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May 2007 Vol.8, No.5



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*\$20 Guaymas certificate is provided for lunch, gratuity not included.

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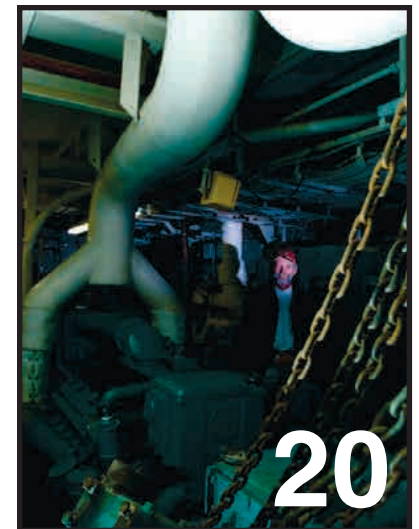
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In the big belly of a former CIA spy vessel, the *Transquest*, which is docked in Sausalito and working at 100 percent. See story p. 20. Cover photo by Scott Hargis. www.scotthargis.com

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If you have a story idea you would like to see covered, or wish to write something for *Bay Crossings*, please let us know. We want to know what matters to you. We are interested in stories based on waterfront happenings, obscure Bay Area destinations, Bay Area waterfront news, or anything that you feel is particularly fascinating. Please send comments and letters to editor@baycrossings.com.

Corrections & Letters

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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.

Waterfront Industry News and Events

BY PATRICK BURNSON

SF Air Cargo Association Staging Annual Airline Fair

San Francisco Bay Area manufacturers of high-end and/or perishable commodities are invited to attend this year's Airline Fair, said Nolan Pahud, editor of the SFACA newsletter. While most of the association's members comprise air cargo carriers and freight forwarders, shippers are encouraged to get involved in the fair, which will feature a "Western Theme." According to organizers, it's a great way for all industry players to mix and socialize while being brought up to date on the leading industry issues. This is a buffet luncheon at the Grosvenor Hotel in South City. <http://sfaca.com>

Transport Community Holds Collaborative Event at GGYC

Spearheaded by the Council of Supply Chain Management Professionals, the annual "Collaborative Banquet" at the Golden Gate Yacht Club takes place on May 16. Featured speaker will be Dr. Jim Rice of MIT, and co-author of Supply

Chain 2020. He will be discussing "the Creation of Resilient Supply Chains," drawing from his experience at Proctor & Gamble, UPS, and Motorola. Among the event's co-sponsors are Women in Logistics and Women in International Trade. www.cscmpsftrt.org

Pacific Transportation Association Takes Message to Capital

The PTA's "Ports and Terminals" luncheon, which had been staged in the past at the bygone World Trade Club, has been reinvented at the State capital. In conjunction with The Northern California World Trade Center, the PTA invited Ray King, from the Port of Oakland, Mike Luken, from the Port of Sacramento and Chair of the Senate Transportation Sub-Committee on California Ports & Goods Movement, Norman Fassler-Katz, to speak at a roundtable last month at the California Chamber of Commerce. While last year's discussion focused on the environment, this time it was on employment. Yolanda Benson, deputy secretary for jobs and economic development, explained how local cargo gateways play a major role

in providing a long-term, sustainable livelihood for tens of thousands of regional citizens. Bill Lewicki, from the Port of Stockton, joined the chorus this time around, singing the praises of port unity and cooperation. Steve Muir, sales manager for Liberty Container Lines, Inc. chaired the committee charged with bringing this quality content to the event. www.pacifictrans.org



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California Ag “Task Force” to Evaluate China’s Transport Infrastructure

BY PATRICK BURSON

San Francisco – A unique “perishables task force” charged with gathering market intelligence on China’s transport infrastructure for Bay Area shippers is about to launch a fact-finding visit this June.

“To our mind, there really isn’t anything quite like it,” said Fred Klose, executive director, California Export Council in Sacramento. “This is the first time a state agency has worked this closely with like-minded people in China.”

Working with the China Federation of Logistics & Purchasing (CFLP) in Beijing, a small group comprising shippers, forwarders, port authorities and

industry analysts will tour a variety of transport facilities to assess opportunities for California’s agricultural exporters.

“For us, this means getting a good look at the inland surface network and seeing how goods move after inbound delivery,” said Joseph Wong, deputy executive director for the Port of Oakland.

Chris Peterson, the port’s chief wharfinger is on a somewhat different mission: “I’m going to observe the innovations being put into place at the major gateways, and hope that we may generate an exchange of ideas,” he said.

That exchange began last year when CFLP research director, Dengcai He, led a delegation to San Francisco for a day-long “US-China Supply Chain Management Conference.”

Robert Tse, director of trade for

the state’s Department of Food and Agriculture, noted that “because California has the largest food industry in the nation, this kind of forum was long overdue.”

to update the task force on progress being made regarding plans to build a logistics hub on borders between China and Thailand, Burma and India. A Pan-Asian Railway

“Because California has the largest food industry in the nation, this kind of forum was long overdue.”

— Robert Tse, State Department of Food and Agriculture

Tse also pointed out that “if California were to be ranked as a nation in this regard, we’d be number five in the entire world.”

For Lily Noon, one of the state’s most prominent shippers of high-end perishables, the China visit represents an opportunity to observe the changing dynamics of a rapidly emerging middle class.

“It’s absolutely essential for us to understand the cultural barriers that might still exist for California exporters,” she said. “We want to know, for example, if there are any fruits and vegetables that are winning new acceptance with consumers, so that we may anticipate demand.”

The founding president of Lily Noon International, she built the business through establishing strong, long-term relationships overseas.

“We have a firm commitment to market healthy and nutritional foods,” Noon said. “As a consequence, we represent many frozen and canned food manufacturers on an exclusive basis.”

Dennis Lee, vice president of marketing and customer development GSC Logistics in Oakland, is also keen on learning if warehousing and chill facilities in China are keeping pace with new exports.

“The continuity of the cold-chain has been something of a concern,” he said. “In some regions, it is really very good, but in others, there’s a lot of work to be done.”

The Chinese hosts, meanwhile, hope

running into Vietnam was also discussed.

“Foreign investment is encouraged,” said Dengcai, “and we expect many California-based companies to take advantage of the opportunities.”

The timing of the visit could not be better, task force members agreed. According to Research & Markets, China plans to increase its port handling capacity by 80 percent to 6.1 billion tons by the year 2010.

In its “China Port Industry Report, 2006-2007,” analysts at the Dublin, Ireland-based think tank report that for last year alone China’s port handling capacity had risen 17.7 percent to 4.91 billion tons. At the same time, container handling capacity had increased by 23 percent to 75.8 million TEU*.

“At the end of 2005, China owned 1,030 production berths, and had ten ports join the global ‘Top 10 ports’ comprising throughput of 100 million tons or more,” said analysts.

The report notes that by 2010, the container handling capacity will be 120-140 million TEU.

Shanghai, the busiest cargo port in the world, has a freight handling capacity of 443 million-tons. Combine that with Shenzhen, said analysts, and they’ve achieved 18 million TEU and 16.18 million TEU respectively. This puts the gateways into third and fourth place accordingly.

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Watch these pages for upcoming waterfront industry news, including:

- Full Coverage of SFACA Gala
- Pacific Ports Association Ponders Outreach
- Agricultural Shippers Ready For Annual San Francisco Conference

COAST GUARD CORNER

Right: The U.S. Coast Guard offloads over 40,000 pounds of cocaine seized in the largest bust in maritime history.



Record Cocaine Offload in Alameda

Alameda, Apr. 23 - Members of the Coast Guard Cutter Sherman offload more than 40,000 pounds of cocaine worth an estimated \$500 million. The cocaine was seized by the crew in three different busts near Central and South America in February and March. Of the 40,000 pounds more than 38,000 pounds was seized during the largest maritime bust in history.

Coast Guard Investigates Grounding of Bulk Carrier

San Francisco, Apr. 11 — The *SPAR LYRA*, a 602-foot Norwegian bulk carrier, fully-loaded with petroleum coke broke free from its moorings at the Pittsburg Tesoro Refinery pier on the San Joaquin River. There was no pollution. A Coast Guard captain of the port order was issued to the carrier and an underwater hull survey was required, The cause of this incident is being investigated by the Coast Guard.

Person Swept Off Rocks South of Monterey Bay

Alameda, Apr. 12 — At 11:40AM, a U.S. Coast Guard HH-65 helicopter from Air Station San Francisco rescued a person in the water who was swept off the rocks at Pfeiffer Point, 25 nautical miles south of Monterey Bay. Park Rangers notified the Coast Guard.

April's Crossword Solution

1	S	2	P	3	A		4	T	5	O	6	S	7	S		8	N	9	S	10	C
11	Q	O	R				12	A	B	O	A					13	A	T	A		
14	U	R	G	15	E		16	I	N	N	S				17			18	A	S	
19	A	T	O	N	E		20			21	O	T	E		22	A	G	H			
23	W	A	T	E	R		24	F	R	O	N	T									
			25	M	O	R	A	S	S												
		27	C	R	A	D								29	E	30	Y	E	32	S	
33	E	R	E				34	E	P	N	S				38	E	A	T			
39	R	E	S				40	S	O	O	N				41	N	R	A			
42	E	C	T	O			43			44	S	T	A	B			46	N	P		
47	C	H	A	Y	A	S				49	K	A	R	E	L						
51	T	E	R	E	T	E				52	E	V	A	D	E						

Crossword by Guy Span

continued - Ag Task Force

During 2005, another 129 berths were built, including 76 deep water berths (over 10,000 tons); handling capacity increased by 190 million tons; development around Bohai bay, the Yangtze River Delta and Pearl River Delta is being done in a more professional way; and China was ranked first in the world for the third consecutive year in handling capacity of freight and containers.

Analysts noted that there will be accelerated construction of Shanghai International Shipping Center and large-sized container docks in the hub ports of Dalian, Tianjin, Qingdao,

Xiamen, Shenzhen, Guangzhou. Construction of related feed ports is also said to be ramping up.

"This is all good news for California ag shippers," said Alan Davis, a consultant with Strategic Solutions Partners, LLC in Danville, California. "But in order for us appreciate the full extent of the progress, we have to see it ourselves. This is especially true when it comes to evaluating the warehousing and railroads. If similar progress is not being made in those areas, we'll still have problems."

* TEU: Twenty-foot Equivalent Unit - The common measure of freight volume of one twenty-foot container.

