



San Francisco

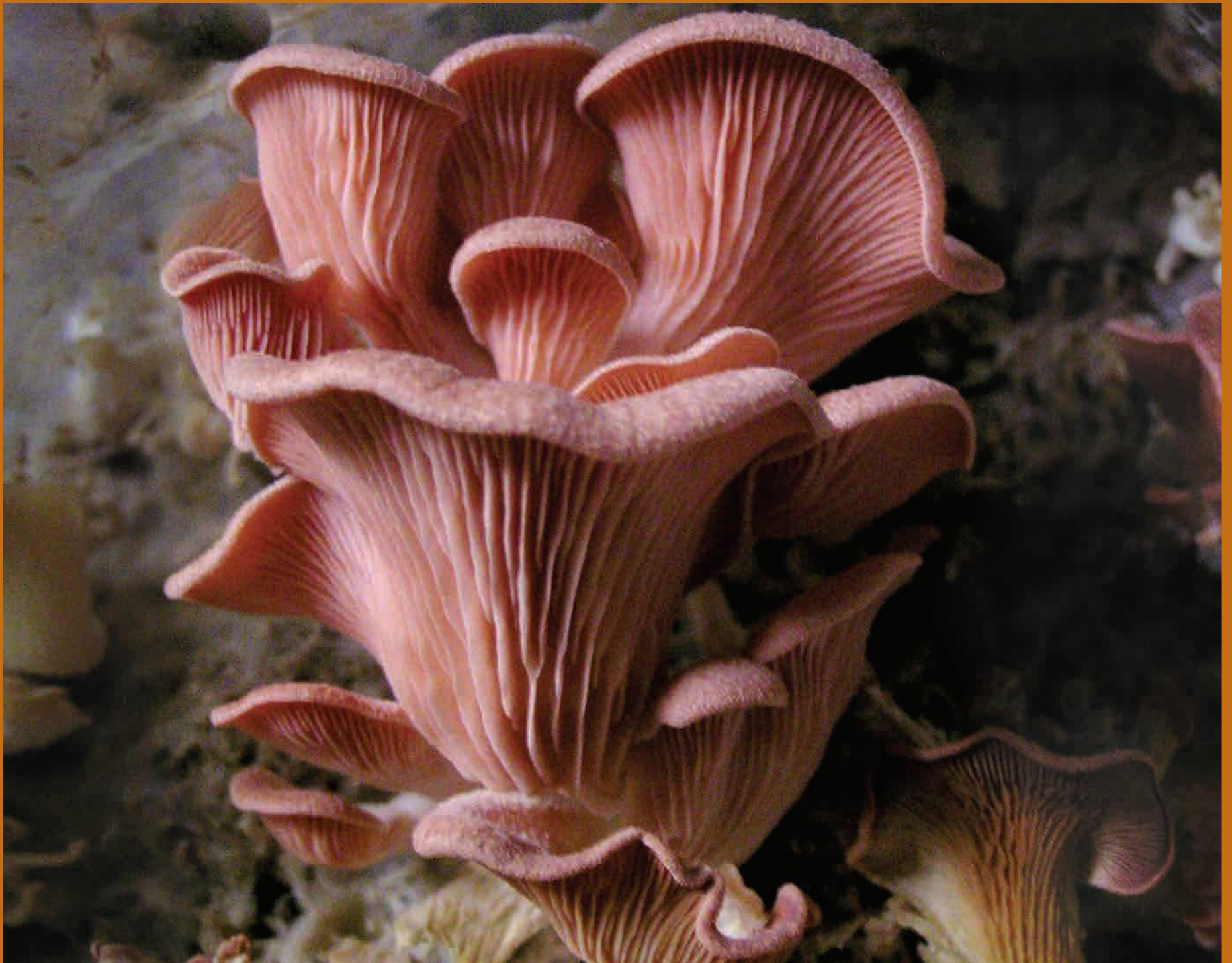
PRICELESS

# BAY CROSSINGS

Volume 7, Number 1

*"The Voice of the Waterfront"*

February 2006



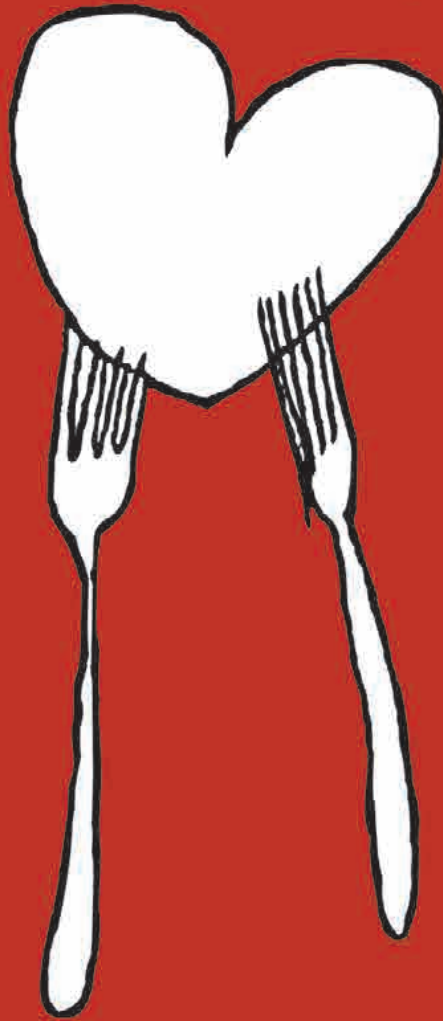
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## NOTICE OF PUBLIC HEARING

**TO CONSIDER A PROPOSED FIVE-YEAR FARE PROGRAM TO INCREASE BUS, FERRY AND PARATRANSIT FARES**

### Public Hearing Dates/Locations

**Thurs., Feb. 16, 2006, 7 pm**

City Council Chambers,  
Rohnert Park City Hall  
6750 Commerce Boulevard,  
Rohnert Park, CA

**Wed., Mar. 8, 2006, 6 pm**

Board Room,  
Administration Building  
Golden Gate Bridge Toll Plaza,  
San Francisco, CA

**Thurs., Mar. 9, 2006, 6 pm**

Activities Room,  
The Whistlestop  
930 Tamalpais Avenue,  
San Rafael, CA

The Golden Gate Bridge, Highway and Transportation District (District) will hold three public hearings to receive public comment on a proposed five-year fare program to increase regional bus, ferry and paratransit fares in order to meet operating expenses. It is proposed that these fares be increased effective July 1, 2006. Bus and paratransit fares for local travel within Marin County are not included in this proposed program.

**All public hearings will be immediately preceded by a two-hour informational open house conducted by staff to provide the public with background and context for the proposed five-year fare program.**

Public comments will be received  
