



BAY CROSSINGS

"The Voice of the Waterfront"

March 2007 Vol.8, No.3

\$5 Million Lab

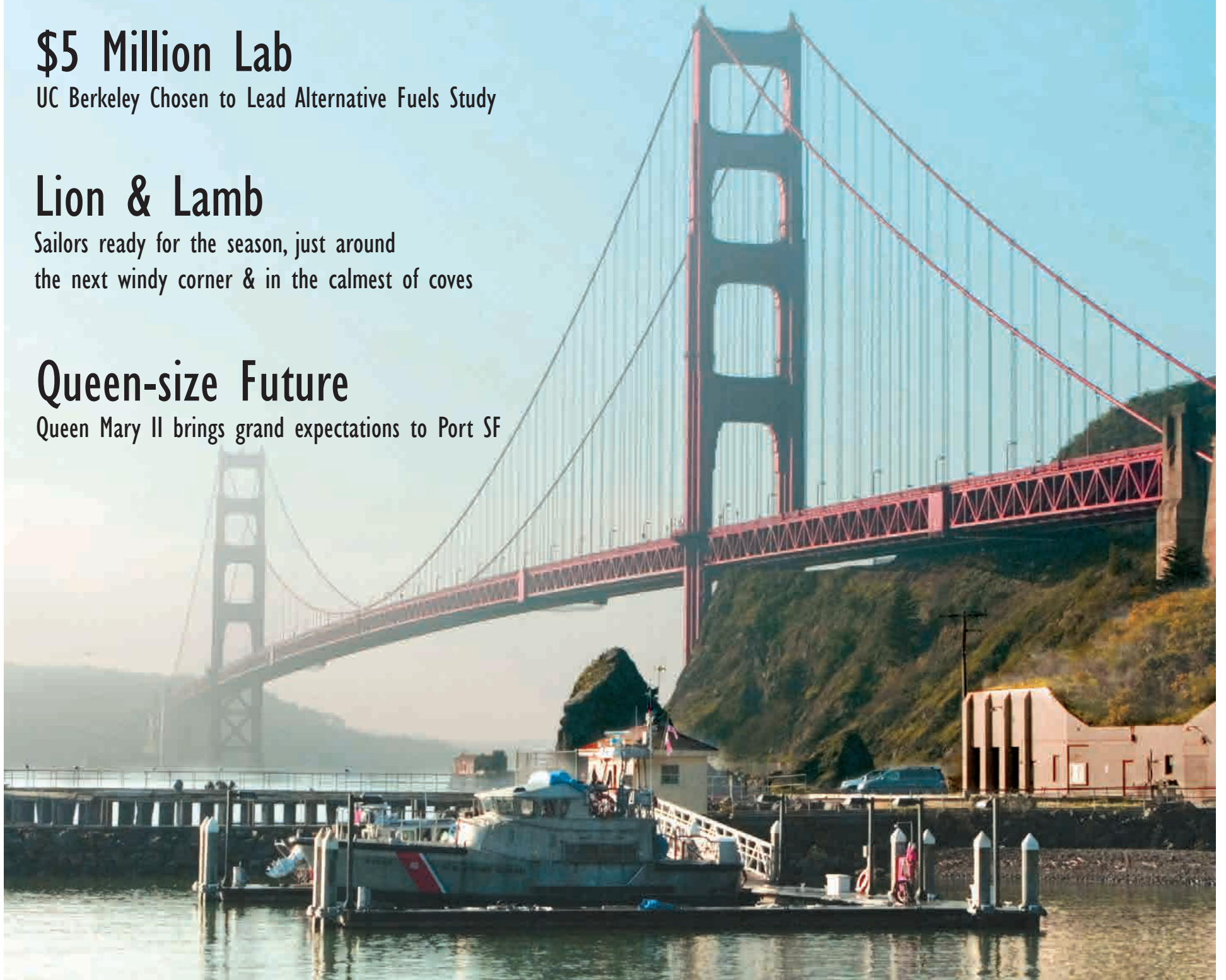
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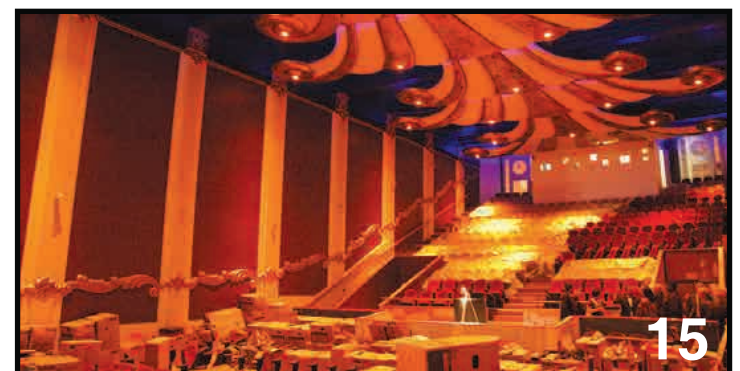
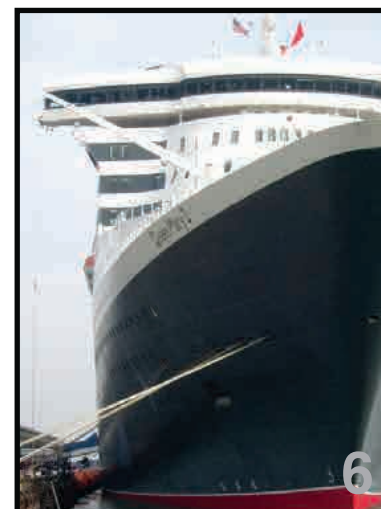
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March may be the sassiest, temperamental teaser of all months. Wind gusts and rains hit windows, and then a sunny, warm beach day arrives. March means sails billow and cabin fever begins to subside. Even though cool air may still be cutting through the Gate, here comes spring. Photo by Scott Hargis

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PHOTO FEATURE

Something catch your eye?

Stunned as we are by the beautiful images we see all of the time around the Bay? What makes you grab your camera? Send us your photo (jpg or tiff) to be considered for publication in *Bay Crossings* to: Photo@baycrossings.com. Include your Name, your City, Location of photo. Photographers will be notified via email if chosen.

Unusual Sighting of Pampanito

WWII submarine seen lifted completely out of water, still considered dangerous

BY GRAHAM CLAYTOR

Presenting an unusual sight in the Alameda Oakland Estuary, the famed WWII submarine USS Pampanito paid a call to the Bay Ship and Yacht drydock facilities, where, with the assistance of a diver, she was slowly lifted out of the water and carefully positioned on blocks under water. Once out, the 300 foot long submarine looked more like a beached whale than the terror of the seas.

But that shouldn't fool anyone, as the US Navy still considers the 64-year old vessel to be a potent threat, and does not allow the museum ship to have mounted propellers. Three out of four of her engines are in working condition; all but one torpedo tube is ready for action; and all systems have been checked and are functioning at their previous WWII standards.

As a result of the drydock maintenance, some 40 cubic yards of barnacles and growths were removed, and the sub was repainted inside and out. Some steel repair was made to the ballast tanks and torpedo tubes, areas subject to corrosion from sea water. Many zinc bars were applied to the hull to help slow further rusting.

Then, she was towed back to Fisherman's Wharf, where the famed submarine is back on display at Pier 45, and open to the public for inspection, tours and even the odd private party.

www.maritime.org/pamphome.htm





Photo by Joel Williams

All Hail, The Queen!

Queen Mary II leaves Port of SF wanting more

BY JB POWELL

On Feb. 4, throngs of locals and tourists alike turned out to witness the Bay Area's maiden call for the Queen Mary 2, the largest passenger liner ever to sail beneath the Golden Gate. Escorted by a sizable retinue of sail boats and pleasure craft, the sleek-hulled flag ship of the Cunard Lines cleared the bridge's underside by less than 30 feet before anchoring briefly near Treasure Island and finally docking alongside Pier 27 during high tide.

For the ship's crew, the QM-2's overnight stay was another eventful stop on her "Around the World in 80 Days" voyage. For the thousands of onlookers lining the Embarcadero, the sight of the majestic liner provided a rare, if distant, glimpse of how the wealthiest travelers traverse the world's oceans. But for officials at the Port of San Francisco, the visit meant much more.

"It puts San Francisco on the world map," Gerry Roybal, in the port's maritime division, told the San Francisco Chronicle. Roybal and others at the Port and in city government hope the

outfitting back-up facilities at Pier 27, as well as Piers 30 and 32 near South Beach. The massive QM-2 could not fit into Pier 35 and her berthing at 27 was a tight fit. To make matters worse, the Port and

on to echo Roybal's sentiments about the import of the visit. "It showed that San Francisco is a viable market" for world class cruise liners such as the QM-2.

But while San Francisco's waterfront provides one of the most beautiful backdrops for a port of call, the city's attempts to develop a new cruise terminal have been marred by setbacks and disappointments.

Last year, the Port's private development partner, the Australian firm, Lend Lease Corp., which had joined with the Port of Singapore on the venture, pulled out of their deal with the Port to build a mixed-use terminal and office complex at Piers 30 and 32. After five years of designing the proposed James R. Herman International Cruise Terminal, and pushing it through the regulatory thicket that accompanies such a massive waterfront undertaking, the project now appears dead in the water.

But the Queen Mary 2's successful stopover has buoyed the hopes of port and city officials. Supervisor Aaron Peskin, whose district includes the

Supervisor Aaron Peskin, whose district includes the northern waterfront, has floated the idea for incorporating a new terminal into the development of Piers 27-31.

liner's successful call will jumpstart the development of a new, world-class cruise ship terminal.

Four years of increased traffic into and out of San Francisco has brought the number of cruise ship calls close to 100 per year, with nearly a quarter of a million annual passengers. But officials concede that the main terminal at Pier 35 is antiquated and undersized. As a result, the Port has spent hundreds of thousands of dollars dredging and

Metro Cruise Services, their stevedore company partner, had to service the Princess Lines' Dawn Princess at Pier 35 while the QM-2 was down the street at 27. Despite these headaches, the Port's Executive Director, Monique Moyer, called the weekend a huge success.

"It was an event that was unparalleled, at least in my lifetime in the Bay Area," she told port commissioners at their Feb. 13 meeting. "Port staff worked incredibly hard to make that happen." Moyer went

WATERFRONT VIEWS

northern waterfront, has floated the idea for incorporating a new terminal into the development of Piers 27-31, another of the Port's public-private partnerships that has stalled in recent years. Shorenstein Properties LLC took over the rights to that project in March of last year after an ill-fated proposal for a waterfront mall by Mills Corp. went by the boards.

Officials outside of San Francisco are also talking about getting into the game. The Contra Costa Times reported on Feb. 2 that Alameda resident and travel agent Eugenie Young has collected several hundred signatures calling for the development of a cruise terminal on the East Bay island. The paper noted that Young has gotten the attention of Alameda City Councilman, Doug deHaan, who thinks such a terminal could be viable near the USS Hornet museum.



Photo by Joel Williams

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WORKING WATERFRONT

BAY CROSSINGS STAFF REPORT

Tiburon Ferry Fares to Rise

Blue & Gold Fleet has applied to the California Public Utilities Commission to increase its fares on the Tiburon/Sausalito and San Francisco runs. This is among the last surviving, private (non-subsidized) services in the state. All single trip tickets would go up \$0.50, while the 20-ride book would increase to \$40. The rate increase would be used to pay for an overhaul of the *Zelinsky*, an aging ferry dedicated to the run.