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

New Angel Island, Expanded Tiburon Ferry Service Set for Ferry Building, Weekend Market

BAY CROSSINGS STAFF REPORT

The Blue & Gold Fleet plans mid-day departures from the Ferry Building to Tiburon and Angel Island starting May 14. New weekend "Farmers' Market" service connecting Tiburon with the Ferry Building is also set.

The Tiburon Ferry currently provides weekday commuter service to the Ferry Building consisting of four morning

arrivals and four afternoon return trips. The expanded schedule will add a 10:35AM departure by way of Sausalito, arriving at Tiburon at 11:40AM.

The expanded schedule includes direct service on the weekend to connect Tiburon with San Francisco's renowned Saturday Ferry Plaza Farmers' Market. Sunday service will also be available but the Farmers' Market is only on Saturdays. Weekend service will depart Tiburon at 10:40AM with return service at 1:45PM.

In addition, Blue & Gold and Guaymas, a waterfront Mexican restaurant with spectacular views of the SF skyline have teamed up to promote the new run by offering an "Escape the City" lunch special. It includes a round trip ferry ticket and lunch for \$27.50 per person. Tickets will be available at *Bay Crossings'* store.

For complete a schedule or more information about Blue & Gold Fleet, visit www.blueandgoldfleet.com.



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5:45 am	6:15 am
6:30 am	7:15 am
7:00 am	7:30 am
8:10 am	8:40 am

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11:00 am, 12:30 pm, 2:30 pm,
4:30 pm and 7:00 pm.



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Taking out the Technology Trash

BY MARY E. SHACKLETT

The disposal of used computer equipment and cell phones is a burgeoning problem in the United States and is likely to get front and center attention as “green” thinking becomes more mainstream.

Just what does one do with an old PC? Many of us simply throw it away, and it ends up in a landfill. Others try to sell it or give it away. In still other cases, municipalities and technology companies have programs that take the PCs off your hands for free or for fee. Sometimes these old PCs are refurbished and resold. They may even “stick” with the household, assuming a lesser role like a network server, until they finally exhaust themselves at the end of the technology cycle.

Eventually, all PCs become environmental hazards. An older model CRT can contain up to four pounds of lead. The PC as a whole contains significant levels of beryllium, barium, chromium, cadmium, lead and mercury. These elements poison the soil and water around landfill areas.

It is small wonder that many localities ban dumping and pay other areas to take the technology trash. Recyclers “take the trash” to countries like India, China and Pakistan, which is cheaper than harvesting out components for reuse. Sadly, the toxic soil and water levels that

technology waste creates contributes to high levels of tuberculosis, infant mortality and birth defects.

What to do with an old PC

More companies, governments and individuals are starting to do something about technology “trash” besides simply dumping it.

Old computers can be given to refurbishment stores for resale or they can be donated to charities to use. The caveat is that the system must be in the three-to-five year age range. After that, there literally is no modern software that will run on it, since software on the average is updated every 12-18 months. Charities are also more reluctant to take an older system since price points on new systems have dropped dramatically over the past few years.

The situation is slightly different for older cell phones, which have proven useful at shelters for victims of domestic abuse. The persons assisted by these agencies are often in need of free telephone access so they can stay in touch with family and friends.

Many municipalities have pick-up days for technology trash. However, they frequently contract with recyclers, which in turn can dump the trash in Third World countries.

Another option is to seek out a recycler that specializes in electronics recycling, where materials are sorted, separated and melted down and then built into new products. There is usually a charge if you choose to recycle this

way, but it is a socially responsible alternative for getting rid of your old PC.

Contact the company from which it was purchased PC sellers like IBM, HP and Dell all have recycling programs for old PCs. For example, if a PC is marketable in the sense that it can be resold, IBM will furnish quotes based on the information that you supply it about your PC, and it will buy the PC back through its Asset Recovery Solutions program if the PC meets qualifications. For PCs that are not marketable, IBM, Dell and HP offer recycling for a small fee. These companies also sponsor recycling events,

such as the Earth Day event in Washington D.C. last month, where Dell offered free recycling to anyone who brought used computer equipment.

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.

Bay Area Tech Recycling Centers

There are a number of recycling options for old PCs in the Bay Area. Here are a few. Many can be found by searching the Internet for electronic recycling, your city.

- Free e-waste recycling in Vallejo, M-F, 10AM-2PM, 734 Lincoln Rd., East.
- Computer Recycling Center accepts old PCs in the San Francisco Bay Area.
- Oakland Technology Exchange-West accepts working computer equipment and donates it to Oakland Unified School District classrooms.

Take the tour at www.WaterfrontProject.org

Vallejo Waterfront Preservation and Downtown Revitalization Project

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Yoshi's turns 10 this month



Photo courtesy of California Canoe & Kayak

Kayaking Near Pillar Point



Photo by Maggie Gosselin

Finding the best organic produce at the Farmers' Market

Yoshi's Has a Birthday

Yoshi's is celebrating their 10 year anniversary at Jack London Square and their 35th year presenting world-class jazz and Japanese food in the Bay Area. Throughout the month of May, Yoshi's will celebrate with special events, commemorative memorabilia and a 2007 Anniversary Art contest. They are also proud to announce a new chef, Shotaro "Sho" Kamio and a new menu. www.yoshis.com

California Canoe and Kayak's Support Strokes Races

On May 19th from 8AM to 3PM, California Canoe & Kayak sponsors its 7th annual Support Strokes paddling event to benefit breast cancer organizations. There are 3 types of races: a 15.5 mile paddle around Alameda Island and two shorter courses of 8 miles and 2 miles, respectively. Money raised through donations and pledges goes to support Breast Cancer Action, The Breast Cancer Fund, Charlotte Maxwell Clinic and Women's Cancer Resource Center. www.calkayak.com

Cook in the Market with the Pacific Coast Farmers' Market Association

Beginning May 6 and continuing through the month of October, join Chef John Silva at the Jack London Square Farmers' Market on the first and last Sundays of the month for Cookin' in the Market. Chef Silva and the PCFMA have developed an innovative program called Cookin' in the Market that brings live cooking demonstrations to farmers' markets and other community events. The program is a response to the pre-packaged, heavily processed and fast foods that have become so prominent in American meals. Chef Silva's cooking demonstrations and tastings will show just how quick and easy it can be to prepare healthy dishes using seasonally fresh fruits and vegetables. The cooking demonstrations (10AM-2PM) will have the freshest products of the season from local farmers. Cookin' in the Market emphasizes fresh ingredients, healthy recipes and easy preparations to demonstrate that anyone, regardless of time or talent, can cook fresh and nutritious foods that not only taste better, but are also better for you, too. www.pcfma.com

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

Vallejo Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Marine World amusement park.

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Armanino Foods of Distinction is operated by a three-generation San Francisco family. They put lots of love and the highest quality ingredients in all their products, like their yummy meatballs, fresh-made frozen pastas and delicious frozen pesto sauce, made from an authentic, Italian family recipe. Enjoy that fresh basil flavor and aroma, with no preservatives, additives or artificial ingredients.

What a Great Combination. Be Creative!

Recipe of the Month

Chicken with Creamy Pesto Sauce on Sourdough Bread

Approximate Preparation Time: 30 minutes. Serves 4

Ingredients:

4 whole chicken breasts	1 cup milk
2 tablespoons butter	7 ounces Armanino Basil Pesto Sauce
2 tablespoons flour	1 loaf Colombo Sourdough Bread

Directions:

Rinse chicken breast and pat dry. Season with salt and pepper and sauté for about 10 minutes on each side or until chicken is no longer pink. Set aside. In a small sauce pan, melt butter then add flour and stir until smooth and bubbly. Add milk and stir constantly until it thickens. Add ½ cup of thawed Armanino Basil Sauce and taste. More Pesto can be added to increase the Pesto flavor. Slice a loaf of Colombo Sourdough Bread and warm in a 350 degree pre-heated oven for 5 to 8 minutes. Place the warm bread on a serving plate and put a cooked chicken breast on top. Pour creamy Pesto sauce over the chicken and serve with rice or pasta, if desired.

For more delicious recipes, visit sourdoughbread.com
and Armaninofoods.com

Point Richmond's Unique Restaurants Boast Big Flavor, fine Pairings

Point Richmond has a distinctive, quiet small town feel to it. From the historic buildings to the friendly faces of the people walking down the street, the city has a certain lost-in-time atmosphere. If you want to get

away from the rat race, this is a nice place to start. Hotel Mac and Su Zhou are two examples of the restaurants that really make this quaint, little town so special.

Hotel Mac historic hotel paired with fine dining

Hotel Mac, located just south of I-580 on the corner of Washington St. and Cottage Ave. in the heart of historic Point Richmond, is a known landmark that is listed on the National Register of Historic Buildings. The building has a rich history, including being referred to as one of the exceptional dining establishments in the country by legendary restaurant and hotel reviewer, Duncan Hines.

Hotel Mac was built in 1911 and originally named the Colonial Hotel. The name was changed when the former manager of the Claremont Hotel, M.V. McAfee, purchased it in the 1930's. During World War II, the popular hotel lost most of its character due to lack of upkeep. For decades it sat neglected and was forced to close after a fire ravished the building in 1971.

In the late 1970's a group headed by Jim Byers, Bill Burnett, and Grif Brazil completely restored and renovated the hotel to its original state, including the reproduction of the trademark stained glass windows and wine cellar. Almost 30 years later, the hotel is popular once again and still

run by Burnett and Brazil.

Burnett sees Hotel Mac as, both, a local favorite and a visitor's destination location. He likes to provide his clientele with a variety of events that encourage them make the trip to see them. "We've been doing winemaker dinners before they were popular," he says. Hotel Mac actually offers a full calendar of pairing and tasting events, which includes Bourbon, Tequila, and Rum dinners, in addition to monthly wine and spirit tastings.

Wine Tasting Tuesdays, a Hotel Mac event that features different varietals each month, costs only five dollars to attend; and, all of the proceeds are donated to the Richmond Police Activities League. The hotel doesn't make any money on these wine tastings, but it gets people in the door. Anywhere from 25 to 35 different wines are available and it often attracts over 100 people. Not only can patrons taste the wines, bottles of the featured wines are also available for purchase at discounted prices. Yes, the event is very popular and once there, many people stay for dinner and to socialize.

The "American Continental" cuisine at Hotel Mac offers top notch prime rib and fresh seafood featured daily. The Executive Chef, Clint Cook, a graduate of the Culinary Academy, recently moved back to the Bay Area from Texas where he learned the art of cooking traditional Tex-Mex cuisine. Since his arrival, a few new items that have a bit of that southwestern flair have appeared on the menu, but the traditional dishes that Hotel Mac is known for, like their pork chops or Chicken Cabernet and Cordon Bleu, remain favorites.

