 10, 2PM, McBean Theater, Exploratorium, 3601 Lyon St., SF's Marina District. For admission, prices, showtimes, call (415) EXP-LORE, or go to www.exploratorium.edu

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

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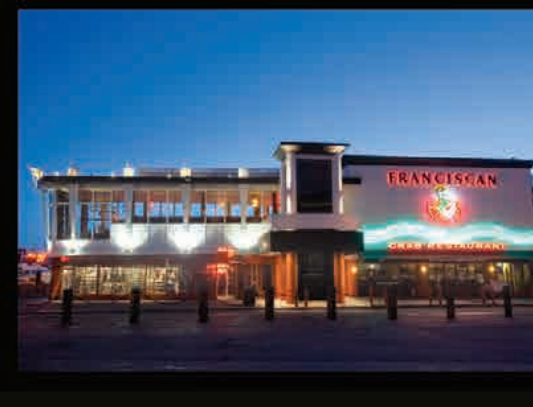
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