Considering New Berkley and Albany Dock Sites

The WTA has always favored the Berkley Marina and also the fishing pier as potential sites for a Berkley/Albany ferry landing. Now, added to the environmental impact study is Gilman St. and Buchanan St., south and north of the fields, respectively. These sites' advantages would be: easy access to I-80, parking, and, possibly, be close to transit-oriented development. Golden Gate Fields recently won a reprieve as its developer walked away from the project.

AC Transit Buses Double Bike Capacity

AC Transit's green MCI (Motor Coach Industries) buses will now be able to handle up to four bicycles – two on the front rack and two underneath in storage bins. When bins are used, the driver will assist the rider to make sure bins are properly closed. The majority of these buses are assigned to the various Transbay routes.

Redwood City Votes for Ferry Terminal Study

On Jan. 24, the Port of Redwood City voted to fund a \$121,000 study to locate a new ferry terminal. The Port hopes to have a service, with the assistance of the WTA, in operation within five years. Redwood City has employers near the waterfront and is facing the potentially huge, luxury home development of Cargill's 1,433 acre waterfront, salt evaporation ponds.

Alameda Ferry Service Halted Briefly

Thursday afternoon, Jan, 18, the Alameda Oakland Ferry service cancelled service to Alameda because a wooden piling installed in 1990 had deteriorated enough to break. This affected gangway safety, so the dock was closed. Intensive efforts by contractor, Blue & Gold Fleet, and ferry service officials saw normal service restored in time for the 6AM Monday commute run.

AirBART to Oakland Airport Increasing Rates

The rate for travel on the dedicated bus between the Coliseum to Oakland International Airport will increase by \$1 to \$3 as of March 1. These funds will be dedicated to adding replacement buses, while waiting to see how the new BART connector develops. Currently, Oakland Airport parking rates range \$8.95 to \$19 per day.

VINE Fares to Increase

Fares for bus service between Vallejo and Calistoga will increase in each of its three transportation zones, while some intra-city fares that are subsidized by the city (such as American Canyon) will remain the same. VINE is seeking to improve its fare box recovery ratio (the measure of a transit service) to win back additional funding. The increase begins March 5.

Golden Gate Ferry in for Work

The Spaulding Class ferry, *Marin*, is currently at Bay Ship and Yacht's Alameda facility undergoing a complete interior and exterior cosmetic reconstruction. Work is expected to be completed for the start of baseball season at San Francisco's AT&T Park.

Harbor Bay Ferry Continuing to Meet Goals

The commuter ferry from Alameda's East End, the Harbor Bay Ferry, has achieved its fifth consecutive quarter above 40 percent with a 45.7 percent farebox recovery ratio, as last reported for the July/Sept. 2006 quarter. This exceeds MTC's 40 percent minimum recovery needed to receive funding.

Supercalifragilisticxpealledotious

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51							52				

Crossword by Graham Claytor

DOWN

- Luxury aquarium manufacturer (Think two ovals)
- Group of satellite receivers (e.g.) in other words, a group
- First two words of the three part traditional Navajo greeting (a Tony Hillerman special)
- Internet country code for Solomon Islands (Hint: the "B" is totally unlooked for)
- To go (unusual word choice)
- "It's an ----- that balds no good" (Malapropism – two words)
- 'e (On the Tongan Market)
- Very near
- 'at (archeological site in Jordan). A Nefarious choice.
- Sweetheart
- In the urban dictionary for safe but spontaneous (it really is...)
- Multiple electronic laughter (Starts with "E")
- He used this acronym to photograph the dead body acronym as it arrived at the morgue (two acronyms)
- Nintendo offers this two screen service (ask your child)
- Our larger and uglier city way to the south
- This is a way to use digital to handle analog (one word, one acronym). Think of Pulse Code Modulation Systems
- No child left behind insists we --- ---- (one word, one acronym). Each child needs an Adequate Yearly Progress report...
- Society of Limited Responsibility (French legal entity, an S.E.)
- A type of tree whose name is left when burned
- Litigate against Midwest Air Group, Inc. (MEH) (one word, one acronym)
- To look at an open document text file (one word, one acronym)
- They would burn one in the middle ages
- .dot extension for a university
- To the point but not terse
- Long Term Evolution (Initials)
- The British went to India for this...
- This railroad was famously known as "The Mainline of Mid-America" (Initials)
- The number 90 in Roman Numerals

ACROSS

- It's wet and all around us (Part one of a local company)
- To send and it floats (Part two of a local company)
- Ampersand replaces this word (Part three of a local company)
- Where to tuck funds away from the IRS with your paycheck (acronym)
- Something to taste in a really bad experience
- A 1960's Trans European Express Train (Acronym)
- Scraps of food remaining after a meal
- Otherwise
- One of the Do-re-mi family
- Irish Acronym for group of recording artists (Not rap but...)
- One who attaches metal to metal
- Part Eight of a bad pun relating to Gandhi's alleged bad breath due to a vegetarian diet (two words)
- Part five of a bad pun relating to Gandhi's frail health (variant, the final "E" is missing)
- Part four (second and last syllable of this word) of a bad pun relating to Gandhi well worn feet
- To be slightly rude
- Acronym for as fast as you can go (Nautical)
- Oweem _____ (the Lion Sleeps at Night - song)
- To litigate – Part One (first syllable) of the bad pun about Gandhi
- As – Part two (second and last syllable of this word) of the bad pun about Gandhi, (think about the title)
- Moroccan dog breed used as flock guard
- First half of the name for a truly horrible 70's country variety show
- To phone – Part three (first syllable) of the bad pun about Gandhi's feet
- Upper cloud lows leading to hurricanes (Acronym) or think of an Egyptian King
- How he did the crimes (Acronym)
- Gandhi's specialty as a seer, psychic and generally long-visioned person – part six of the really bad pun
- Witched – Part seven of this horrible pun about Gandhi (you have to read all these answers together and in order to see how a barefoot, frail philosopher was burdened with bad breath... or check the title...)
- Talk
- Something we sail and finally part four of a local Bay Area vessel repair company

For March answers, see www.baycrossings.com. For February's solution, see page 21.

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Extracting Money While on the Road

BY MARY E. SHACKLETT

Whether by land and or by sea, when spring rolls around most of us are thinking about vacations and getaway weekends. Once again, technology comes to the rescue by keeping us in touch with friends, family and work via cell phones, personal digital assistants (PDAs), Blackberrys and notebooks. It also gives us flexibility and full reign over our purchasing power on the road with credit, debit and ATM cards.

Unfortunately, hackers and technology “crooks” know this, too.

Credit, debit and ATM card users are “fair game” to hackers and thieves who no

longer have to steal your wallet, your credit cards or your receipts to get your account numbers. They can use technology ranging from video cameras to schemes that “stick” your card in an ATM machine slot to where you can’t retrieve it — and they do. All of these risks are perils of the road, where plastic cards are indispensable.

A card thief can “shoulder surf” just by standing next to you in a checkout line and memorizing the personal information on your card. Some thieves even establish video operations that capture information from taping the numerical sequences people key into ATM machines.

Then there is “skimming,” where thieves steal your credit/debit card account numbers while your card is being processed at a restaurant, store or other business location, using custom designed data collection and storage devices.

The risk of monetary and identity theft doesn’t end here.

More of us are traveling with small

mobile devices that can easily slip out of a bag or a pocket. Los Angeles International Airport reports that it receives 400 reports monthly concerning lost mobile phones. On a broader scale, 27.3 million Americans have been victims of some form of identity theft within the past five years, with a significant amount of that theft arising from loss of card-or device-based technology.

Damage control and recovery from an incident of fraud or identity theft can be daunting. Crime perpetrators typically steal personal information for financial gain, and victims are often not immediately aware that a theft has occurred. They are likely to discover large, unauthorized expenses; new credit card accounts, loans and subscriptions to wireless services that allegedly were opened in their name; credit reports that have been damaged because of the fraudulent activity; and checks that were drawn on their accounts.

When the loss of a credit card or a mobile device is discovered, victims can face many hours of closing accounts, canceling credit cards and incurring expenses to clear their names. This does not begin to address the emotional anguish and frustration.

Preventive Measures

Fortunately, there are steps you can take when you are traveling or on vacation to reduce the risks of fraud or identity theft involving today’s technology.

- Of course, it’s necessary to memorize your personal

identification number (PIN) and not reveal it to anyone.

- Use ATM machines in open, well-lit areas, and do not be distracted while using your card.
- Make sure you are not being observed when keying your PIN.
- Don’t stop to count money at the ATM, and make sure you take your card after the transaction.
- If your credit card or account numbers are stolen, call the card issuer immediately.

Mobile Devices

- Especially when you are traveling, secure your cell phone, BlackBerry, PDA and notebook with unique userids and passwords, and do not share these with anyone.
- Check your mobile devices for sensitive information; save this sensitive information to disk at home, and eliminate it from the device that you will be taking with you.
- If you must carry sensitive data on your mobile device or notebook, use data encryption.

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.

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- Arts & crafts booths and activities
- Face painting and free jump houses for children
- Dockside tours on tall ships Lady Washington and Hawaiian Chieftain (10 AM – 1 PM)
- A “Battle Sail” between the Lady Washington and Hawaiian Chieftain (2 – 5 PM)
- Netting the traps demonstrations
- Net hanging demonstrations
- Educational programs by Crab Cove, Fishing Families Outreach and the Half Moon Bay Fishermen’s Marketing Association

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Ride the Bay Ferries

See current ferry routes and schedules on p. 32 and online: www.baycrossings.com. For more information on future ferry routes, visit the Water Transit Authority website www.watertransit.org.

In future issues of Bay Crossings

April - Setting Sail
May - Working Waterfront

Richmond's Waterfront:

The bustling residential area around Richmond's Marina Bay was once a thriving industrial mecca where the Kaiser Shipyards were located during WWII. Richmond Kaiser Shipyards became the largest shipbuilding operation in the United States, producing an astounding 747 war ships with a workforce that swelled to 90,000.

The shipyards are long gone now. In their place are almost 2,000 homes – built, proposed or under construction – around the waterfront. However, two functioning ports: the city-owned Port of Richmond and the privately run Levin/Richmond Terminal just down the road, still exist as examples of industry thriving side-by-side with the residential communities.

One business that has set up operations at the Port of Richmond Terminal is the Auto Warehousing Company. AWC is the largest full-service auto processing company in the nation, handling nearly 4,350,000 automobiles annually at over 20 port locations throughout the United States. AWC's main business is importing automobiles from foreign manufacturers and distributing them to U.S. dealerships, but they also offer other services like cleaning and customizing. Since most vehicles come here in a standardized form, AWC can add custom accessories based on the dealer's or customer's needs. For instance, AWC might install a multi-disc changer, a roof rack or a spoiler on a new vehicle before shipping it to its



The Auto Warehousing Company can store up to 10,000 autos at the Port of Richmond

Photo by Joel Williams

final destination. AWC can do customization for much less than the dealers can, and save everybody money in the long run.

AWC has been in business for over 40 years and has grown from two locations to over 20 locations today. In 2004, it opened its Port of Richmond location to handle Hyundai and Kia vehicles imported from Korea. Executive Director of the Port of Richmond, Jim Matzorkis, says, "[AWC is] an outstanding partner of ours that has brought the automobile distribution business back to the Port of Richmond, which used to be, kind of, the bread and butter, in terms of the main cargo for this port."

Matzorkis has experience working for another auto importer that worked out of the Port of Richmond in the past. This experience was invaluable in convincing Glovis, the

logistics arm for Hyundai and Kia, that the Port of Richmond was the best fit and location for the AWC.