The restaurant and bar at Hotel Mac take up most of the first two floors. On the third floor are several unique rooms with each decorated differently, and some have fireplaces. The hotel is usually full and most guests are business people that do business in Richmond and choose to stay at Hotel Mac whenever they are in town.

Hotel Mac also boasts a below-ground, all-brick wine cellar where they keep an extensive wine selection at a constant temperature. All of the wines are tasted and chosen by the staff. Considering the amount of wine tastings that Hotel Mac hosts, a wine has to be pretty impressive to make the cut. Something to note: there is a single table that seats eight that is located in the wine cellar. It can be reserved for a unique and more private dining experience.

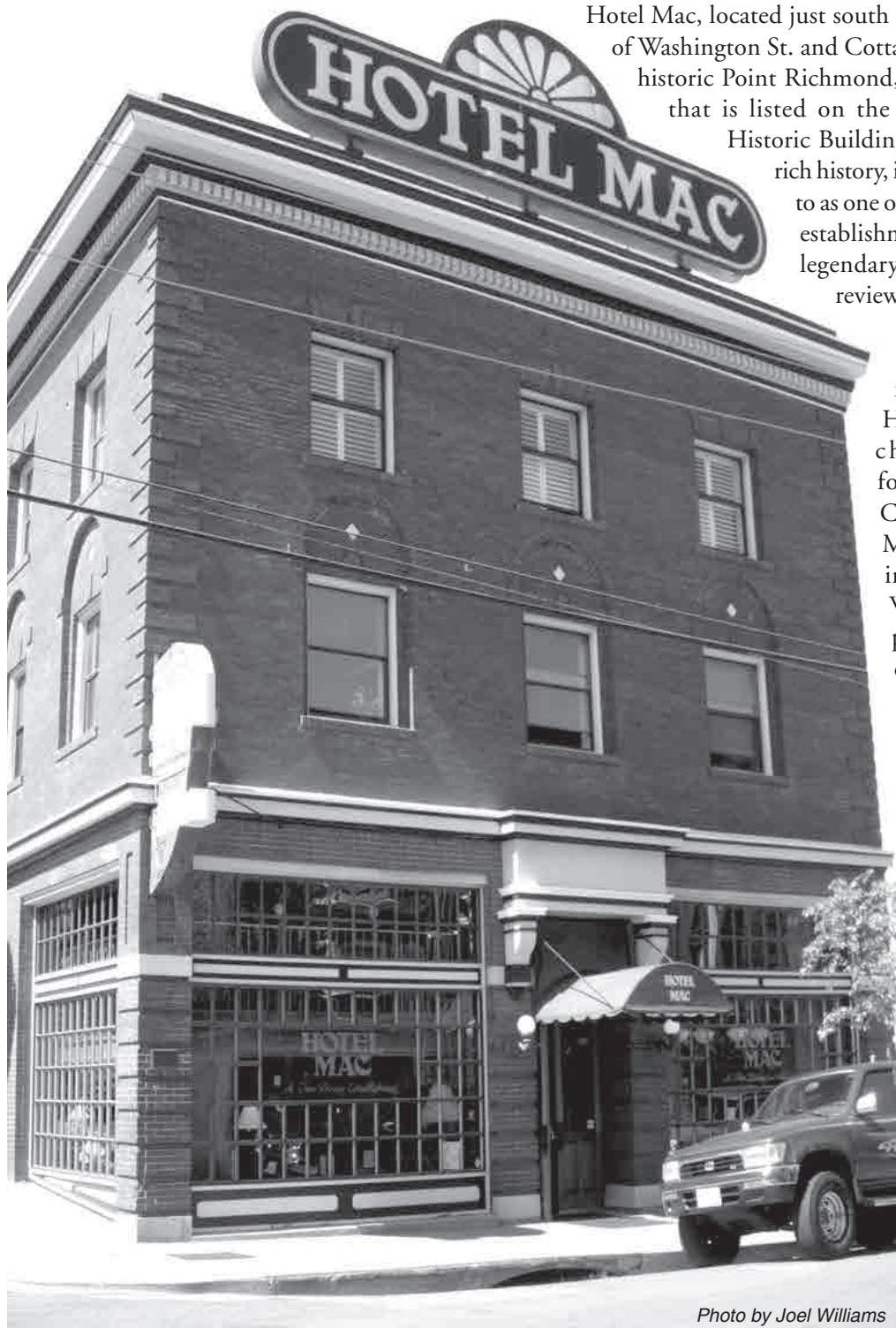


Photo by Joel Williams



The wine cellar at Hotel Mac doubles as a private dining room.



Hotel Mac's lounge offers a casual spot for relaxing and socializing.

Su Zhou Chinese restaurant and town sushi bar

Another fine dining establishment in Point Richmond, Su Zhou (pronounced "Sue-Joe") is located just about a block away from the Hotel Mac. It is named after the owners, Lucy and Murray Shen's home town in southeastern China; however Su Zhou offers Chinese and Japanese cuisine.

Lucy says she chose Point Richmond as a business location because of the small town feel, "It's hard to find a place like this town where everybody knows each other. It's like a family." She adds, "Richmond is also growing, so that's why I decided to make the investment here."

The Shens live in Richmond, and for 10 years, they owned a very small Chinese restaurant right across the street from where Su Zhou sits today. In 2001, they purchased the building for the new restaurant because of its central location (corner of Richmond Ave. and Park Place), and its size — the building has a banquet facility downstairs, allowing them to host private parties or meetings of up to 120 people.

**"Richmond is also growing, so that's why I decided to make the investment here."
— Lucy Shen, Owner, Su Zhou**

The building, once housed a Cantonese-style Chinese restaurant, but the Shens changed everything from the menu to the decorations. The combination Chinese/Japanese theme was decided upon because there used to be no place to get sushi in Point Richmond. In 2002, they opened as Su Zhou. They are still the only sushi bar in town.

Su Zhou features two separate menus

— one Japanese and one Chinese. The Japanese menu has a full complement of sushi and sashimi items along with tempura, teriyaki and Udon noodle soups, and there are several daily special sushi rolls available. The Chinese menu offers many traditional items as well as numerous house specialties such as General Su Chicken and Hawaii Style Fried Rice, which is made with fresh pineapple, avocado, chicken, prawns and BBQ pork. The Su Zhou house prawns, prepared with garlic, ginger and Chinese wine and special spices, are a local favorite. Lucy says, "Once a customer tries it, they will like it. It's the best!"



Su Zhou offers Point Richmond's only sushi bar.



Su Zhou's dining room is decorated with authentic Chinese artifacts. All photos by Joel Williams

New State-of-the-Art Recycling Facility Ups the Ante on Efficiency

BY MICHELLE SLADE

Tucked away at the very end of a busy, light-industrial street in San Leandro is the Davis Street Station for Material Recycling and Transfer, a recycling division of Waste Management. It sits on a landfill that once butted up against the water at the top end of the Alameda Estuary, now known as Oyster Point Regional Park. Efficiency is the name of the game at Davis Street, and that game has just taken on a new player in the form of a state-of-the-art \$9 million single-stream recycling facility, one of the most modern of its kind operating in the United States today.

This new machine facilitates the complicated sorting process of organizing recyclable products such as newspaper and soda bottles, and weeding out that which does not qualify as recyclable such as diapers, shoes and bowling bowls (yes, you read that correctly). About 10 percent of material that arrives at Davis Street in recycling cans is not recyclable. As a result, recycling garbage has to be hand sorted. Now, with the new machine, a whopping 400 tons of recycling garbage can be sorted daily, much of which previously had to be hand sorted and consequently would end up in the landfill.

Since 1989, it's been state law that every city must divert from landfills a growing percentage of its total garbage collected; therefore, it's been imperative to educate communities on how to recycle. Cities are held accountable to this law with fines of up to \$10,000 per day imposed for non-compliance.

But it's not so easy, as Rebecca Jewell, Recycling Programs Manager for Waste Management, explains: "It's common to find the can for organics and composting to be filled with something like polystyrene popcorn, and vice versa, green organics in the black garbage cans. We have absolutely no way of knowing

what is in which can, so often times, more garbage than necessary ends up at the landfill. People need a better understanding of what can and cannot be recycled."

Fortunately, the new facility will lessen

"We have absolutely no way of knowing what is in which can, so often times, more garbage than necessary ends up at the landfill. People need a better understanding of what can and cannot be recycled."

— Rebecca Jewell, Recycling Programs Manager

the public's confusion with recycling as it allows for all recyclables to go in just one can, with the exception of organics. Upon arrival at Davis Street, recyclable mixtures now enter an efficient single stream for sorting both mechanically and by hand. The goal is to have at least 90 percent of like material sorted together. It takes 36 sorters working day shift and 32 sorters on swing shift to pull off one to 2.5 tons of material per shift each day.

Profitable waste

In particular, plastic products have long been the curse of recycling facilities. Waste Management is required by contract to accept every kind of plastic at the single stream facility even though many plastics aren't as recyclable as others (i.e. yogurt tubs). This is in part due to the low petroleum content and the high costs of recycling particular materials.

Understanding that recycling must be profitable in order to be sustainable, Waste Management researched what they could do with difficult-to-recycle plastics that inevitably make their way to the single stream. The answer was to mix it with "injected" plastics that come from industrial lines such as milk crates, garbage cans, kids' toys and anything Rubber Maid® ever made.

As a result, the new single stream

facility now pulls off all plastics and mixes it with the plastics coming off the construction and demolition sorting facility. As an act of stewardship following a request from the City of Alameda, Davis Street has separated out these plastics since September 2006 and now 3,000 to 5,000 new tons of plastic per day are sent for recycling.

Sadly, the majority of this plastic ends up in China where it simply gets recreated and shipped back out as another plastic product. Relevant is the fact that the

"postage" stamp on a container shipped to China is about \$300, seemingly inexpensive for a 50 cubic yard (or 1,000 square feet, basically the size of an apartment), container to travel that distance. Once there, and labor being as it is in China, it's dirt cheap to hire someone to sort the plastics into various grades. And the cost of shipping that same container back to the United States is more like \$3,000.

Jewell hopes that the value of recycled plastics will one day be such that it will become feasible to process and re-use domestically.

Back at Davis Street, Jewell advises on general pain-in-the-butt products that make life difficult for the human sorters. "Plastic bags are the most common, problematic substance, followed by 'wrapables' such as hoses, Christmas lights, ribbon, stringy plastic etc., stuff that can shut the equipment down very quickly."