at the Public Hearing,  
by email at **publichearing@goldengate.org**  
or in writing (*no later than 4:30 p.m.,  
Thursday, March 9*).



Address written comments to:  
**Janet S. Tarantino,  
Secretary of the District**  
Golden Gate Bridge, Highway & Transportation District  
P.O. Box 9000, Presidio Station  
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March 21 **How the Humanities Can Help Business** – Charles Burack

March 28 **Spirituality Through Art** – Bruce Elliott

April 4 **Belly Dancer or Veiled Object: Images of Muslim Women in the West** – Zohreh Niknia

April 11 **Asian American Literature** – Sandra Lim

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## LETTERS TO THE EDITOR

Dear Editor,

I love the story you have about the Madonna Del Lume on your website [www.baycrossings.com](http://www.baycrossings.com)

One typo, the town is Porticello. I just came back from my first Madonna Del Lume celebration in Porticello about 2 weeks ago. My family is from Porticello. I have celebrated in SF all my life, so it was fascinating to see how they celebrate there.

Best Regards,  
Anna Alioto



Photo: Courtesy of Societa de Maria Santissima del Lume

Bay Crossings strives to correct any errors of fact.  
Please send comments, letters or requests for corrections to [editor@baycrossings.com](mailto:editor@baycrossings.com)

## COMING UP

In future issues of *Bay Crossings Magazine*...