"There was a need for a Northern California port" said Ben Seher, AWC's regional sales manager. "We also had a great leader in Jim Matzorkis. He, being from our industry, was really able to talk from both sides."

"Richmond has worked out excellent for us," Seher says, "The whole City Council has been fantastic to work with: they really pushed hard to get this project through in 2004 and stood by their word. There's been a great partnership between the Port, the city, AWC and Glovis. It's just been a fantastic working relationship."

According to Matzorkis, there's still room to grow, "There's around 100,000 cars a year going through the facility,

and we're in the process of marketing to other customers as well, hoping that the throughput of vehicles will increase to three or four-hundred thousand vehicles within the next two years."

Another company, close to the Levin/Richmond Terminal is Sims Metal, a global metal recycling company, and one of the largest collectors and processors of secondary metals in the world. The company sits on approximately 12 acres of land on the corner of 4th Street and Cutting Boulevard, and processes about 25,000 tons of material a month. They accept everything from truckloads of scrap metal to individual computer monitors and plastic bags full of cans or bottles. Sims accepts things that people must pay to leave at the dump. For instance, you can drop off your old refrigerator

for no charge and Sims will handle the safe degassing of the Freon, according to government regulations, and then recycle the appliance.

Sims Group's website states they are, "committed to the ecologically sound and sustainable use of resources and



Jerrold Hatchett with one of the many awards that Sims Metal has received for community service.

A Place to Be for Industry

strives to operate in a manner which minimizes waste and prevents pollution. Sims actively supports the protection of the environment and the role the recycling industry plays in conserving natural resources.”

These words are clearly backed up by the company’s involvement in supporting the local community. Not only does Sims employ about 100 people, many who reside in Richmond, they also run a union yard; and, they show a record of long-term commitment by reaching out to the city’s residents.

The walls of the offices at Sims are covered with plaques and awards. The company has associations with no less than 30

“Seventy percent of the people that work for me came from the streets of Richmond,” Hatchett says, “There isn’t any area of community services that Sims is not involved in.”

organizations and community activities. Recently, Jerrold Hatchett, the Division Manager who has been with the company for over 30 years, received the Humanitarian of the Year award for Contra Costa County.

As an example of their involvement and outreach to the local community, each summer Sims’ workers set up a series of drop points by providing dumpsters throughout the city

for people to dump trash that wouldn’t be accepted elsewhere. Letters are sent out through the neighborhood councils informing residents when and where local drop off points will be, and encouraging people to clean up their yards and remove old appliances that may end up in landfills or worse, abandoned on remote roadways. There is no cost to use this service. Sims Metal donates all of the

equipment and labor for this service, and each neighborhood receives a check from Sims for the value of the items collected. All of the money that would have been paid out for recyclables is reinvested in the Richmond community.

Sims’ location, adjacent to the Levin/Richmond Terminal, is essential for making a profit. According to General Manager of Operations & Engineering,

Joe Barco, “If you’re landlocked you have to ship by rail or truck to the closest domestic steel mill and, if they know that, you’re not going to get a good price. We compete on an international world market — if you don’t as a scrap dealer or recycler, you’re not going to do well. The majority of our material does go out by ships to places like India, Japan, China or Malaysia.”

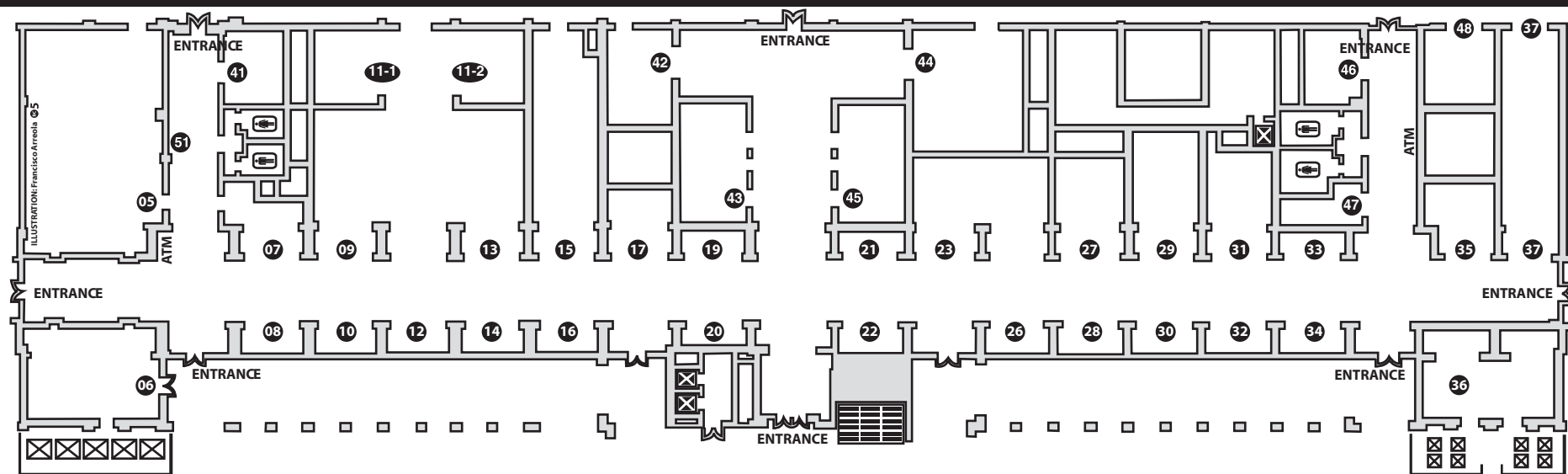
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Photo by Susan Brand

Richmond’s picturesque commercial waterfront is unique in the great views it provides, in addition to providing space for successful industry and business ventures.

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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Raising the Curtain Once Again at Vallejo's Empress Theatre

BAY CROSSINGS STAFF REPORT

Since 1911, generations of Solano County residents have enjoyed an exciting stream of films and live stage performances at Vallejo's own Beaux-arts theatre, The Empress, designed by local architect William Jones. Simply, attending the fabulous theatre – a work of art in and of itself – created a very special experience not soon to be forgotten. When the curtain went up at The Empress, community members from Vallejo, Benicia, Fairfield and beyond connected to each other and to the world through the arts. When the curtains closed because of damages caused to the theatre by the Loma Prieta earthquake in 1989, residents mourned the loss of their beautiful and beloved community-gathering arts center.

Eighteen years later, the curtain will rise again and the walls will be filled with applause.

Backed by the enthusiastic support of the greater Vallejo community, the City of Vallejo, the Vallejo Community Arts Foundation (VCAF) and Triad Communities, LLC are working together to transform The Empress Theatre into a once-again nexus of arts activities for the region. Construction is well underway with the completion projected for this spring.

The restored Empress Theatre will be a 6,300 square

foot venue with 500 seats, offering live performances and movies. The sprung stage will accommodate live dance performances, musicals, symphony concerts and children's programs. It will be an intimate and inspirational venue for local performing companies as well as regional and national performers.

The total cost to restore The Empress and cover operational costs for the first three years is an estimated \$6.85 million. The City of Vallejo and Triad Communities have invested \$5 million in loans and grants as evidence of their confidence in the potential of The Empress to galvanize the revitalization of Vallejo's downtown core. The VCAF is responsible for raising the balance of \$650,000 in bricks and mortar funds, plus \$1.2 million for start-up and operating funds.

The first critical benchmark for the VCAF is to raise \$200,000 in private funds in order to collect a matching challenge grant from the Northern California Community Loan Fund. VCAF is aiming to hit this initial goal in time for the opening this spring. A brief history of the Empress can be seen at <http://cinematreasures.org/theater/1632/>

If you, your business or foundation would like to make a donation to the restoration effort, please contact VCAF's Executive Director, Celeste Smeland at (707) 648-4035.



Thaddeus' Ruminations

A case of auction fever

BY THADDEUS BARSOTTI

A farm equipment auction is an event that most people have never had the pleasure of experiencing. These events tend to be for a small niche of people, and the number is only getting smaller. There just are not many people who need a tractor, disk, fuel wagon or aluminum sprinkler pipe to get their job done. And, while there are many things that are different about farming conventionally and organically, the common ground between the two is the need for equipment.

Work boots, jeans, plaid shirts, denim jackets and baseball caps are common, too. The boots and jeans never vary much, but the hats and jackets are where farmers really show their colors. Attire provides a prime location to represent the logo of a preferred tractor, the company that buys their product, the bank that gave them a loan or a favorite NASCAR driver. I fit right in with my sturdy, patched-up jeans, my farm credit company hat and a standard issue cellphone in my pocket, which I reached for several times before realizing it was someone else's phone ringing my ring - I need to download a new tune.

At an auction, there is something about the crowd, the bidding and the excitement of potentially getting a great deal that can make people "auction junkies." Personally, the thought alone of bidding on a piece of equipment makes my heart thump in my chest.

Experience is the only thing that will safely get you through an auction. Your body circulates an extra flow of blood to keep your brain and muscles working together at their peak, while tracking just how much the auctioneer is singing the price to, and, at same time, preventing any movement that would result in a bid. The most important rule is to preview the equipment and make rational decisions about what you really need and how much you are willing to pay for it. The Golden Rule is not to pass up your previously decided price when you become emotionally involved in the bidding process.

It may seem like an impossible mistake to make but in the heat of the moment, it happens. Once, on accident, my brother bought a land plane (an implement about 40 feet long and 16 feet wide that is pulled behind a tractor to level a field). He had his eyes on this tractor that everyone was surrounding, and he bid. When the dust settled, he realized the price was so great because everyone was actually bidding on the land plane sitting next to the tractor – oops. Fortunately, we only owned the land plane for a few hours, just long enough to track down another guy who was bidding on it; he ended up with a pretty good deal.

Zapped Away to an Array of Zin

BY DIANNE BOATE & ROBERT MEYER

We said this a long time ago: We never met a Zinfandel we didn't like.

It looks like 9,000 other people feel the same way, for that is the estimated number of guests who attended the ZAP (Zinfandel Advocates and Producers) tasting at Fort Mason last month, the final event of a four-day, first class festival in San Francisco. It is thought to be the largest single varietal event in the world.

One evening, there was a 3-hour wine and food pairing event, Good Eats and Zinfandel, where wine from over 50 top Zinfandel makers was matched with food from a top restaurant or chef. A lot of hearty meats and stews to go with this wine. One of the best dishes was albondigas (special meatballs in sauce) from Tres Agaves restaurant. A favorite wine that night was from Edmeades, Mendocino County.

There are wine events and then there are Wine Events that are so outstanding because they also create the greatest hospitality. The ZAP organized an outstanding event where the details were carefully thought out. On the day of the tasting, there were 300 well-trained volunteers in butter yellow shirts to answer all questions and keep things running smoothly, while attendees had the opportunity to taste 550 Zinfandels from 273 producers. There was 1,500 pounds of cheese to nibble with 8,000 loaves of bread. We believe the patrons really got the most for their money. They only had to enter and receive a program and an attractive glass and away they went toward the vast array.

But, what is it about Zinfandel? What's the passion, the mystery, the magic? There might be 9,000 answers, but for us: It's drinking pleasure that remains fresh, interesting and intriguing! There's enormous variety within the varietal, which, of course, means locality

of vineyards. Elevation, farming practices, pruning and the winemaker's style are all factors. We are reminded of the words of Robert Mondavi from a wine seminar in Maui: "Ladies and gentlemen, let us not forget that the reason we are in business is to make wine that tastes good." Zinfandel makers know this in spades.