Jewell also asks that people don't fill plastic bags with recyclables and tie them shut as there's no time to untie them to see what's inside once it's on the recycling belt speeding past at 50 feet per minute. It's also helpful if tops are removed from plastic bottles, whereas it's not necessary to do so for jar lids because jars are broken anyway. Lastly, Jewell reminds, recycling is not the place for diapers, food or bowling balls.



Photos courtesy of Waste Management

Sorters at the Davis St. facility pull off one to 2.5 tons of material per shift per day. Eighty percent of sorters are women. Top photo: Eva Mojica.

Thaddeus' Ruminations: Feeding the Organic Plant

BY THADDEUS BARSOTTI

Keeping the right amount of plant food in the soil and in a form available for a plant to use is one of the main responsibilities for any farmer. This is a task for every farmer, but a task made more difficult for the organic farmer.

When we talk about plant food, we are more specifically talking about nitrogen – which is the key to building proteins and amino acids in any living organism. An important clarification to be made is that when we refer to “nitrogen” is that there are many different forms of nitrogen in the environment at any time, none of which are available for plants to use.

The Nitrogen Cycle is the key to

understanding how to feed a plant.

Organic Nitrogen is nitrogen that is held in plant tissue in the form of proteins or amino acids. It can also be fixed by legumes (e.g. beans, peas, alfalfa, clover and vetch). These legumes take the Nitrogen gas (N₂) from the environment and convert it into Organic Nitrogen through fixation by Rhizobium bacteria in the nodules of the legumes. This process can fix up to 300 pounds of nitrogen per acre per year into the soil (the reason most organic farmers grow cover crops of legumes).

Once nitrogen is in its organic form, Mineralization occurs. Mineralization represents the conversion of organic nitrogen into mineral nitrogen (i.e. ammonium) by decomposition from microbes. But the ammonium (NH₄) is still not available for the plant to use.

The next step is Nitrification, which is the biological transformation from ammonium to nitrate (NO₃). Nitrate is the form of nitrogen that plants use – plant food.

Plants uptake the nitrate to grow, they immobilize the nitrogen by putting it into proteins or amino acids (Organic Nitrogen). Eventually this plant dies and the Organic Nitrogen is broken down to be used again. This process can take up to one year. The challenge of the organic farmer, who most often applies only Organic Nitrogen is timing the application and rates of uptake, so that it breaks down into nitrates for the plants to use at the right time.

Conventional farmers are able to apply manufactured nitrates to crops in a liquid form. Think about that. The moment

they think their crops need nitrates, they inject nitrates into the plants irrigation water and the plants are able to use that nitrogen the moment they get it. Organic growers have to time the decomposition of Organic Nitrogen so that there are enough nitrates in the soil when the plant is ready to use them. This is the main reason that conventional agriculture is able to yield larger volumes per acre of a crop compared to organic agriculture.

It is not surprising to realize that conventional farmers tend to apply significantly too much nitrogen to their fields – if a little is good that a lot must be better, right? The nitrates that they apply are generally too much for the plants to use and the excess nitrates leach into through the soil to contaminate the ground water.



WHO HAS THE MOST SMILES PER GALLON?

Photo by Charlie Bergstadt

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Photo by Joel Williams

Russian River's "funkification" process takes place in reused wine barrels where the beers are aged for sometimes over a year.

Russian River Brewing Company, aka Funkytown

BY JOEL WILLIAMS

Notoriety came quickly for Russian River Brewing Company, just two years after the company was started by Korbil Champagne Cellars in Guerneville. The honorable title of "Small Brewing Company of the Year" was bestowed upon them at the 1999 Great American Beer Festival. And to top it off, that same year, brewmaster Vinnie Cilurzo received the "Small Brewing Company Brewmaster of the Year" award.

Cilurzo won again in 2003 when Korbil decided that they didn't want to be in the beer industry, and sold the operation to he and his wife Natalie. Together, they moved the company to Santa Rosa and set up as a brewpub with a large production brewery attached in order to produce enough product that they could distribute to accounts as far away as Washington, D.C.

They have been successful with various styles of beers, and have earned the respect of their peers. This past April, Cilurzo gave the keynote speech at the annual 2007 Craft Brewers Conference.

Russian River's beer menu runs the

gamut of beer styles from a mild Blond Ale to the funkier of Belgian beers around.

"The customer base here is into hoppy beers or Belgian beers. Probably 50 percent of our sales are IPA or Double IPA, 40 percent is Belgian and the remaining 10 percent is all of the light stuff," Cilurzo says. "Were probably the only brewery in America whose number one beer is a double IPA"

All of Russian River's brews are considered quite dry (not sweet), according to Cilurzo, and some of the mild or more tame styles offered include the Aud Blonde and OVL Stout. The Blond has a nice clean finish with a notable citrus flavor and aroma that comes from the Crystal hops used. The Stout is a nice example of a traditional Irish dry stout reminiscent of Guinness. Both are very drinkable and should make the casual beer drinker quite happy.

The next group of beers on the menu consists of three distinct IPAs that are available year-round.

The Russian River IPA is the mildest of the three with a maltier flavor and less aggressive hops characteristics. The Blind Pig IPA has a little more aggressive hop profile but actually has a slightly thinner mouthfeel that really emphasizes the hoppiness. Then there is Pliny The Elder

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BREW REVIEW

Double IPA, which is their best selling beer. Cilurzo is actually credited with inventing this style of beer. He brewed the first commercial Double IPA back in 1994 when he was the brewer at Blind Pig in Temecula. Made with 40 percent more malt and over twice the amount of hops compared to the other IPAs, it is deceptively tasty. One should drink it with caution due to the 8 percent alcohol by volume.

The rest of the beers available are all Belgian style ales that feature all of the wacky flavors associated with this distinct style like banana, pear, apple, and spices like clove and coriander. Belgian beer styles are quite unique and are not for the timid beer drinker. Although I am a great fan of Belgian beers, they are not for everyone, and I wondered how Russian River could get away having such an eclectic beer menu. Cilurzo says that Russian River Brewing Company regulars know their beer and choose to follow a path not often taken by the general public.

There were six different Belgians available when I visited that ranged from mellow to aggressive and Russian River's very well educated staff can help to steer you in the direction of what would suit your particular tastes.

And then there are what Cilurzo calls his "funky" beers.

A wild yeast strain, normally feared by brewers and winemakers, called Brettanomyces, is used to create Russian River's "funky" beers. These beers tend to have a lactic or sour character and are sometimes blended with fruit. The "funkification" process takes some time though, as Cilurzo ages these special

brews in oak wine barrels for sometimes over a year.

Probably the most interesting of these beers is called Supplication. Although it is no longer available at the brewery, I was able to find a bottle at City Beer on Folsom Street in San Francisco. Supplication is a Brown Ale mixed with sour cherries. Then Brettanomyces and two strains of bacteria are added to help sour the beer. It is then placed in used Pinot Noir barrels and aged for 15 months. The complexity of this beer cannot be overstated. Supplication has a rich sour cherry flavor that is accented by the natural sour flavors produced by the yeast and bacteria. I loved this exquisite example of a Belgian fruit flavored beer but you better move fast if you want to try it before it's all gone. At the time of press there were less than 10 bottles left at City Beer, and once they're gone, you will have to wait until the next release, sometime next year.

Russian River Brewing Company (and I, too) will be at "The Beer Fest" in Santa Rosa on June 2, along with more than 35 other breweries. For more information on this wonderful beer festival, which is celebrating its 16th year, www.monitor.net/beerfest

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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Case Anticipates His Next Mission

while Living, Working on a Spy-Boat

BY SCOTT HARGIS

Case Blazyk is standing on the bridge of the *Transquest*, an ex-CIA spy vessel he purchased in 1997, dressed in white chinos, white top-siders, white long-sleeved shirt and a red *Transquest* ball cap. He gazes out across the Sausalito harbor. “This ship has a lot of history,” he says, “and it’s still one hundred percent operational.”

Transquest is no ordinary ship. Built in 1967 by Lockheed from plans provided by the CIA, it performed clandestine missions around the world for nearly thirty years before being decommissioned in the summer of 1997. Its missions involved deploying and recovering deep-sea submersibles, which the Navy was ostensibly developing as rescue vessels for its growing nuclear sub fleet, but, in actuality were often used as spy vessels, undertaking sea floor wiretapping missions and salvaging lost Soviet submarines and missiles.

At 108 feet long, and 39 feet wide, *Transquest* is not built for speed,

especially considering its square bow and the 50-ton elevator used to launch and retrieve subs. Its unique design and equipment make it an extremely versatile research vessel. Blazyk has been hired by National Oceanic & Atmospheric Association, and other government agencies, to perform various missions off the California coast. But there aren’t enough launch-and-recovery jobs available to keep the ship a going concern, and Blazyk, 56, worries that he’ll have to leave Sausalito, where he’s lived for 17 years. “Maybe it’s time to head for warmer waters,” says the Michigan native, who also owns a home and property in Colorado.

Blazyk was buying and selling military surplus in 1997 when he was approached by Lockheed Martin, which had owned and operated *Transquest* throughout its history. The ship was no longer needed and they were looking for a buyer. Would Blazyk be interested?

Blazyk traveled to San Diego and had the vessel inspected from top to bottom. “Everything was in perfect condition,” he said. “The U.S. government had paid for a major overhaul only a few years before.” Before the deal closed, a government team went aboard and carried off many cartons of papers and classified equipment. But the operational components of the ship were left intact; including two generators that Blazyk says could provide enough power to supply the entire city of Sausalito if necessary.