**MARCH**

**APRIL**

**MAY**

Winds of Change

Setting Sail

Working Waterfront



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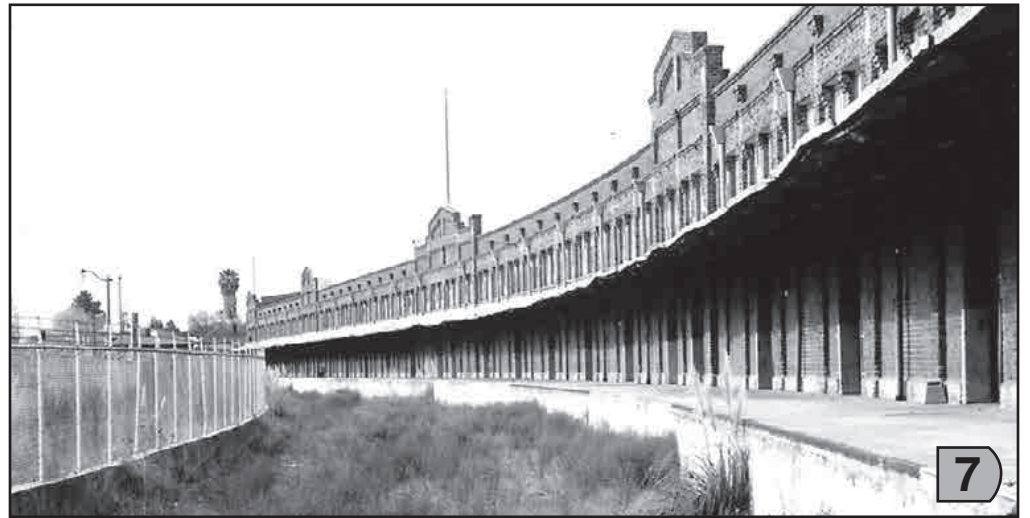
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*This month we feature San Francisco Ferry Building merchant, Far West Fungi on our Ferry Building pages (see p.25). This pink oyster mushroom is one of the exotic varieties they grow on their farm, situated on the Monterey coast. Photo by Francisco Arreola.*



**Beltline Brawl**  
Alameda faces the Beltline Railroad Company



**Above and Beneath the Veneer of Rugged Coast**  
Divers submerged, while those above board watched for whales



**Twenty-first Century Island**  
Treasure Island Part II : The history, the problems and the latest solutions. as our man-made island enters its third life.

**T**he views of Senator Alan Lowenthal (D-Long Beach, Senate District 27) ought to be of interest to Bay Crossings' readers, as he recently became chair of the Senate Transportation and Housing Committee. He also serves as chair of the Senate Transportation Subcommittee on California Ports and Goods Movement, and is a member of the Senate Environmental Quality Committee. We spoke by phone with the Senator.

**Bay Crossings:** What are your priorities in assuming the chair of such a significant committee?

**Senator Lowenthal:** Well, you know; I come from a district that has serious traffic congestion and air pollution issues, primarily related to goods movement. That has been and will continue to be my focus. I want

to enhance the infrastructure that makes us competitive in a world market, but at the same time move our transportation systems towards zero emission. Our reliance upon fossil fuel, especially diesel, is ending.

**BC:** Senator, while you were an Assembly member, you authored AB 2043 and asked the California Marine and Intermodal Transportation System Advisory Council to develop for the legislature a proposed strategic plan for California's maritime transportation system. What's going on with that?

**SL:** They have provided me with an interim report and asked for my comments. I'm in the process of going through it. It may not be the definitive answer, but it is an attempt, by people in the field, to give us an overview and vision of our maritime transportation system and where we need to go.

At the same time that they are coming out with their plan, we also have the governor and the administration coming out with their Goods Movement Action Plan. It will come through my committee on the Senate side.

**BC:** What's up with these wild numbers we're hearing for infrastructure bond effort?

**SL:** Well, the devil is in the details. And there are lots of unknowns. I think we're very optimistic that we will be putting out some forms of bonds. What they will be exactly, what the numbers will be; that will only get clear as we move along.

The second part of that, though, has to do with the Governor's priorities and who's going to pay for it all. One bill I introduced last year talks about a thirty-dollar container fee. The importance of the container fee is that in the governor's \$6 billion bond

package for infrastructure — he has \$1 billion for goods movement infrastructure, and he has \$1 billion dollars for air quality. Each of those would require a local match. Because he has a four-to-one match, he's looking towards the private sector, I believe, to come up with \$5 billion to match his \$6 billion. The container fees could be a part of the local match. We also need federal funds, too, but we're not going to get that right away.