Probably, the most interesting discovery at the ZAP tasting was finding out about the Heritage Vineyard in Napa Valley, a vineyard where the varietal is researched and cultivated; it has "an unprecedented collection of rare and famous Zinfandel vine cuttings grown throughout California." There are 90 cuttings culled from vineyards that were planted before 1930 — the so-called "old vines."

James Wolpert, UC Davis professor and chair of the Viticulture and Enology Department explains in the ZAP Resource Guide: "The Heritage Vineyard is a vibrant 'ongoing' museum of the grape. For the consumer, the vineyard is living history and provides an easily accessible demonstration of where Zinfandel is really made — in the vineyard. For the wine industry, it has special significance because it represents a resource for future plantings of Zinfandel with a broad range of selections."

Dianne Boate is a freelance writer, photographer and botanical illustrator. Robert Meyer is a consultant to the wine and spirits industry. At the end of a recent wine event, one woman was getting a little too close to Robert. Dianne stood up and announced to him in a loud voice, "The children are hungry." Another guest sputtered, asking how old the children were. Dianne answered, "8, 9 and 11." Indignation and confusion reigned for a few minutes until it was disclosed that the children were our cats.



For information on the Heritage Vineyard and the Zinfandel varietal, also called, "America's Heritage Grape," visit www.zinfandel.org.

Zin Purchase

Another surprise - "zin-fat-u-a-tion," made by Trincherro Family Estates, has a label that reads: "A condition affecting wine drinkers, characterized by an intense insatiable appetite for the incredibly luscious and lively taste of Zinfandel." It's only \$10 at Cost Plus World Market, find one 3 1/2 blocks south of Pier 45 in San Francisco.

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The Sacramento-San Joaquin Delta system is the largest estuary on the United States Pacific Coast.

The Delta is the physical hub of California's two largest water distribution systems that supply drinking water to two thirds of the State's population, irrigation water for over seven million acres of farmland and support many recreational activities. The Delta is also home to a variety of wildlife including approximately 22 species of fish, 164 species of birds and 53 other wildlife species. The Pacific Flyway also passes directly over the Delta providing critical habitat for migratory birds and other wildlife.

Over the next few years, the population of the six counties adjoining the Delta (Alameda, Contra Costa, Sacramento, San Joaquin, Solano and Yolo) is expected

to dramatically increase. These counties currently have approximately 170,400 registered boats. The number of boats recreating in the Delta is expected to increase with the expanding population.

To protect the Delta's precious resources and accommodate its growing urban population, a regional partnership has been created between the Contra Costa County Public Works Department, City of Stockton, Sacramento County, San Joaquin County, Yolo County, the California Coastal Commission and the Department of Boating and Waterways to implement a Proposition 13 (State Water Resources Control Board) funded program. The program uses education and pollution prevention to preserve and protect drinking water quality, recreational activities and environmental health in the Delta. Some goals are to:

- **Establish Pollution Prevention Infrastructure** by establishing pollution prevention policies and infrastructure such as sewage pump-outs, hazardous waste drop-off collection centers, pet-waste collection points, and refuse/recycling containers. Drop-off centers will accept used motor oil and filters, oil/fuel absorbent bilge pillows and pads, marine batteries and empty oil bottles from boaters and the general public.
- **Monitor Water Quality** by sampling

prior to, during and following major boating holidays to measure water quality conditions related to hydrocarbons and pathogens.

- **Work with volunteer "Dockwalkers,"** to distribute 15,000 free boater kits at marinas, club meetings and special events throughout the Delta. Boater kit recipients can fill out a "Recreational Boater Survey," which is used to obtain information on boaters' knowledge of environmental services and how they currently dispose of trash and hazardous materials while boating and maintaining their boats. The survey information will help to identify gaps in the pollution prevention infrastructure and target priority educational messages to boaters.

- **Provide a Recreational Boating and Environmental Services Map** with information about marina operation, general characteristics, and publicly accessible environmental services. Map online: http://www.coastal.ca.gov/ccbn/delta_boating_map.pdf

For more information about the *Keep the Delta Clean! You play in it. You drink it too!* program (grant funding provided by the State Water Resources Control Board), call (925) 313-2313 or email djord@pw.cccounty.us or vmatuk@coastal.ca.gov

Green Points

BAY CROSSINGS STAFF REPORT

San Francisco International Airport has begun installing grid-connected, solar panels that help create power at Terminal 3. When power is generated by the grids, it causes the utility meter to run backward. Yes, that's legal. Visit <http://www.pge.com> for classes on energy efficiency in your area.

Carpool Lanes for Hybrids

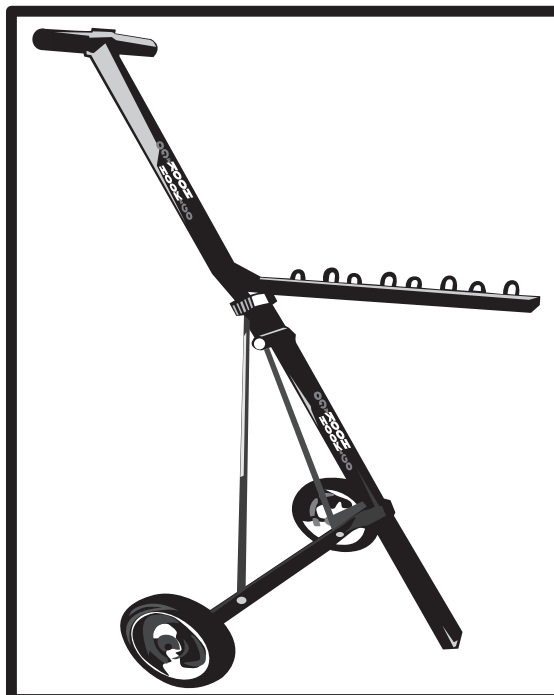
Since August of 2005, California law has allowed single-occupant use of High Occupancy Vehicle (HOVs) lanes by certain alternative fuel, clean hybrid and full-electric vehicles. Use of HOV lanes with only one occupant requires an identification sticker. As of Jan. 1, 2007, the distribution of stickers is limited to 85,000. Source: www.arb.ca.gov

SF's Green Power Community

In Aug. 2006, Mayor Gavin Newsom and San Francisco Public Utilities Commission (SFPUC) announced a partnership with Lennar BVHP to create San Francisco's first neighborhood powered entirely by clean, renewable energy. The new "Green Power Community" would be on a 93-acre parcel at a site of the former Hunters Point Naval Shipyard. SFPUC, in turn, will deliver 100 percent renewable and cost-competitive power to new residents and businesses of the current and future developments. Source: SFPUC

Solar Bus Shelters

In Jan. 2007, Golden Gate Transit announced that as part of its 15-year contract with CBS Outdoors, 26 new shelters are being installed at GGT bus stops along the Highway 101 Corridor in Marin and Sonoma counties. The new, enclosed shelters are equipped with photovoltaic "green" technology for illumination at night. To date, eight shelters have been installed, with 18 shelters due for installation over the next several months, weather depending. Source: <http://goldengate.org>



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Alameda Dealership Recharging Short Journeys by Car with Electricity

STAFF REPORT

Over 200 people traveled from all around the Bay Area to visit O'Connell Electric on Webster St., on Feb. 10. That's the day the Bay Area's only all-electric car dealer opened on the isle of Alameda. These Zap electric cars are technically motorcycles, as they have three wheels – one in front, two in back – but you don't need a helmet or a motorcycle license. Anyone with a DMV license can quickly learn to drive one.

The purpose is not to replace the internal combustion family vehicles, but possibly, use them less. Most trips around town are much less than 25 miles and could easily be handled by a small electric vehicle. That's their niche.

These little cars come in two versions, a four-door car and pick-up truck. The range is 25 miles before a one hour recharge, and the maximum possible range is 40 miles. They operate on six 12-volt, sealed gel-cell

batteries. Battery life is expected to be at least three years and is warranted for two.

Taking a test drive is a real pleasure. These things are silent, making only a soft, whirring noise as it proceeds down the street.

For all practical purposes, this vehicle handles like a regular car. It's 10-foot frame and single front wheel make it simple to park. Acceleration is smooth and immediate all the way up to 40 mph.

The salesman said that the most frequent comment he heard questioned the cars stability on three wheels. His immediate answer to this was: "Let's ride."

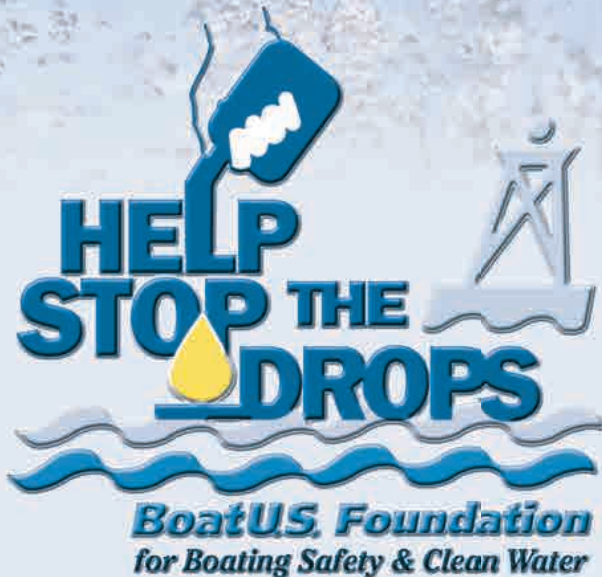


Photo by Graham Claytor

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The BoatU.S. Foundation is a national 501(c)(3) nonprofit organization dedicated to promoting safe and environmentally-sensitive boating. Our goal is to be the leader in boating safety and environmental education and outreach, with the the purpose of reducing accidents and fatalities, increasing stewardship of our waterways, and keeping boating a safe, accessible, and enjoyable pastime.



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Berkeley Receives \$500 Million Nod to Lead Alternative Fuel Research Program

BY BILL PICTURE

On Feb. 1, executives from BP announced at a press conference held on the UC Berkeley campus that the London-based energy giant has pledged \$500 million over the next 10 years for an alternative energy research facility to be built here in the Bay Area.

Researchers at the new Energy Biosciences Institute, a partnership between BP, UC Berkeley, the Lawrence Berkeley National Laboratory and the University of Illinois at Urbana-Champaign, will explore using biology to find viable alternatives to fossil fuels in an attempt to minimize ozone-depleting carbon emissions.

While the new facility won't be completed until sometime in 2010, space is already being set aside at the UC Berkeley and University of Illinois campuses for temporary laboratories. And research is expected to get underway by year's end.

This accelerated timetable, coupled with the Bay Area's emergence as a green technology hub and the fact that Berkeley's staff includes some of the alternative energy field's brightest minds, is what ultimately ended the winning team's proposal at the top of a stack that also included submissions from the University of Cambridge in England and the Massachusetts Institute of Technology.

"Berkeley has more and better quality energy researchers than any other university," says Dan Kammen, a Berkeley physicist who will be leading one of the research groups at the institute. "Collectively, I think there's more going on in this field at Berkeley than anywhere else in the world."

While Kammen and his fellow researchers are excited about the opportunities made possible by this partnership with BP, they say that the terms of the agreement have been carefully worded to protect the interests of UC Berkeley and University of Illinois researchers.

Under the terms of the agreement, research conducted without the direct involvement of BP scientists, 50 of whom will be based at the facility, will be considered the intellectual property of the participating research team only. Research conducted in conjunction with BP scientists will be considered joint intellectual property.