Blazyk lives aboard the *Transquest* and performs maintenance and upgrades on the vessel himself. In the hydraulic/generator room, he proudly shows the innards of an enormous diesel generator, which he is repairing following a water leak. “These are in fantastic condition,” he said. After running through a litany of equipment the boat has, including the Gyroscopic autopilot, 50 gallon per hour water desalinator, 7.5-ton deck crane, and the newly installed 64-mile radar,

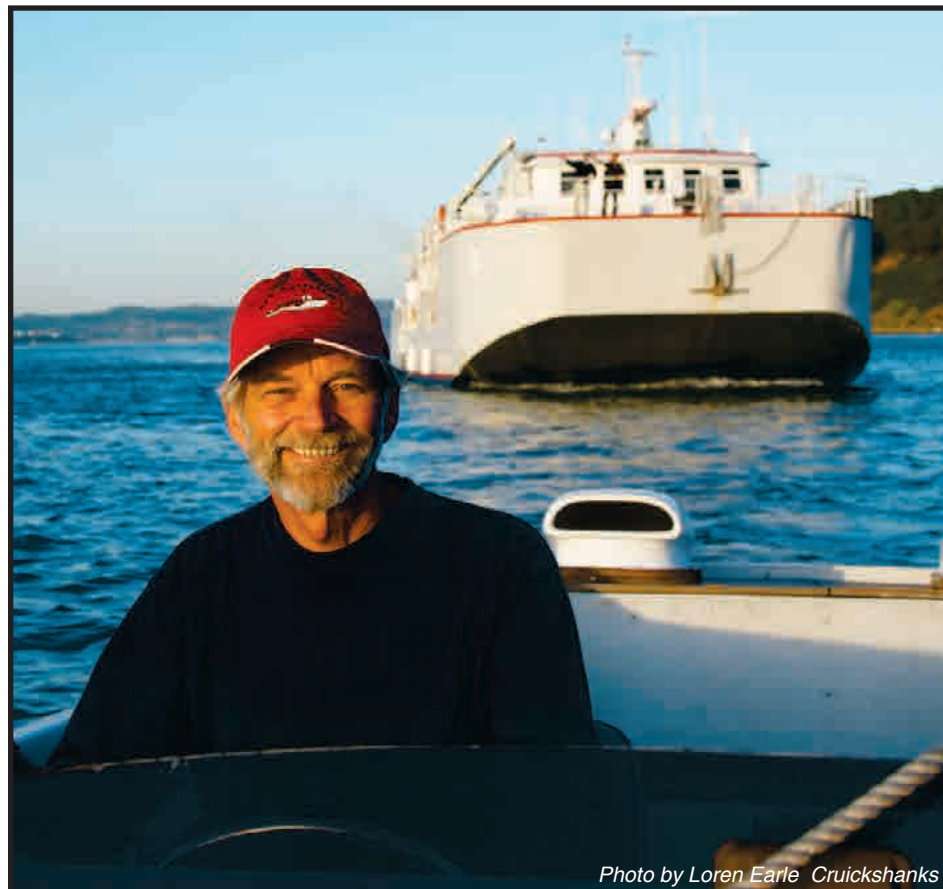


Photo by Loren Earle Cruickshanks

Case Blazyk on a boat built for speed, in front of his live/work boat, built with other missions in mind.

he said, “I must not have had enough toys as a child.”

After forty years of mostly secretive

duty, *Transquest* is ready for the next chapter to begin. It’s unclear what that chapter will bring, but Blazyk is ready.



Photo by Scott Hargis

Case Blazyk below deck of his 108-foot vessel.



Photo by Scott Hargis

The *Transquest*, once a U.S. government spy ship, still runs at 100 percent and is research ready.

WATERFRONT ACTIVITIES

- Every Sat/Sun 10AM - 4:30PM — Basic Keelboat 1, Spinnaker Sailing, San Francisco, 415-543-7333, www.spinnaker-sailing.com.**
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- Every Wed 6PM - 8PM — Wednesday Night 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 sunset out on the Bay. You can soak in the beauty of the evening 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.
- May 1 7PM - 10PM — Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. \$65 per person.
- May 5 9PM - 3PM — Tule Elk, 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! We will launch at Nick's Cove and 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 which inhabits the Bay and its shores: tule elk, harbor seals, bat-rays, hawks, waterfowl, sea stars and other intertidal life. \$98/person
- May 6 7AM - 12PM — Monterey Diving, Advanced Diving Technologies, 925-432-2111, www.adtscuba.com**
Spring is here and the diving is great. The whales are running and now is the time to see them! Join us for some of the best cold water diving in the world. Swim through the beautiful kelp forest and experience all the wonderful and color of the Monterey/Carmel Reefs. Be on the Escapade for the 2-tank dives, refreshments and more. Nitrox available upon request.
- May 6 10AM - 12PM — Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Taraval, www.sfsurfrider.org**
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Taraval St and we'll provide gloves, bags and instructions. Rain cancels this event.
- May 13 9AM - 12PM — Mothers Day Morning Paddle, 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. \$68/person.
- May 13 9AM - 4PM — Forward Stroke Clinic with Brent Reitz, California Canoe & Kayak, Half Moon Bay, 800-366-9804, www.calkayak.com**
This one-day course will introduce you to the finer details of the kayak forward stroke. Brent Reitz, world class racer and 6 time National Wildwater Champion discusses stroke mechanics, body posture, boat dynamics, and more. We video and critique your stroke during the class! Most of the day will be spent on the water practicing. Remember, it's not pure strength, but good technique that's important! \$159, including instruction, videography, and kayak equipment.
- May 14 10AM — Free Ladies Sale, Tradewinds Sailing School & Club, Pt. Richmond, 510-232-7999, www.tradewindssailing.com**
This is for all women who would like to find about sailing from other women sailors. You do not have to be a sailor; this is for first time sailors. It is how Tradewinds shares the love of sailing. Free ladies sail leaves the dock at 10AM and returns between 3PM and 5PM. The sail will stop for lunch at one of the many restaurants on the bay. We have room for 24 sailors, call for your reservation. P.S. This is a women sail, sorry, no men allowed.
- May 16 7PM — Christopher Caamano: Diving on the Spanish Galleon Atocha, Marin Scuba Club, San Rafael, 415-453-9556, www.marinscuba.org**
We invite divers of all skill levels to join us the 3rd Wednesday of each month 7PM 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
- May 19 4PM - 6PM — Free Open House BBQ, OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come and check out our Club and Fleet and meet some of our wonderful members. Free BBQ food and drinks for you and your friends in tow.
- May 20 10AM - 2PM — Kayak Basics, Oakland Estuary, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Are you ready to try kayaking? This half-day class (4 hours) allows you to paddle a few different types of kayaks, including Touring Kayaks (for open water), Recreational Kayaks and Sit-on-Tops. Learn the basic strokes and the difference between boat types. This class emphasizes basic water safety, but saves capsized recovery practice for the Beginning Sea Kayaking class. Includes coupon for future rental, good for 2 hours! \$59, including instructor and equipment.
- May 26 10AM - 3PM — Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. Specifically timed for optimal and safe paddling conditions, this trip is appropriate for beginner and intermediate paddlers in good physical condition. \$85 per person.
- May 27 9AM - 3PM — Estero Americano, Blue Waters Kayaking, Tomales Bay, 415-669-2600, www.bwkayak.com**
Explore the farmland of West Marin by kayak! Beginning at Valley Ford in farm country and meandering six miles to the ocean at Bodega Bay, the environment transitions at each bend. At the peak of wildflower and hawk mating season this is a spectacular tour. Bring your wildflower book and binoculars. \$119/person.
- May 27 10AM - 3PM — Corte Madera Salt Marsh Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. \$70 per person.
- May 28 10AM - 3PM — Bair Island - Corkscrew Slough Kayak Trip, California Canoe & Kayak, Redwood City, 800-366-9804, www.calkayak.com**
Join us for an exploration of Bair Island via Corkscrew Slough. Launching from the public boat ramp on Redwood Creek in Redwood City, we cruise through a paddler's paradise of intimate waterways and tidal marshes within the San Francisco Bay National Wildlife Refuge. This is a wonderful day of easy paddling in a spectacular, calm-water wonderland. \$100, including guides and equipment.
- May 30 6PM - 9PM — Sausalito Moonlight Paddle, UCSF Outdoor Programs, San Francisco, 415-476-2078, www.outdoors.ucsf.edu**
Join us and enjoy the panoramic views from Richardson Bay as the sun sets behind Mount Tamalpais on this moonlight kayak adventure. Beginner friendly, all kayak equipment will be provided. Cost \$65. Call for more information.
- May 30 7PM - 10PM — Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. \$65 per person.

WATERFRONT ADVENTURES

Organizations, Associations & Clubs

Bay Access - San Rafael, 415-457-6094, www.bayaccess.org

- Non-profit organization to create a water trail in San Francisco Bay for human-powered boats and beachable sail craft.

Bay Area Sea Kayakers (BASK) - 415-457-6094, www.bask.org

- Cooperative recreational club dedicated to the safe enjoyment of the sport of sea kayaking. Meetings generally on the last Wednesday of the month and are open to the public.

Cal Adventures / UC Aquatic Center - Berkeley, 510-642-4000, www.oski.org

- Windsurfing, sailing & kayaking lessons for UC students and locals.

Cal Sailing Club - Berkeley, www.cal-sailing.org

- Sailing cooperative, membership is open to the public.

Calidivers - 510-417-0025, www.calidivers.org

- Recreational, networking & social club for certified divers of all levels.

Cold Water Surf Club - Sebastopol, 707-824-4360, www.coldwatersurfclub.com

- Non-profit organization that is working to help build our community.

Dolphin Club - San Francisco, 415-441-9392, www.dolphinclub.org

- Non-profit, public access athletic organization with a diverse membership of about 900 women and men.

Kelptomaniacs - San Carlos, 650-591-5641, www.wallins.com

- Scuba diving and adventure club.

Marin Scuba Club - San Rafael, 415-453-9556, www.marinclub.org

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

NorCal Divers - San Bruno, 650-588-4998, www.cadive.com

- Active dive and adventure club.

Rio Vista Windsurfing Association - Rio Vista, www.rvwa.com

- Non-profit Windsurfing and Kiteboarding Association.

Rock 'n' Reef Divers - Fairfield, 707-425-1932, www.itsallaboutscuba.com

- Scuba diving club that meets the 3rd Wednesday of each month at 7PM at All About Scuba in Fairfield.

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

Surfrider Foundation (Marin Chapter) - Larkspur, www.surfrider.org/marin

Surfrider Foundation (SF Chapter) - San Francisco, www.sfsurfrider.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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Heaving-to

BY SCOTT ALUMBAUGH

Sometimes the best part of sailing is getting off the boat, not because you're seasick, or sick and tired of sailing, which does happen to everyone now and then, but because you've reached wherever it is you were heading. And, if you are the skipper and have done your job well, everyone on board is in great shape to enjoy the place you've brought them to. If not, you will know because they will kiss the dock and walk away as fast as their wobbly legs will take them.

It might be someplace special, this place you go ashore — maybe a small island in the Aegean, say. Or, your destination might be more mundane

— like brunch at The Ramp in China Basin. But, the important thing is that you arrived there under sail. Somehow, stepping out of a sailboat transforms an experience. It is different from stepping out of a car. And you feel different for having done so.