"It's true academic freedom," Kammen explains. "That's an important point because, typically, this type of agreement would skew in favor of BP. But this one doesn't. BP doesn't get right of first refusal. They don't get to pick and choose."

The final draft of the agreement is being drawn up now

and should be signed within the next 90 days.

Biofuels, including ethanol, will constitute the lion's share of the research being done at the institute, though researchers are quick to point out that ethanol is just one of the possible alternatives to fossil fuel that they plan to investigate.

"[Ethanol] is an important starting point, because there's an infrastructure already in place for it," explains Stephen Long, Professor of Crop Sciences at the University

"Berkeley has more and better quality energy researchers than any other university. Collectively, I think there's more going on in this field at Berkeley than anywhere else in the world." — Dan Kammen, Berkeley physicist



of Illinois and the President and Interim Deputy Director of the Energy Biosciences Institute, referring to existing technology used to convert corn, sugar cane and soybeans into ethanol.

"But there are a number of other promising leads," he adds. "And, now that we have the money, we can move forward with those as well."

"We haven't picked a winner in advance," says Dan Kammen. "We may find, in the course of our research, that liquid biofuels aren't the way to go at all. It might be better to use biofuels to make clean electricity to power plug-in hybrid cars. We don't know yet. And it doesn't do anyone any good for us to put all of our eggs in one basket."

The Ethanol Debate

Some members of the scientific community, including some of the institute researchers' peers at Berkeley, argue that spending even \$1 of the \$500 million from BP on biofuel research is a waste of money. Mention the word "ethanol" to this group, and you're likely to get an earful.

Scientists on both sides of the biofuel debate agree that the technology currently being used to produce ethanol is grossly insufficient. Studies have shown that, when you factor into the ethanol equation the forests being cleared in Third World countries to grow soybeans for ethanol production, the fertilizers and pesticides being used to grow

crops, the diesel used to harvest and transport crops, and the fossil fuels used in the distillation process, ethanol is as bad, if not worse, than gasoline.

But scientists at the Energy Biosciences Institute are confident that ethanol can be made cleanly, and that the end product can be as efficient and cleaner-burning than gasoline.

They also point out that ethanol isn't a fix-all for the pressing issues of global warming and oil reserves depletion. Rather, they see ethanol as part of a larger and more comprehensive plan.

But scientists on the other side of the argument insist that improving the technology is pointless, because the technology will never be good enough to meet the demands of the world's fast-growing population.

"At the level of consumption that we have today, biofuels, no matter what they are or how they are made, are totally irrelevant," says Tad Patzek, a chemical engineering professor at UC Berkeley.

According to Patzek, energy consumption, particularly in the United States, must be drastically reduced in order for biofuels to do any good.

"We need to start using less," he explains. "That's the bottom line. We have to make dramatic adjustments to our insanely wasteful lifestyles. Right now, we use 110 times more energy than is needed to live comfortably."

"But the consumer doesn't want to hear that. They want to hear, 'Ethanol is the answer to all of your problems. Oh, of course you'll be able to continue driving your Chevy Tahoe on ethanol.'"

Patzek proposes that the \$500 million earmarked for biofuel research would be better spent creating and implementing a comprehensive energy-consumption-cutting program. The benefits of that program, he says, would be both substantial and immediate. But he admits that the program is likely to be very unpopular with consumers.

"Start by taxing SUVs and any vehicle that gets less than 20 miles per gallon," he says. "Get those things off the road. Next, develop a program for better insulating homes and businesses, maybe offer tax incentives. Find a way to grow cities inward instead of outward to create higher density populations."

"Those first two things are pretty simple, but they're not very sexy. 'Insulate your walls.' That's not very sexy, is it? But I guarantee you that its impact would be bigger than anything accomplished at the Energy Biosciences Institute."



FERRY BUILDING MARKETPLACE

A HERITAGE OF GOOD TASTES

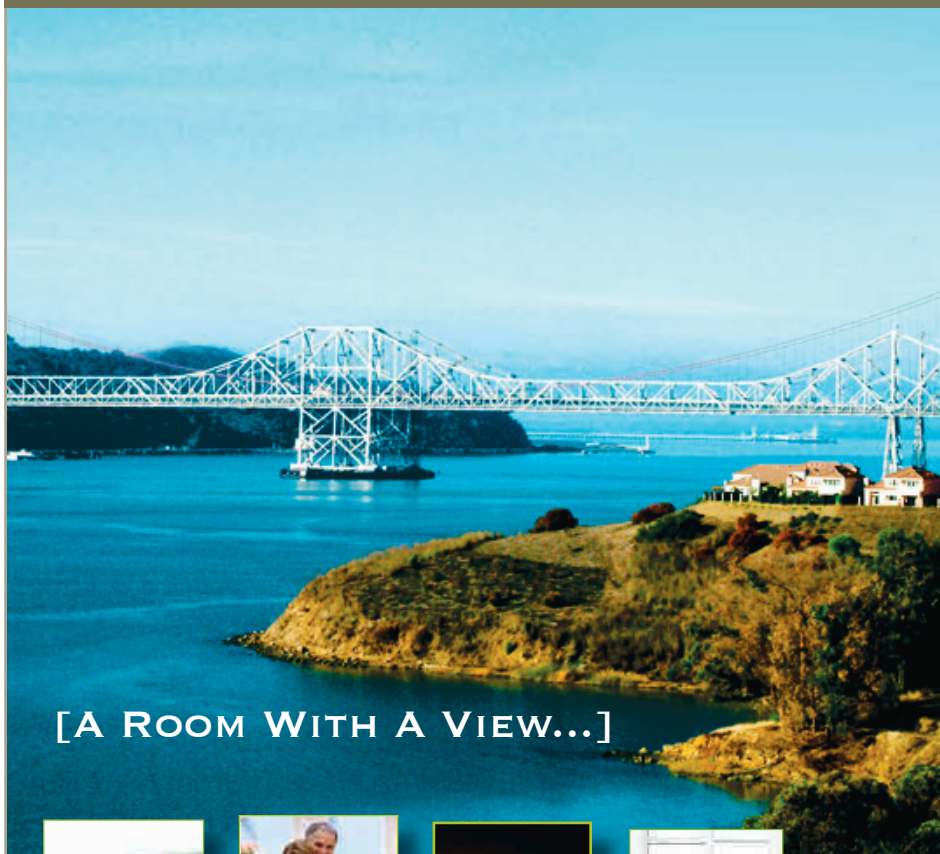
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Answers to February's Working Waterfont Crossword

A	D	M		A	S	L	O	B	B	Y	
A	R	E	S		C	O	U	L	D		A
R	O	T	A	I		A	C	A		I	D
P	O	R	T	R	I	C	H	M	O	N	D
	P	O	E	T	S			E	N		L
C		S	L	O	S	H	E	D		G	I
R	E		I	N	O	E	T		T	I	N
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H	E		S	L	O	U	C	H		F	A
E	R	R		M	A	L	E		T	A	M
S	S	I	D		D	E		B	O	A	T

Crossword by Graham Claytor



WHO HAS THE MOST SMILES PER GALLON?

Photo by Charlie Bergstadt

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Tale of Two Chalets

BY JOEL WILLIAMS

The Beach Chalet is located in San Francisco's Golden Gate Park where the Park meets the Pacific Ocean at the Great Highway. Originally opened to the public in 1925, the building provided changing rooms and a lounge for beach goers and dining on the second floor with a spectacular view of the ocean and beach.

Today the historic building, which sits in the shadow of the famous Queen Whitemen's Windmill, houses the Golden Gate Park Visitors Center, which still boasts the lovely mosaics and murals completed in 1936 as part of a federal work program.

In 1997, The Beach Chalet Brewery & Restaurant opened on the floor above the

Visitors Center, which had been vacant for 17 years. Ten years later, the outstanding atmosphere, beers, food and views keep locals and visitors coming back for more.

Just behind the Beach Chalet, the Park Chalet offers outdoor seating. But forget about being scared away by misty or foggy conditions, it also offers a variation of open air dining with fully retractable large glass doors and glass ceiling, while maintaining a warm intimate atmosphere with the accent of a huge stone fireplace. It also offers more of a pub-fare menu. Beach Chalet is modern American cuisine all the way. One thing both spaces have in common is: all of the Chalet craft beers are available at both locations.

Head Brewer, Aron Deorsey is a former home brewer, with a chemistry background, who decided to turn his hobby into a career. He started looking for



Photo by Joel Williams

Beach Chalet customers enjoy an ocean view along with a flight of tasters of handcrafted beers.

a job in local breweries and soon discovered the familiar "Catch 22" when brewing for a living. Most breweries look for someone with experience but don't consider home brewing real brewing experience. So, it was back to school for Deorsey.

In 2000, Deorsey enrolled in a 22-week extensive brewing program at the University of California at Davis, which

gave him the knowledge needed to get his foot in the door at Pyramid Brewing Company in Berkeley. This is where he began his professional brewing career. Then, after working at several other local breweries, he landed the Head Brewer job at The Beach Chalet in 2003.

Deorsey's house beer menu is well-rounded, offering a variety of Ales. The



~ SF Brewers Guild ~
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Photo by Joel Williams

The Beach Chalet is located in Golden Gate Park where the Park meets the Pacific Ocean. The famous Queen Wilhelmina's Windmill can be seen in the background.

VFW Light is a mellow, lightly hopped, domestic-style ale designed for those who are used to a tamer brew. Their best seller, Presidio IPA, will satisfy those looking for something with an aggressive hop character and floral aroma, provided by dry hopping with whole leaf Chinook hops.

Landing squarely in the middle of these two extremes is the Riptide Red. Normally, I don't have much to say about Reds in general or as a style, but the Riptide Red had me doing a double-take. This is a fabulous example of this style of beer rarely found in a sea of mediocre and ordinary Reds available in stores and pubs today. It has a delicate balance of rich roasted caramel flavor that provides a nice, malty body with minimal hop bitterness.

Those who prefer dark beers will like the Fleishhaker Stout, with its rich creamy

body and a hint of chocolate. I found the Fleishhaker to be very unique and complex for a Stout, with a slightly smoked or peaty flavor that I found quite enjoyable.

As I finished my tasting session with Deorsey the sun was beginning to set and all eyes in the restaurant seemed to drift westward toward what became a magnificent sunset. I finished my stay with a cask conditioned version of the Presidio IPA and relaxed, enjoying my brew with a view.

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



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This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Two hours on beautiful San Francisco Bay will help you to determine if you want to make sailing a bigger part of your life. 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.
- March 3 8:45AM - 3:30 PM – Skills Class I: Sea Kayaking Basics, Blue Waters Kayaking, Tomales Bay, 415-669-2600, www.bwkayak.com**
We begin with an orientation to kayaks, gear and the basics of paddling strokes. We, then, teach paddling strokes, bracing techniques and ultimately learning wet-exits, and re-entry (recovery) techniques. Our day concludes with an introduction to reading: tide logs, charts and weather. Successful completion of this class enables a kayaker to rent closed deck kayaks from most outfitters. \$99 per person
- March 3 10AM - 2PM – Kayak Basics Class, 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. \$59 per person - includes kayak, all gear, and expert instruction. Fee includes coupon for future rental, good for two hours!
- March 3 Time TBD – Full Moon Kayak Tour in Marin, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating a kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night sky. The atmosphere is peaceful and calming, yet spectacular. 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. Call store for details and time. \$65
- March 4 10AM - Noon – Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Judah, www.sfsurfrider.org**
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Judah Ave and we'll provide gloves, bags and instructions. Rain cancels this event.
- March 7 6PM - 8PM – Moonlight Sail, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Set sail aboard one of our larger yachts skippered by a professional OCSC skipper and enjoy a relaxing night out on the Bay. You can soak in the beauty of the twinkling city lights while not lifting a finger; or pitch in and take the helm. Following the sail we will serve chili, chips, salsa, and beverages. A great time to get to know other like-minded sailors. \$30 for members, \$40 retail- call to make your reservation.
- March 10 9AM - 3PM – Tule Elk Tour, Blue Waters Kayaking, Tomales Bay, 415-669-2600, www.bwkayak.com**
Often the shorter tours are not enough, when there is so much to see on Tomales Bay! Paddle through the tide channels amid the majestic scenery and remote beaches of the northern part of the Bay. As we paddle along we will discover the diversity of life that inhabits the Bay and its shores: tule elk, harbor seals, bat-rays, hawks, waterfowl, sea stars and other intertidal life. \$98 per person
- March 10 10AM - 3PM – Kayaking to Angel Island State Park, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. While paddling the majestic Bay, take in the spectacular views of San Francisco, Mt. Tamalpais, Mt. Diablo and East Bay areas. Conditions permitting, a circumnavigation of the island provides an exciting view of the bay, usually reserved for stronger groups. This kayak trip is appropriate for beginner and intermediate paddlers in good physical condition. \$85 per person
- March 11 10AM - 4PM – Kayaking Skills and Safety, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Start your kayaking adventures off right by learning essential paddling and safety skills on calm water. This comprehensive course will cover equipment, strokes, re-entries, bracing, paddling technique and wet exits. Come ready to get wet and have a good time on this skill and confidence building class. After taking this class you will be allowed to rent closed deck sea kayaks from Outback Adventures. No experience necessary. \$95 per person
- March 17 9AM - Noon – St. Patrick's Day Tomales Bay Morning Paddle, Blue Waters Kayaking, Tomales Bay, 415-669-2600, www.bwkayak.com**
This gentle naturalist-led tour includes an introductory kayak lesson and is perfect for first-time paddlers - young and old. Bring the whole family along for a fun adventure of paddling and nature watching! St. Patrick's Day 2-for-1 special is \$68.
- March 17 Noon - 4 PM – Tide Rips Clinic, San Francisco Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Playing in a tide rip is fun, wild and a great way to improve your rough water skills. This half-day clinic is designed as a practice session for sea kayakers that want to hone paddling skills in the amazing tide rip off Yellow Bluff Point near the Golden Gate Bridge. At Yellow Bluff, we can safely practice eddy turns, ferry gliding and surfing in the rip. Dates and start times are chosen to take advantage of optimal tidal conditions. \$99 per person - price includes kayak, all gear and expert instruction.
- March 17 4 - 6 PM – OCSC's Free Monthly BBQ - all invited! OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
A free BBQ & drinks and a fun crowd. This is a great way to check out our Club and meet some of our sailors.
- March 21 7:30PM – Ethan Daniels - Images from Raja Ampat and Myanmar, Marin Scuba Club, San Rafael, 415-453-9556, www.marinscuba.org**
We invite divers of all skill levels to join us the third Wednesday of each month, 7:30PM, 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, marinsclubmembership@yahoo.com
- March 25 7AM - Noon – Scuba Diving in Monterey, Advanced Diving Technologies, Pittsburg, 925-432-2111, www.adtscuba.com**
The weather is warming up; it's time to get out and go diving. An added bonus - the Humpback Whales are about and waiting for you. Let's get together on the DV Escapade and dive the kelp forest and more. Two-tank dive is \$85. Snacks and cylinders are part of the fare. Nitrox available upon request.
- March 25 10AM - 2PM – Pillar Point Tour, Half Moon Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
No previous experience necessary! Kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastside region around Pillar Point Harbor in Half Moon Bay. Get up close and personal with harbor seals, marine birds and other wildlife. \$49 per person, includes tandem kayaks, all gear and guides.



Photo by Francisco Arreola

Dockside Dwelling: From Ship to Shore

On the Contrary: Entering the Gate by Sail

BY DENISE DOHOGNE

A friend from New York came to visit, so naturally we took a boat ride. All the while my friend was filled with excitement, admiring the spires of the city landscape, the hills rising toward Mt. Tamalpais. We gazed out at Grizzly Peak and the Berkeley hills.

"This is gorgeous; it's alive and the colors are strong," my friend said. "In

New York, we have to travel so far to see something like this. But you live here. You probably don't even notice."

"Wrong," I said. "Every morning I wake up and I walk to my window. I just stand there and stare."

There's plenty around here that's worth a good stare. What the California coast lacks in easy cruising, it makes up in the San Francisco Bay, the Carquinez Strait and the Sacramento-San Joaquin

River Delta. This is a different world, one which took awhile to be discovered.

From out at sea, the entrance to the Bay can be tricky to spot. Fog frequently takes credit for the two centuries in which Spanish ships explored the coast without discovering San Francisco Bay. That simple fact bought the Ohlone and Miwok Indian tribes an extra 200 years of privacy.

Bay Area sailors know, once they've looked at the Golden Gate from the ocean, that the entrance, even with a city built around it, can be hard to pick out even on a clear day. The East Bay hills fill the background and the Golden Gate doesn't stand out until close enough to identify the bridge across it. Then, once in sight, the winds might pick up suddenly, especially as the seasons change from winter to spring. There's really no predicting the weather during this time, just knowing the adages of this contrary time of year, such as: If March "comes in like a lion, it goes out like a lamb."

With the Golden Gate being the only sea level opening, the wind on the bay can

change from lamb to lion and back again faster than you can react. It's possible for winds to go from zero to 15 here in a moment. The wind may hang in the "Gate" for a time, but eventually it will move in, steadily, increasing and drifting eastward until it takes over the whole Bay. And, if waiting for a breeze, the educated keep a lookout to the west for the sudden heeling of boats and darkening ruffles on the surface. Those are the tell tale signs that the wind is coming and so are the days of full sails on the Bay.

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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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Organizations, Associations & Clubs

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- 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.

Cal Divers - 510-417-0025, www.caldivers.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.

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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
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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,
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Stinson Beach Surf & Kayak

3605 State Rt. 1 North
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415-868-2739
www.stinsonbeachsurfandkayak.com
Sales and rentals of surfboards, boogie boards
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Tradewinds has more than 40 years
of experience making sailing easy and
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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.

Wise Surfboards

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

- 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.

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www.blueandgoldfleet.com



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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 Tram Tour, 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**

WATERFRONT ADVENTURES

MOVING AHEAD BLINDLY

BY SCOTT ALUMBAUGH

Lights play funny tricks on you at night when you're sailing — especially in a busy area like San Francisco Bay.

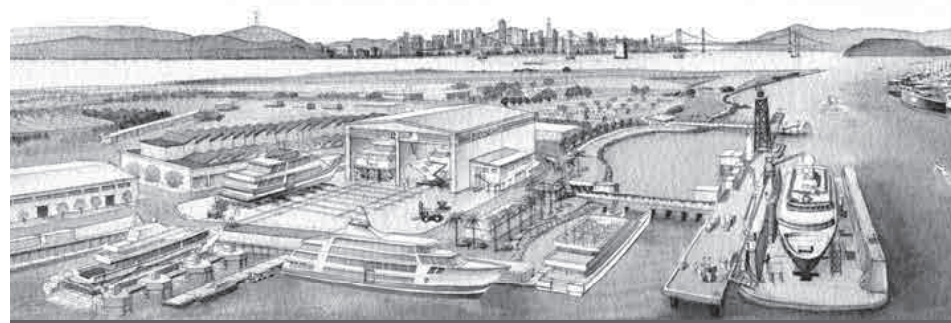
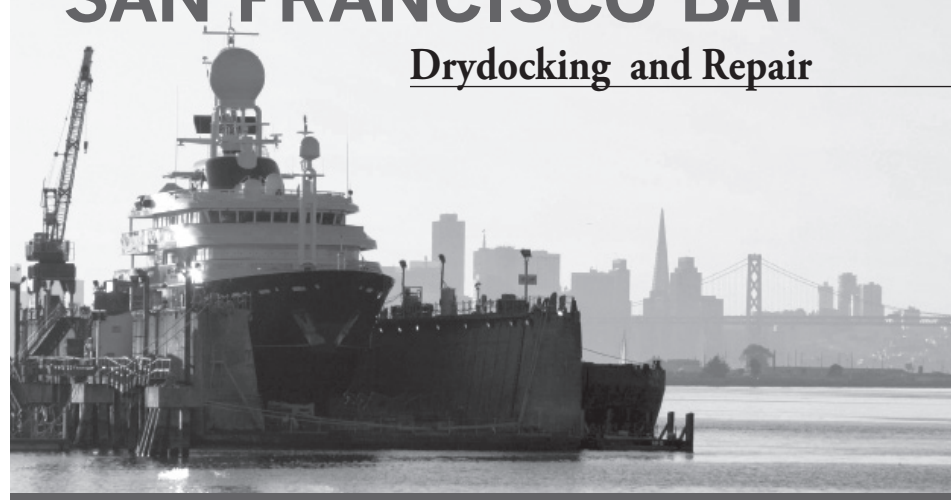
For starters, sailboats don't have headlights; the Bay doesn't have streetlights. In many ways, it feels like you're moving ahead blindly. And, with a certain amount of blind trust.

Just about everything in and around the water that concerns safe navigation is lighted, and in a particular way. Port-side channel markers have flashing green lights; starboard markers have red. Mid-channel markers have a white light that flashes a Morse code "A" pattern — short-long, for "dot dash." Boats have running lights: green (starboard), red (port), and

white (stern). By knowing these and the significance of other light patterns and placement, an observant sailor can tell where things are, what they are and the direction and speed they are or aren't moving.

But tricky light stuff gets to you sometimes . . . For one thing, with all of the lights near the water around the Bay, it's sometimes easier to realize that something is moving on the water because of what you don't see: lights on land get blacked out by the hull of the moving vessel. That can kind of spook you, especially if you're a little tired. And the color of all those lights? Well, street signals have red and green lights; streetlights and headlights are shades of white. Makes things kind of confusing when moving in close to shore. When approaching a harbor, it can be hard to tell whether

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that red light is a traffic signal or a port running light.

Yes, lights play funny tricks on you sometimes, which is how I managed to drive right through the middle of the entire San Francisco Bay herring fleet one winter night.

It was a calm night, so I was motoring back to my slip in Sausalito. As I cleared Tiburon, I saw white and red lights. But I always saw white and red lights here, and it meant I could see traffic on Bridgeway Avenue and would be home soon. But that thing happened where lights started to disappear. Then I saw a white beam of light swash frantically from side to side in front of me, which

I realized the red and white lights meant someone was fishing (“red over white, fishing at night”), and the swashing light was pointing out fishing nets I was about to wrap around my propeller.

is a signal for pointing out danger. I realized the red and white lights meant someone was fishing (“red over white, fishing at night”), and the swashing light was pointing out fishing nets I was about to wrap around my propeller. So I put my boat in neutral to stop the spinning prop and looked around to make sure I could veer off. And that’s when I realized that there were dozens of fishing boats practically on top of each other everywhere I looked.