One of my favorite memories of sailing in San Francisco Bay is a picnic I had on Angel Island. I sailed over from Berkeley with a few friends on a weekday in the spring. And as soon as we stepped ashore in Ayala Cove, I was ready to leave. The entire area swarmed with throngs of people, mostly schoolchildren. It was crowded, noisy and busy.

But, at 3PM, something wonderful happened. The last ferry of the day left the island for the short crossing to Tiburon, and everyone without a sailboat left with

it. As the sound of the ferry engines faded, the quiet of the island grew. We were left alone in the Cove, save for maybe a park ranger somewhere. I don't remember whom I sailed with that day, what we ate, or even whether the sail over was good, but I can still feel the quietude rising out of the woods and spreading across the Cove. If we had never stepped off the boat, I would have missed that experience.

Even if you don't have a destination, and are just out for a sail around the Bay, taking a break can be a good idea. Sailing on the Bay is often rough and windy, and on the best days, can be very wet and cold. And, by the time you realize that not everyone enjoys pounding waves and sea spray as much as you do and that it's time for a break it is usually too late. Landfall might be 30 or 40 minutes away, and there may not be enough time to dock. So what can you do? Heave-to.

Heaving-to essentially stops the boat from sailing. The boat still moves — a boat moves anytime it is not aground or tied to a dock, but you are no longer sailing it.

Sailing requires that all forces work together on the various parts of the boat (the sails, keel, and rudder) to propel the boat forward. Heaving-to pits forces in opposition to prevent the boat from moving forward. Essentially, you backwind the jib, which makes the bow of the boat point downwind. At the same time, you point the rudder away from the wind, which steers the bow upwind. The main sail is slack and the keel is stalled so the boat lacks lift, which is the force that moves it forward. With all these opposing forces, all the boat can do is drift downwind while



Angel Island Cove. Photo by Scott Alumbaugh

Once you heave a boat to, it's as if you were on a bucking bronco that has decided to go to graze on some nearby grass. You can't believe you are on the same animal.

creeping slowly forward. And all you can do is make sure there is nothing hard to drift into.

Once you heave a boat to, it's as if you were on a bucking bronco that has decided to go to graze on some nearby grass. You can't believe you are on the same animal, or boat, I guess. The howling wind is now a breeze. The pounding waves are gentle swells. You don't have to yell to be heard, or risk bruising to go

below. Best of all, drinks stay in cups and food stays on plates. And, like the growing quietude that day in Ayala Cove, you can feel the crew's tension fade as they relax into the boat's gentle motion.

I make a point of heaving-to when I sail, especially with people on board who are new to sailing. I find the lee of Angel Island a good place to take a break, letting the boat drift gently back toward east Bay. By the time we get underway again, everyone is rested, relaxed and ready to sail again.

This point — that it's a good idea to get off the boat once in a while — is one I try to instill in new sailors. Because they are new, and because they have spent so much time working to build the skills and competence to skipper a small boat safely on the Bay, they sometimes get overzealous... shall we say... about sailing. They will show up to charter a boat as soon as the club opens, sail hard as long as they can all day long, and return back to the dock tired and salty, but just as excited as the moment they left, which is great for them. They are used to it.

But sailing, even for those of us who love it, is an acquired taste.

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SAILING ADVENTURES

cockpit, you are exposed to the elements, and sailing on the Bay is often rough and windy, and even on the best days, it can be very wet and cold. Sailors don't care — especially newly certified skippers. They are drawn to the rawness of sailing and the complete departure from their normal routine in a way that only fanatics can be.

But pity the poor friend who has never sailed before, and, really, had no idea what they were getting themselves into. They are new to the discomfort of the cockpit, the cumbersome foulies they have to wear, the disorienting terms (“Haul in the port sheet!”) and the claustrophobia they experience once they realize there is no where to go because they are surrounded by water.

Add to that the discomfort most people feel when they feel a sailboat heel over the first time and it's a wonder anyone ever goes out a second time. It is unnatural for the Earth to tilt, even if the “Earth” is a little fiberglass boat designed to tilt. It is rational that tilting would make someone

panic. New skippers forget this. In their excitement to show off their skill, to stretch their wings, they sail their hearts out.

Plus, it is counter-intuitive to sail a boat somewhere just so you can get off. And it is anachronistic to heave a boat to when you have worked so hard to learn how to sail it well. Maybe that's why heaving-to is a skill not many sailors have. But, the best sailors know that there is more to sailing than, well, sailing. And that sometimes the best course is not to sail at all . . . at least for a little while.

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



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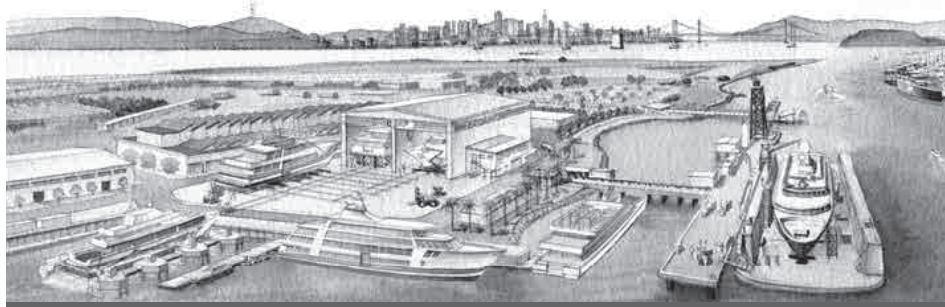
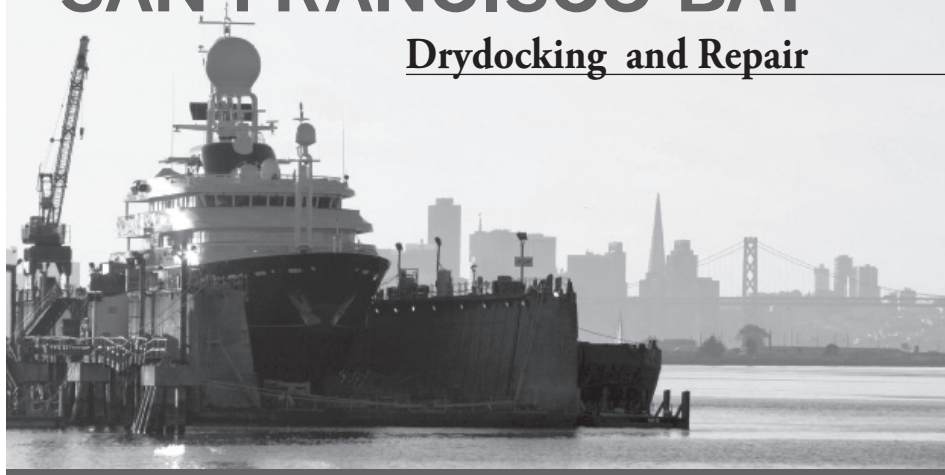
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SS JEREMIAH O'BRIEN

2007 Cruise Schedule

- May 19 Bridge to Bridge Memorial Cruise
- June 16 Father's Day Cruise *** 2 Jazz Bands
- July 4 Alongside Pier 45 Fireworks
- August 18 Fortress San Francisco Cruise
- Sept 8 Alongside Pier 45 “Brews on the Bay”
- Oct. 6 Fleet Week Parade of Ships & Air Show Cruise
- Oct. 7 Fleet Week Air show Cruise

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

Visitors are welcome aboard the S.S. Jeremiah O'Brien daily from 10 am-4 pm. See a Triple Expansion Steam Reciprocating Engine run on the 3rd weekend of each month.

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

Sponsored by

WATER TRANSIT AUTHORITY

WTA

GET THERE BY FERRY



Golden Gate Ferry											
LARKSPUR *											
Weekdays (excluding Holidays)				Weekends and Holidays							
Leave Larkspur	Arrive SF	Leave SF	Arrive Larkspur	Leave Larkspur	Arrive SF	Leave SF	Arrive Larkspur				
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----				
6:35	7:05	7:10	7:40	11:00	12:00	12:30pm	1:20pm				
7:10	7:40	7:45	8:15	1:30pm	2:20pm	2:30	3:20				
7:50	8:20	8:30	9:05	3:30	4:20	4:30	5:20				
8:20	8:50	9:10	9:45	5:30	6:20	7:00	7:50				
9:15	9:50	10:10	10:45	One-Way Ferry Fares							
10:10	10:45	10:55	11:30	LARKSPUR SAUSALITO							
11:10	11:45	11:55	12:30pm	Daily Daily							
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare \$6.75 \$6.75							
12:40pm	1:15	1:25	2:00	Frequent Rider Ticket (Book of 20 Tickets) \$4.25 \$3.60							
2:15	2:50	3:00	3:30	Seniors (age 65+) with Medicare or approved I.D. \$3.35 \$3.35							
3:40	4:15	4:25	4:55	Youth (ages 6-18) \$3.35 \$3.35							
4:15	4:45	4:55	5:25	Children (age 5 & under) FREE FREE							
-----	-----	*5:20	6:05	*All weekdays trips except on (4:30pm SF departure) are operated by high-speed catamarans. Weekend service is provided by high capacity Spaulding vessels.							
5:10	5:45	5:55	6:25								
5:35	6:10	6:20	6:50								
6:35	7:10	7:20	7:50								
7:20	7:55	8:10	8:40								
8:10	8:45	8:50	9:20								
8:50	9:25	9:35	10:05								
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	
April 1 to Sept. 3 Daily		1:00 P.M.	3:00 P.M.	6:30 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			
4:40	4:30	5:10	-----	Leave Pier 41	Leave Ferry Bldg.	Arrive Alameda	Arrive Oakland
5:50	5:40	6:15	-----	9:15am	9:25	10:10	9:55
6:20*	6:10*	-----	7:00	10:50	-----	11:20	11:30
6:55	6:45	7:20	-----	1:00pm	1:10	1:30	1:45
7:55	7:45	8:20	-----	3:30	3:45	4:05	4:15
8:55	8:45	-----	9:25	5:00	5:15	5:35	5:45
Weekdays from San Francisco				6:30	6:40	7:00	7:10
-----	6:30am	7:15am	7:05am	ALAMEDA/OAKLAND FARES:			
-----	7:35	8:20	8:10	One Round 10Ticket 20Ticket Monthly			
-----	8:40	9:25	9:15	Way Trip Book* Book* Pass			
10:15	10:30	10:50	11:00	Adult (13+)	\$5.50	\$11.00	\$45.00 \$80.00 \$150.00
12:00pm	12:15pm	12:35pm	12:45pm	Child (5-12)	\$2.75	\$5.50	
1:45	2:00	2:20	2:30	Child under 5**FREE	FREE	FREE	
3:45	4:10	4:30	4:40	Senior (65+)	\$3.25	\$6.50	
-----	5:20	5:40	5:50	Disabled Persons*	\$3.25	\$6.50	
5:20	5:45	6:10	6:20	Active Military	\$4.25	\$8.50	
-----	6:25	6:45	6:55	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.			
-----	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.				Seniors must show valid I.D., Regional Transit Connection, or Medicare Card. Military personnel must show Military I.D.			