I got through the fleet with a couple of near misses and, I imagine, a lot of curses from skippers on the boats I almost hit. Once I calmed down a little, it struck me that in years of sailing on the Bay, I had never actually seen the commercial fleet fishing inside San Francisco Bay. As it turns out, there is a good reason. Other than herring, there aren’t enough fish in the Bay to support commercial fishing. There haven’t been since the 1950s.

Between about 1870 and 1915, San Francisco was the leading fishing port on the West Coast, and most commercial fishing took place inside the Bay. Chinook and coho salmon beat their way through the Bay to spawning grounds in the Delta; blue whales surrounded ships inside the Golden Gate. Native California oysters – a staple for the Ohlone and

Miwok – thrived alongside eastern oysters transplanted here.

Over the decades, they all declined. At first, the cause was overfishing and landfill flowing downstream from mining. Later, urban pollution took its toll. Another factor has been invasive non-native species. And there’s the lack of fresh water flow from the Delta, which has been drastically cut since the 1970s when huge pumps in Tracy came on line to divert

Delta water to Southern California.

It may not seem obvious at first, but this last factor – the interaction between the salt-water ocean and the fresh-water rivers – is really a key to understanding

a lot about the Bay, its health, and the future of marine life in California. For the last 150 years, we have treated the Bay and the Delta as separate systems. While the Bay has been used as everything from landfill to dump, the Delta has been sectioned off by a massive series of levees and repurposed as farmland. The result has been to stem the flow of saltwater upstream, and freshwater downstream.

The Bay has lost much of its marine life, and the Delta is teetering on economic and environmental collapse. In Feb. 2007, the Public Policy Institute of California proposed a “radical” solution: that we see the the Bay and Delta for what they really are – two parts of an estuary. An estuary is an inlet where rivers reach and mix with the sea. And it’s that interaction

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.



Coast Guard Search Suspended

USCG, San Francisco, CA -- The U.S. Coast Guard suspended the search for Dr. Jim Gray at 5:30PM on Feb.1. After four solid days of searching an area of over 132,000 square miles in optimal search conditions, Coast Guard search and rescue units found no trace of Dr. Jim Gray or his vessel the *Tenacious*.

“The decision to suspend a search is never an easy one and our hearts and thoughts are with Dr. Gray’s family and friends during this time. Although this search is suspended, if new information arises, it will be investigated,” said Captain David Swatland, the deputy commander of Coast Guard Sector San Francisco.

Anyone with information that could lead to the location of Dr. Gray or his vessel, *Tenacious*, is urged to contact the Coast Guard at (415) 399-3547. For more information on this case, go to: www.uscgsanfrancisco.com

that makes all the difference. If saltwater was allowed to flow up the rivers as it used to, it would, among other things, kill the invasive non-native species. Restoring the flow of fresh water to the Bay would decrease its salinity, increasing food sources for larger fish.

Seeing the Bay as part of an estuary

means treating the Bay differently than just a saltwater inlet. It’s kind of like seeing a red light as a fishing boat you’re about to smack into rather than a street light on land: it requires a different action. So, maybe it isn’t the light that fools you. Maybe it’s how you perceive it and what you choose to do moving forward.



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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	-----	-----																					
6:35	7:05	7:10	7:40	11:00	11:50	12:30pm	1:20pm																					
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9:15	9:50	10:10	10:45	One-Way Ferry Fares <table border="1"> <thead> <tr> <th colspan="2">LARKSPUR</th> <th>SAUSALITO</th> </tr> <tr> <th colspan="2">Daily</th> <th>Daily</th> </tr> </thead> <tbody> <tr> <td>Adult Cash Fare</td> <td>\$6.75</td> <td>\$6.75</td> </tr> <tr> <td>Frequent Rider Ticket (Book of 20 Tickets)</td> <td>\$4.25</td> <td>\$3.60</td> </tr> <tr> <td>Seniors (age 65+) with Medicare or approved I.D.</td> <td>\$3.35</td> <td>\$3.35</td> </tr> <tr> <td>Youth (ages 6-18)</td> <td>\$3.35</td> <td>\$3.35</td> </tr> <tr> <td>Children (age 5 & under)</td> <td>FREE</td> <td>FREE</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 (4:30pm 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.

Adventure Cat		
2007 Departure Schedule	BAY CRUISE	SUNSET CRUISE
March 2 to March 10 WEEKENDS ONLY March 11 to April 29 Daily	1:00 P.M. 3:00 P.M.	5:00 P.M. 6:00 P.M.
Sunset cruise includes hors d'oeuvres and two drinks for \$45.	Bay Cruise Rates: Adults: \$25 / Children 6-12: \$15 / Kids 5 and under: Free	
(800) 979-3370 / www.adventurecat.com	Group Discount Rates: 10 or more full fare passengers = \$5.00 off per person when run on one credit card	

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND																															
Weekdays to San Francisco				Weekends and Holidays to San Francisco																															
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																												
9:15	9:25	9:45	10:00	4:15	4:05	4:45	4:55																												
11:00	10:50	11:30	11:45	5:45	5:35	---	6:25																												
12:45pm	12:35pm	1:15pm	1:30pm	7:10	7:00	---	7:50																												
2:30	2:20	3:00	3:10	Weekends and Holidays from San Francisco <table border="1"> <thead> <tr> <th>Leave Pier 41</th> <th>Leave Ferry Bldg.</th> <th>Arrive Alameda</th> <th>Arrive Oakland</th> </tr> </thead> <tbody> <tr> <td>9:15am</td><td>9:25</td><td>10:10</td><td>9:55</td> </tr> <tr> <td>10:50</td><td>-----</td><td>11:20</td><td>11:30</td> </tr> <tr> <td>1:00pm</td><td>1:10</td><td>1:30</td><td>1:45</td> </tr> <tr> <td>3:30</td><td>3:45</td><td>4:05</td><td>4:15</td> </tr> <tr> <td>5:00</td><td>5:15</td><td>5:35</td><td>5:45</td> </tr> <tr> <td>6:30</td><td>6:40</td><td>7:00</td><td>7:10</td> </tr> </tbody> </table>				Leave Pier 41	Leave Ferry Bldg.	Arrive Alameda	Arrive Oakland	9:15am	9:25	10:10	9:55	10:50	-----	11:20	11:30	1:00pm	1:10	1:30	1:45	3:30	3:45	4:05	4:15	5:00	5:15	5:35	5:45	6:30	6:40	7:00	7:10
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Weekdays from San Francisco			
Leave Pier 41	Depart Ferry Bldg.	Arrive Alameda	Arrive Oakland
-----	6:30am	7:15am	7:05am
-----	7:35	8:20	8:10
-----	8:40	9:25	9:15
10:15	10:30	10:50	11:00
12:00pm	12:15pm	12:35pm	12:45pm
1:45	2:00	2:20	2:30
3:45	4:10	4:30	4:40
-----	5:20	5:40	5:50
5:20	5:45	6:10	6:20
-----	6:25	6:45	6:55
-----	7:25	7:45	7:55
-----	8:25	8:45	8:55

* On Giants weekday home game nights, these departures stop at AT&T Ballpark before proceeding to Pier 41.

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

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. March, 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	10:45am 11:30 12:00pm 12:45 1:15 2:00 2:30 3:15 4:00 4:30	Leave Pier 41 11:00am 12:15pm 1:35 2:45 ----	Arrive Sausalito 11:40 12:55pm 2:10 3:35 ----- Leave Sausalito 11:50 1:05pm 2:20 3:40 8:00 Arrive Pier 41 12:10pm 1:25 2:35 4:00 8:20
EFFECTIVE THROUGH MARCH 31, 2007			
Weekend and Holidays			
10:35am 12:30pm 2:00 3:20	11:50 1:20 2:45 4:25	11:55 1:25 2:50 4:30	12:20pm 1:50 3:15 4:55
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 10:00am	Arrive Angel Island 10:20am	Depart Angel Island 3:20pm	Arrive Pier 41 4:00pm
Weekends			
Leave Pier 41 10:35am	Arrive Angel Island 11:00	Depart Angel Island 11:05 3:50pm	Arrive Pier 41 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 Park Fees			
TIBURON			
DOWNTOWN S.F., FERRY BLDG.			
Weekdays			
Leave Tiburon 6:00am	Arrive Ferry Bldg. 6:20am	Leave Ferry Bldg. 7:15am	Arrive Tiburon 7:35am
6:50 7:50 8:45 ----- 5:00pm 5:50 6:40	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	Child (5-11)	\$4.50
20 Ticket Commute Book	\$100.00		

Vallejo Baylink Ferry			
VALLEJO/SAN FRANCISCO			
FERRY BLDG./ FISHERMAN'S WHARF			
Weekdays			
Leave 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	Leave Ferry Bldg. 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	Arrive Pier 41 ----- ----- ----- ----- ----- 11:30 ----- ----- 3:10 ----- ----- 6:45	Arrive Vallejo 7:30 8:30 9:05 9:50 10:50 12:30pm 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.			
CROSSING TIME & BOARDING: Crossing time between Vallejo and San Francisco is about 1 hour. Ferries depart on time. Passengers should allow 15-20 minutes to park and purchase tickets at ferry terminals before boarding.			
Weekends and Holidays			
Leave Vallejo 10:00am 11:30 1:00 3:00 6:00	Leave Ferry Bldg. 11:10 12:40pm 2:10 4:30 7:30	Arrive Pier 41 11:20 ----- ----- 4:00 7:00	Leave Pier 41 11:30 ----- ----- 4:10 7:10
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	Monthly Pass with Muni	\$287.25
Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.			
Angel Island - Tiburon Ferry			
ANGEL ISLAND/TIBURON			
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 cost \$1.00		Schedule Subject to change w/o notice Adults \$10.25 Child \$8.00	

Harbor Bay Ferry			
EAST END OF ALAMEDA/S.F.			
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			
FARES:			
Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board our ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.			
Fare: One-Way Adult.....\$6.00 One-Way Juniors (5-12).....\$3.00 Children (under 5)Free One-Way Seniors (62 & over)\$3.50 Disabled\$3.50 Active Military\$4.75 One-Way Commute (book of 10).....\$50.00 One-Way Commute (book of 20).....\$90.00 Monthly Pass.....\$165.00 Free MUNI and AC Transit Transfers Provided			
Red & White BAY CRUISE SCHEDULE			
PIER 43 1/2			
Weekday	Weekends	Fare:	
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	Adult	\$21
		Senior (62+)	\$18
		Youth (12-17)	\$18
		Child (5-11)	\$14
		Under 4.....	\$Free
Ferry Building Line			
All Ferry Building Line Cruises depart from Ferry Building Gate E.			
Cruise Departure Schedule: January 1, 2007 - April 5, 2007 Saturday 11:00am - 12:30pm 1:00pm - 2:30pm 3:00pm - 4:30pm Monday, Tuesday, Wednesday, Thursday, Friday & Sunday No scheduled cruises, available for group charters			
http://www.baycrossings.com/ferry_schedules.asp			



The Future of Traffic Congestion at Your Fingertips

BY JOHN GOODWIN

MTC has once again expanded its award-winning 511 traveler information service by adding a new Web-based feature that allows motorists to estimate the length of a trip in terms of minutes and hours before they hit the road. Dubbed “Predict-a-TripSM,” the new feature builds on the popular 511 Driving TimesSM service by using historical information on freeway traffic speeds and driving times to provide point-to-point forecasts for about 90 percent of the BayArea freeway network. Predict-a-TripSM is available free of charge on the 511 Traffic page at 511.org, but is not available through the 511 phone service.