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

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

Blue & Gold Ferry					
New Summer Schedule Begins May 14th!					
Refer to www.blueandgoldfleet.com for details.					
BAY CRUISE		SAUSALITO			
Leave PIER 39		FISHERMAN'S WHARF, PIER 41			
Weekdays		Weekdays			
Weekends and Holidays		Leave Pier 41	Arrive Sausalito	Leave Sausalito	Arrive Pier 41
10:45am	10:45am	11:00am	11:40	11:50	12:10pm
12:00pm	11:30	12:15pm	12:55pm	1:05pm	1:25
1:15	12:00pm	1:35	2:10	2:20	2:35
2:30	12:45	2:45	3:35	3:40	4:00
4:00	1:15	---	---	8:00	8:20
	2:00				
	3:30pm				
	4:30				
	5:00				
	6:00				
Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.					
FARES: All prices include audio tour.					
Adult	\$21.00	Junior (12-18)	\$17.00		
Senior (62+)	\$17.00	Child (5-11)	\$13.00		
Special Rates On Line					
ANGEL ISLAND					
Weekdays					
Leave Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41		
10:00am	10:20am	3:20pm	4:00pm		
Weekends					
Leave Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41		
10:35am	11:00	11:05	12:20pm		
		3:50pm	4:55		
Angel Island 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	Arrive Ferry Bldg.	Leave Ferry Bldg.	Arrive Tiburon		
6:00am	6:20am	---	---		
6:50	7:10	7:15am	7:35am		
7:50	8:10	8:15	8:35		
8:45	9:05	---	---		
---	---	4:25pm	4:45pm		
5:00pm	5:20pm	5:25	5:45		
5:50	6:10	6:15	6:35		
6:40	7:00	7:15	7:35		
FARES: One-Way Round Trip					
Adult	\$8.50			\$17.00	
Child (5-11)	\$4.50			\$ 9.00	
20 Ticket Commute Book				\$100.00	

Vallejo Baylink Ferry			
VALLEJO/SAN FRANCISCO			
FERRY BLDG./ FISHERMAN'S WHARF			
Weekdays			
Leave Vallejo	Leave Ferry Bldg.	Arrive Pier 41	Arrive Vallejo
5:30am	6:35am	---	7:30
6:30	7:35	---	8:30
7:00	8:10	---	9:05
7:45	8:55	---	9:50
8:45	9:55	---	10:50
10:00	11:10	11:30	12:30pm
11:30	12:40pm	---	1:35
1:00pm	2:10	---	3:05
2:00	3:30	3:10	4:25
3:20	4:30	---	5:25
4:05	6:00	---	6:55
5:35	6:45	---	7:45
6:35	8:05	7:45	9:05
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	Leave Ferry Bldg.	Arrive Pier 41	Leave Pier 41
8:45	9:55	---	10:50
10:00am	11:10	11:20	11:30
11:30	12:40pm	---	---
1:00	2:10	---	---
3:00	4:30	4:00	4:10
4:05	5:15	---	6:10
5:35	6:45	---	7:40
6:35	7:45	---	8:40
8:20	9:50	9:30	10:45
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			
Monday - Tuesday			
Tiburon to Angel Island	Angel Island to Tiburon		
10am, 1pm	10:20am, 1:20pm		
Wednesday - Friday			
10am, 11, 1pm, 3pm	10:20am, 11:20, 1:20pm, 3:30		
Weekends			
10am, 4pm	10:20am, 4:20pm hourly		
*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	6:55am	7:00am	7:25am
7:30	7:55	8:00	8:25
8:30	8:55	4:35pm	5:00pm
---	4:30pm	5:35	6:00
5:05pm	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30		
No service on weekends			
FARES:			
Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board our ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.			
Fare:			
One-Way Adult			\$6.00
One-Way Juniors (5-12)			\$3.00
Children (under 5)			Free
One-Way Seniors (62 & over)			\$3.50
Disabled			\$3.50
Active Military			\$4.75
One-Way Commute (book of 10)			\$50.00
One-Way Commute (book of 20)			\$90.00
Monthly Pass			\$165.00
Free MUNI and AC Transit Transfers Provided			
Red & White			
BAY CRUISE SCHEDULE			
PIER 43 1/2			
Weekday	Weekends		
10:00am	10:00am		
10:45	10:45		
11:15	11:15		
12:00pm	12:00pm		
1:15	12:30		
1:45	1:15		
2:30	1:45		
3:00	2:30		
3:45	3:00		
4:15	3:45		
	4:15		
	5:00		
Fare:			
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: April 16, 2007 - May 22, 2007 Saturday & Sunday 11:00am - 12:30pm 1:00pm - 2:30pm 3:00pm - 4:30pm			
Monday, Tuesday, Wednesday, Thursday, Friday No scheduled cruises, available for group charters			
http://www.baycrossings.com/ferry_schedules.asp			



With Bay Bridge Closed, Focus on Ferries & Bart for Labor Day Travel Plans

BY JOHN GOODWIN

Whether you're an East Bay bride planning an early September wedding in San Francisco, a Peninsula football fan awaiting the Tennessee Vols' appearance at UC Berkeley, or anyone else looking to travel across the bay this Labor Day weekend, here's some simple advice: take BART — or ride a ferry.

The Bay Bridge will be closed to traffic in both directions over the three-day Labor Weekend to perform a crucial step in the replacement of the bridge's East Span. Caltrans crews will demolish some 350 feet of the original upper deck roadway just east of the Yerba Buena Island tunnel, and install a new structure built to contemporary seismic safety standards. The new section — and a moveable support system — is now under construction immediately to the south of the existing roadway. After debris from the upper deck demolition is hauled away, the new section will be rolled into place along special tracks to be placed temporarily across the lower deck.

This intricate operation may spur many Bay Area residents to get an early start on out-of-town excursions over the long holiday weekend. Demolition and installation work will take three to four days, so the Bay Bridge could be closed to traffic in both directions sometime on Friday, Aug. 31, and not reopen until 5 a.m. on Tuesday, Sept. 4. Caltrans and its contractors will fine-tune their plans over the next few months to determine precisely how long the span will need be closed.

"If it looks like we're going to need extra time, we're going to move the closure back into Friday rather than affect the Tuesday morning commute," said Caltrans spokesman Bart Ney.

The work is similar in many ways to the demolition of a roughly 1,000-foot length

of the Bay Bridge West Approach in San Francisco that was performed over Labor Day weekend in 2006 and forced a three-day closure of the eastbound (lower deck) lanes of the Bay Bridge. The key difference between this year and last is that installation of the new roadway segment will require closure of the span in both directions.

"We'll use our experience from last year's closure to perform this essential seismic safety work efficiently and with minimal inconvenience to the public," added Ney.

Caltrans, the Metropolitan Transportation Commission (MTC) and other transportation agencies will coordinate efforts to ensure mobility options for transbay travelers and will make a huge effort to keep the public informed about the bridge closure in the months ahead. BART will run all-night service to select stations over Labor Day weekend. Extra vessels will be deployed to expand ferry service on select routes, and San Francisco Muni is planning route and scheduling changes to accommodate the bridge closure. AC Transit's transbay bus service will not be available. Travelers who must drive between San Francisco and the East Bay are advised to use the San Mateo-Hayward Bridge, or the Richmond-San Rafael and Golden Gate bridges.

The public information campaign will include signs, banners, paid ads and public service announcements, posters and fact sheets designed to alert motorists, transit riders and visitors from outside the Bay Area about the bridge closure. As Labor Day weekend approaches, MTC's 511 phone service and 511.org Web site will be the official source for information on trip planning and traffic conditions. Construction updates also will be posted on baybridgeinfo.org

When the bridge reopens to traffic early in the morning of Tuesday, Sept. 4, westbound motorists approaching the

Anatomy of the Road Replacement



FULL BRIDGE CLOSURE

The bridge will be closed to traffic in both directions. The new section of roadway has been constructed south of the existing bridge.



EXISTING ROADWAY DEMOLITION

Demolition is completed on a 350-foot section of the bridge's upper deck.



SPECIAL TRACKS ARE INSTALLED

Tracks are laid horizontally across the bridge's lower deck, in alignment with tracks installed beneath the new roadway.



NEW ROADWAY INSTALLATION

The new roadway will be rolled into place along the tracks using a computer-controlled hydraulic system.



BRIDGE REOPENED TO TRAFFIC

The bridge will reopen to traffic after all of the work has been completed.

Yerba Buena Island tunnel likely will not notice any visible difference in the roadway. But they will be driving

on a seismically upgraded section that eventually will connect the tunnel with the new East Span.

Milk, Eggs, Bananas, FasTrak!

Retail Sales of FasTrak® Toll Tags on the Rise



BY KARIN BETTS

The news is spreading and Bay Area drivers are catching on — not only will a FasTrak® toll tag help you battle toll plaza traffic on the region's bridges better than the speediest sports car, but you can conveniently pick one up at the grocery store! With the help of a strong retail distribution program, more Bay Area drivers are signing up to pay their bridge tolls electronically using FasTrak, and the percentage of drivers using FasTrak on many Bay Area bridges during weekday commutes has surged to just over 50 percent.

The in-car unit became available at 15 Costco warehouses and 55 Safeway stores in the Bay Area starting in January. Since then, almost 40,000 new toll tags have been “sold” through the retail program. (The toll tags themselves don't actually

cost anything; the sticker price you pay for the unit turns into your prepaid toll balance once the unit has been registered.)

The toll tags reportedly were the number one selling item at Costco in the first week of the campaign, thanks in part to two promotions: a cash-back program for people who pick up their toll tags at their Safeway or Costco store, and a temporary one-month reprieve for FasTrak users from the \$1 toll hike that started January 1, 2007 on the state-owned toll bridges (and that increased auto tolls from \$3 to \$4). Even now, retail customers

opening new FasTrak accounts are eligible for up to \$10.50 in free tolls, credited at the time of registration. In the month of January alone, over 26,000 new FasTrak accounts were opened, causing the biggest one-month gain in accounts since the previous bridge toll increase during the summer of 2004.

The method by which customers are enrolling in FasTrak has changed

dramatically since the launch of the retail program. In the months prior to retail, about 75 percent of new accounts were opened online, with the remaining 25 percent by other methods (phone, mail/fax, in-person). After the retail launch, the percentage of new accounts opened online has dropped to about 30 percent, while the percentage opened by phone, mail/fax and in-person has declined to about 10 percent. The remaining 60 percent of sign-ups now result from retail distribution.

The retail distribution initiative is part of the FasTrak Strategic Plan that the Bay Area Toll Authority (BATA) adopted in June 2006 to expand and improve electronic toll collection in the Bay Area (BATA is an offshoot of the Metropolitan Transportation Commission). The plan's goals are to make the toll plazas at the region's toll bridges function more efficiently, and to boost the percentage of motorists who use FasTrak. Currently, there are more than 638,000 FasTrak account holders in the Bay Area, up from 575,000 in December 2006, just before the retail program.

On average, FasTrak-equipped vehicles currently account for 47 percent of the peak-period traffic crossing the

region's seven state-owned bridges, with FasTrak usage rates on the San Francisco-Oakland Bay Bridge, Benicia-Martinez Bridge and Richmond-San Rafael Bridge rising to over 50 percent. These figures compare to an average peak-period usage rate for FasTrak of 41 percent a year ago for state bridges, but are still below the 70 percent FasTrak usage rate for morning commute drivers on the Golden Gate Bridge (a trend spurred by a toll discount for FasTrak users, who pay \$4 to cross the Golden Gate instead of \$5).

FasTrak can be used in all lanes at all Bay Area toll plazas. During August of 2007, BATA will convert more cash lanes to FasTrak-only lanes. This will be accompanied by lane striping and signage improvements to separate FasTrak traffic and cash toll payers as far in advance of the toll plazas as possible. In addition, the Strategic Plan calls for FasTrak-only lanes to be grouped together at the left side of the toll plazas to the extent feasible, with cash lanes to the right side of the toll plazas and approaches.

To sign up for FasTrak, or for a complete list of retail locations, visit www.bayareafastrak.org.



AROUND THE BAY IN MAY



Eighty men from the Pampanito submarine crew, 1945

“Lost Boat” Ceremony

Submarine veterans, San Francisco Maritime National Park Association staff and volunteers will gather aboard the World War II USS Pampanito submarine, to honor the men and their 65 submarines that never returned. This moving and colorful event features an individual bell toll for each boat lost and on “eternal patrol,” bagpipes, and more than 200 submarine vets in full military dress. Mon., May 28, 1PM, Pier 45, SF. 415-775-1943, www.maritime.org

Memorial Day Ceremony

A Memorial Day ceremony will be held onboard the USS Hornet Museum from 1-2PM to honor veterans of past and present who have paid the ultimate price during war. Tours of the ship will be available from 10AM to 5PM (\$14 adults, \$6 kids). Free parking. Mon., May 28. 707 W Hornet Ave, Pier 3, Alameda. 510-521-8448 www.hornetevents.com

Famous Span Turns 70

The Golden Gate Bridge turns 70 years old on Mon., May 28. Once the longest suspension span ever built, the Bridge is considered an international icon, a structure of grace and beauty, and a lasting symbol of American progress and ingenuity. Find the new book, a report of the chief engineer, at the Roundhouse Gift Center on the southeast side of the Bridge. www.goldengate.org

Asian/Pacific Maritime History

San Francisco Maritime National Historical Park is hosting programs highlighting the hopes and challenges of Asian and Pacific Islanders, whose lives and cultural contributions were an essential part of west coast maritime commerce: Tour the workers' quarters aboard the Balclutha; Raise the sail of the Grace Quan. Events and admission are free. 499 Jefferson St., 415-447-5000, www.nps.gov/safr.

Choose a Cruise for Mom

Nobody works harder than Mom. Why not take her on a cruise for brunch, lunch or dinner? Mother's Day is Sun., May 13. Hornblower, SF 415-438-8355, www.hornblower.com; USS Potomac, Oakland 510-627-1215, www.ticketweb.com; Red & White, SF, 415-673-2900, www.redandwhite.com; Blue & Gold, SF, 415-705-8200, www.blueandgoldfleet.com

Cinco de Mayo

Watch the Gala Parade as it heads up International Blvd. (from 47th to 33rd Ave.), and then see live music and entertainment on two stages. Sat., May 5, 10AM-6PM, Sun., May 6, 11AM-3PM. 510-535-6900, www.unitycouncil.org

KaBoom!

The weather is often better in May than in July, great for being able to appreciate the fireworks synchronized to “World Class Rock” on the waterfront. Live performances from Kenny Wayne Sheppard, Guster and Ozomatli. Entrance to Piers 30/32 is \$10. Sat., May 12, 4-10PM.

No Pollute Commute

The 14th Annual Bike to Work Day is Thu., May 17. Oakland will start the day with a pancake breakfast, a raffle with prizes donated by local businesses and free, all-day valet bike parking in Frank Ogawa Plaza. May 17, 7AM-9AM. 510-238-3983, www.oaklandpw.com/btwd

Walk Around O-Town

Free 90-minute walking tours of downtown Oakland happen every Wed. and Sat., May - Oct. The tours offer glimpses into Oakland's past and present, and changing skyline. Eight different tour itineraries are offered, and begin at 10AM. Reservations 510-238-3234. Itineraries at www.oaklandnet.com/walkingtours

Alcatraz Island's Softer Side

Who knew that Alcatraz Island, site of the infamous federal penitentiary has a softer side? Bay Crossings' Dianne Boate went with the SF Botanical Garden Society to paint the gardens, tide pools and bird colonies on Alcatraz (Apr. 2007, Libations). The Softer Side of the Rock, Botanical Illustrations from the Historic Gardens of Alcatraz, a collection of watercolors created that day, is the resulting exhibit showing in the main prison building on Alcatraz, May 8-July 31. Hours vary by season. Free with ferry ticket. 415-661-1316 x-316, www.sfbotanicalgarden.org. Ferry tickets: www.alcatrazcruises.com



Aeonium Sp. by Dianne Boate and on display at Alcatraz.

Ordinary Beauty

A group show of collage, sculpture and photography titled *Homage to the Ordinary*, is a collection of work from two artists, and friends, whose approach to art attempts to capture the overlooked elements around us. Show runs May 16 - June 15. FLOAT Gallery, 1091 Calcot Pl., Unit #116, Oakland, 510-535-1702, www.thefloatcenter.com

Benicia's Open Studios

The small waterfront town of Benicia, tucked between rolling foothills and the Carquinez Strait, boasts a thriving artists' community. Over 75 studios are located in the historic buildings of the Arsenal District. This is year 13 that Benicia's artists and the famous glass blowing studios open their doors to their live/work studios so that the public can view original works and demonstrations. Arts Benicia Gallery, at 991 Tyler St., #114, offers maps and a group exhibit. Sat-Sun, May 5-6, 10AM-5PM. 707-747-0131, www.artsbenicia.org

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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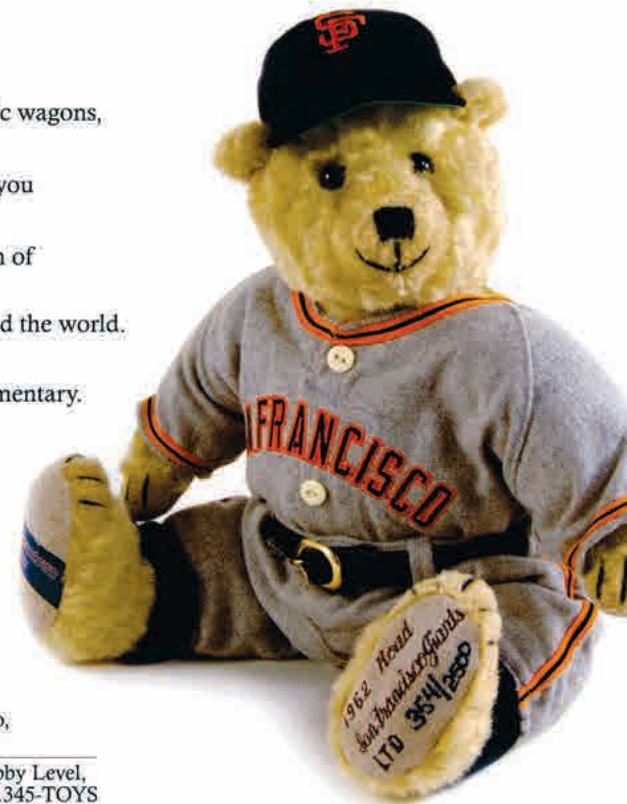
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Take a Giant leap across the Bay!

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FOR NIGHT GAMES:

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- Direct service from the ballpark 25 minutes after the game*

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- Use normal Ferry Building schedule

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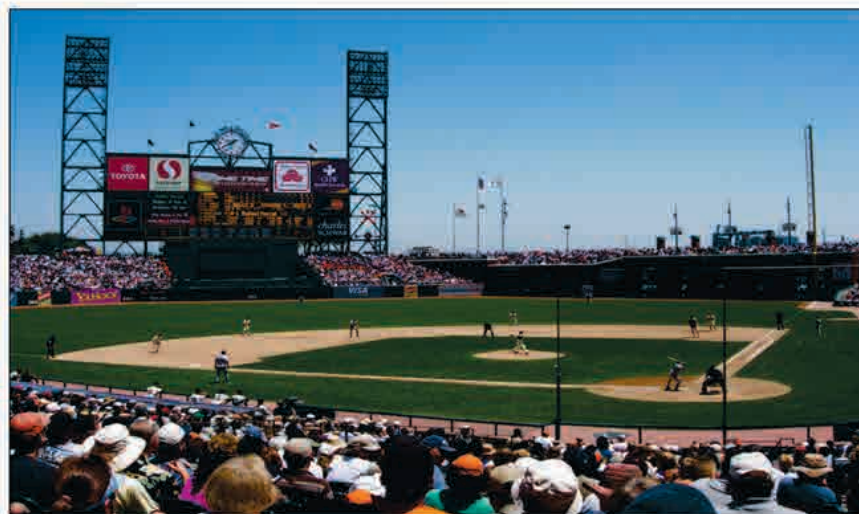


Photo by Seahorse8

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

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May 17, 2007



FREE FERRY RIDES! Bicyclists ride free on Bike to Work Day on the Alameda/Oakland and the Alameda Harbor Bay Ferries. For more information, and to sign up for Bike to Work Day prizes, visit the Bicycling page at 511.org.

On the phone. 511 On the web. 511.org On your way.