Introduced by MTC in 2004, 511 Driving TimesSM calculates how long it will take to get from Point A to Point B given current traffic conditions and incidents. Travelers can access this info via the phone and the Web, and via freeway message signs, which display estimates for reaching key destinations. Travelers access the Driving TimesSM service more than 140,000 times each month, and the most requested enhancement by far has been a trip-forecasting tool. Now with Predict-a-TripSM, users can select a Driving Times route on the interactive 511 traffic map, and then choose the day of the week and the time of the day they plan to travel. There is also a text-based method of accessing the information.

Predict-a-TripSM is particularly helpful for motorists planning trips that are not part of their normal routine. “This is great for people who may be planning dinner at a hot new restaurant, or who are catching a flight out of SFO or maybe going to a job interview,” said Project Manager Benjamin McKeever. “If you’re thinking of moving to a different part of the Bay Area, Predict-a-TripSM can even help estimate the length of your morning and evening commutes.”



Illustration by David Cooper

The Driving TimesSM system taps data from dashboard-mounted FasTrak[®] toll tags (which, in addition to facilitating electronic toll collection, do double-duty as traffic probes, with the information scrambled to protect the identity of the driver). The FasTrak[®] data is augmented with data from radar sensors alongside freeways and subpavement loop sensors. Predict-a-

TripSM accesses historical traffic flows based on the day of the week, the time of day and whether a holiday is involved.

“If you know it’s going to be bad out there, you can plan to take public transit instead of driving,” said McKeever. Another 511 Web tool – the TakeTransit Trip PlannerSM — provides personalized itineraries for transit riders. Other

interactive features of 511 Web site include a ridematching tool for prospective carpoolers and BikeMapperSM, which displays possible bicycle routes between two points.



New Bay Bridge East Span: Massive Foundation Piece Passes Through Panama Canal

An enormous component of the new East Span of the San Francisco-Oakland Bay Bridge — equivalent in size to a basketball court — recently crossed through the Panama Canal en route to its final destination in the San Francisco Bay.

Fabricated in Corpus Christi, Texas, by Kiewit Offshore Services, the steel footing box was so large that transport by land was out of the question, and shipping by barge via the Canal was the only feasible option. It will provide the framework for the final marine foundation (known as T1) of the new East Span's crowning element, the self-anchored suspension span (referred to as the SAS), which will feature a striking 525-foot tower. When completed, the SAS will be the largest single-tower, self-anchored

suspension span in the world.

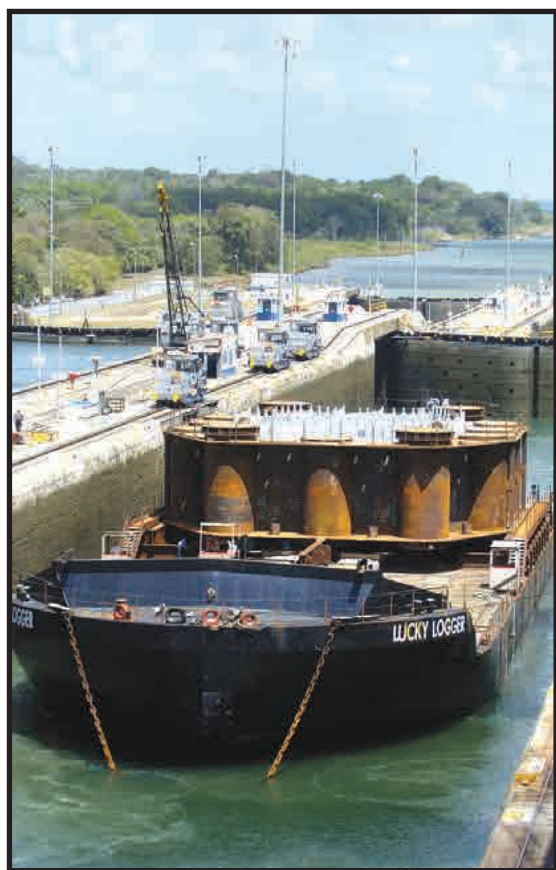
"The shipment of this critical portion of the last marine foundation for the SAS represents a major milestone for the new Bay Bridge," said Will Kempton, chairman of the Toll Bridge Program Oversight Committee (TBPOC). "It represents the last major construction element of the final marine foundation for the bridge's signature span. When the foundations have been completed in about a year, work will begin on construction of the tower."

The steel footing box is expected to cross through the Golden Gate and arrive at the construction site in mid-March. After being lifted into place by a special catamaran barge designed specifically for the project, it will be welded to the steel shells surrounding 13 concrete piles. The piles, which were driven using a multistory footing template, extend 196 feet below the waterline to anchor in bedrock. The entire steel footing box will then be encased in concrete to make up the tower foundation, which will measure 85 feet long, 73 feet wide and 21 feet thick — and weigh 2,100 tons.

Work on the other marine foundation for the SAS, to the east of T1, is nearing completion. This foundation (referred to as E2) consists of twin steel and concrete structures to support the separate east- and west-bound road decks of the SAS. Work on the marine foundations is anticipated to be completed in 2008. The land foundation for the span's western end, where the single main cable loops under the roadbed, was completed in 2004.

As work heats up on the SAS, crews are putting finishing touches on the East Span's Skyway portion, whose twin decks now jut a mile out into the Bay and stand ready to join with the SAS.

The East Span project is being overseen by the Toll Bridge Program Oversight Committee, which in addition to Caltrans includes representatives from the California Transportation Commission and the Bay Area Toll Authority, an arm of the Metropolitan Transportation Commission.



All photos by Noah Berger

Perched on the deck of the Lucky Logger barge, the East Span footing box makes its way through the Panama Canal.

AROUND THE BAY IN MARCH



Glenn Miller Orchestra plays on the USS Hornet, which will be transformed into a unique dancehall for the event.

Spring

Spring Training

Training season has begun for professional baseball. Oakland & San Francisco go to bat against each other on Mar. 11, 13, 30, 31. See full schedules online:

<http://sanfrancisco.giants.mlb.com>

<http://oakland.athletics.mlb.com>

Save the Daylight!

Spring forward to the clock and set it one hour ahead. Lose an hour you might have spent at work. Daylight Savings Time begins at 2AM on Mar. 11. Be super punctual by setting your clock to the National Institute of Standards and Technology's official U.S. time clock.

www.time.gov

Clean Beach Sunday

Just show up at Ocean Beach at the end of the street noted below, and the Surfrider Foundation will provide gloves and bags and instructions. Sun., Mar. 4, 10AM-Noon. Water quality reports, new beach fire pit information and local clean up schedules can be found at www.sfsurfrider.org

Exhibits

Spectra Ball '07

ArtSFest presents the 4th Annual Spectra Ball, a creative spectacle that brings together the spectrum of the arts with dynamic multi-cultural performances of music, theater, dance, circus, spoken word, fashion and visual art. All art work is for sale. Tickets: \$50, \$100 VIP.

Sat., Mar. 31, 8PM-2AM, Regency Center, 1290 Sutter St., SF, (415) 561-7802,

www.artsfestsf.org

Big Band on Board Hornet

Glenn Miller was one of the most successful of all the bandleaders back in the Swing era of the '30s and '40s. In 1944, Miller took off in a single-engine plane from England to precede his band to France. He was never seen again. The present-day, 19-member, Glenn Miller Orchestra, formed in 1956, tours the globe and plays many of the original arrangements, as well as modern selections that lend themselves to the Glenn Miller big-band sound. Dancing is on the aircraft carrier's enclosed hangar deck. 707 W. Hornet Ave., Pier 3, Alameda, (510) 521-8448 - ext. 225,

www.uss-hornet.org/dance

Bad Intentions at FLOAT Gallery

Student filmmakers Scott J. Taylor and Clayton Ginton have collaborated to create an exhibit, strongly influenced by graffiti, blues, hip hop culture and media counterculture. Their art portrays a world of bad intentions through sound, video and the daunting images of characters, to challenge popular views of reality. Opening party Sat., Mar. 17, 6-9PM. Show through Apr. 4. FLOAT, Floatation Center - Art Gallery 1091 Calcot Pl., #116, (510) 282-0425, www.thefloatcenter.com



Scott Taylor & Clayton Ginton's collaboration at FLOAT Gallery in Oakland's Cotton Mills Studios explores counterculture through painting, music & film.



Maritime photographer and tugboat captain, Jan Tiura's will have her work on display in Oakland for a mere four days at the beginning of the month.

Movement

Tugging at Oakland

Look through the lens of Captain Jan Tiura, who is one of the elite tractor tug captains. Nearly all of the digital photographs were shot from the vantage of her tugboat, revealing intimate maritime perspectives and showing the Port of Oakland and San Francisco Bay as few are able to experience. Mar. 1-4, Potomac Visitor Center, 540 Water St., Oakland (Jack London Square). www.phototiura.com

Suburbia Doomed?

James Howard Kunstler, renowned commentator & critic of American space and place, will be speaking at the Commonwealth Club. His book, "The Long Emergency: Surviving the Converging Catastrophes of the Twenty-First Century," has been described by OrganicEvents as "a wide-casting, statistics-studded journey through energy production and technologies, world economic and political history and climatology that culminates in predictions that the suburbs are doomed." Mon., Mar. 19, reception 1130AM, program at Noon, 595 Market St., SF. \$15 / \$8 for members.

Rakkasah Richmond

Rakkasah West, the largest Middle-eastern folk festival and fantasy bazaar in the world, takes place once-a-year at the Richmond Auditorium. Week-long workshops feature internationally known belly dancing, folk dancing and music teachers. Experience exotic costuming, jewelry, decor, henna painting, music, dancers, music, dancers, music and more dancers. Workshops Mon., Mar. 12-Sun., Mar. 18. Fees \$12-15. For direction & more information, please visit www.rakkasah.com/west

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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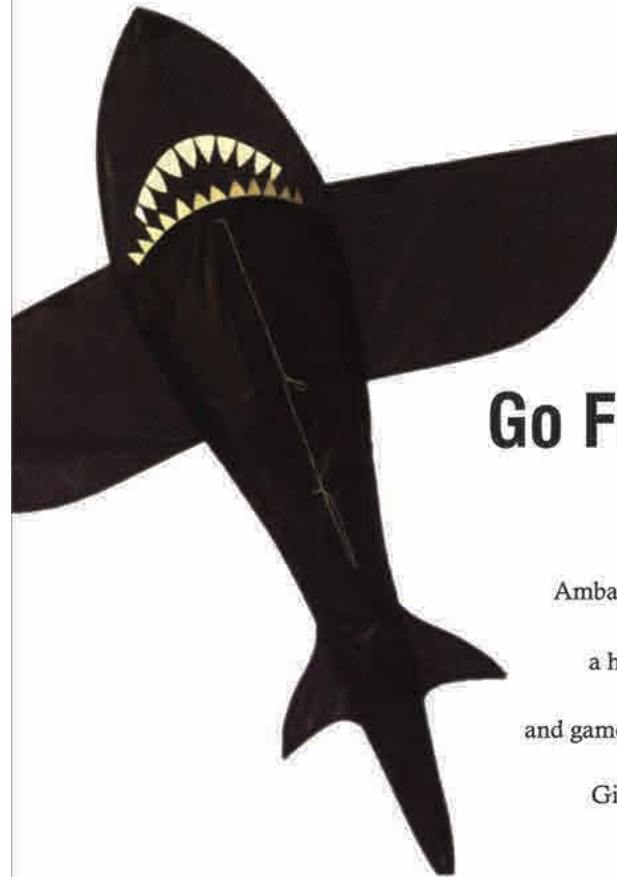
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