We have to make sure that we do not place all the responsibility in a general obligation bond. We should ask those that benefit the most, and create the most problems, as measured by congestion and the air pollution to pay their fair share. So the bonds will only move forward if there are appropriate revenue streams coming in from the private sector as well as general obligation bonds.

Process is also important. The Governor proposes that local regions identify projects, but now, we see in the fine print that the administration makes the final decision on which projects go forward or not. So that, too, has to get worked out.

Finally, I want to make sure that our investments get us towards zero emissions. Not just cleaning up some trucks, which I really believe we need to do. Trucks will always be part of the equation. But ultimately, unless we invest in other ways of moving goods, we'll be overwhelmed by the amount of growth, and there will be more dirty trucks coming in to overshadow all the clean trucks.

**BC:** California law guarantees migrant farm workers clean drinking water and toilets on the job. But truckers working at California ports don't get

either. Do you think it's right that the port truckers should be treated even worse than migrant farm workers?

**SL:** You're absolutely right, they are practically indentured servants; possibly, even worse. It's hard to get our arms around how to better the plight of these drivers. They are the bottom of the food chain, treated horribly. It needs to change.

We haven't looked at drinking water and other kinds of conditions, but we certainly will this year. Anything that we can do to help those truckers... They have nobody out there fighting for them.

**BC:** Fair to say that hiring the truckers as independent contractors is primarily a way to get around providing workers' compensation insurance?

**SL:** I certainly think that's one of the reasons. It's a way for the shippers to keep their cost's down on a variety of things such as payroll taxes, vehicle insurance and workers compensation. It is a way of not providing them with benefits. And it's also a way of keeping them from organizing themselves, too.

**BC:** No database of truckers working California ports exists. No reckoning of trucker's needs, nor standards for equipment safety or environmental performance. Can our ports be considered safe, clean, or even efficient, until such a database is created?

**SL:** Well, our ports are not safe, clean, or efficient now. And this is just probably one of the most glaring examples. I'd like to take a look at minimum standard for safety and efficiency. **BC**

San Francisco  
**BAYCROSSINGS**  
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**CONTRIBUTING WRITERS**  
Scott Hargis; Kate King; Ed & Pam McGrath;  
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**Editorial Inquiries:**  
[editor@baycrossings.com](mailto:editor@baycrossings.com)

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Photo by Francisco Arreola

# Beltline Brawl

BY GUY SPAN

Who would believe that the City of Alameda and the two largest railroads in the West would both make misleading statements in legal filings to the Federal Surface Transportation Board? The story is convoluted, but it boils down to an \$18 million property in the middle of Alameda that used to be the Alameda Beltline Railroad Yard. Interestingly enough, virtually all of the tracks accessing this yard have been illegally removed.

The City has a 1925 contract with the Alameda Beltline Railroad Company that allows the City to buy back the railroad for \$30,000 plus the cost of any extensions. The 22-acre Beltline Yard is part of those extensions, and its owners (Burlington Northern Santa Fe - BNSF and Union Pacific - UP) don't want to sell at cost. The City wants to enforce the contract, and then keep much of the land as open space.

BNSF is handling the legal defense (co-owner UP handled the operations when there was business) and has demonstrated that fertile minds are at work. First, they claimed that the language violated the fraud provisions of California law. They won this one, but the City reversed it on appeal, and a final trial about the contract is scheduled for April 2006 in state court.

Now this is where things get slightly wacky. On Dec. 9, 2005, the City filed an Exemption Petition with the Surface Transportation Board (yes, they call it the Surf Board for short) for Federal approval of an expedited takeover of the Alameda Beltline, once its state court case was settled.

In order to purchase a working railroad, an entity must have approval from the Surf Board, which regulates railroads. Thus the City claimed, with a straight face, that they wanted to get in the railroad business and planned to hire the Union Pacific to operate the line (the UP currently holds trackage rights to operate the railroad).

The City did point out it was in a dispute with the owners, who were likely to assert that there can be no sale without Federal approval from the Surf

Board, and thus, the City was seeking such approval. But the City couldn't stop there. They went on to assert that the City sought this acquisition for continued operation of a non-working, and virtually non-existent, railroad.

The City knows full well there is no operation, as much of the track has been illegally removed, and whole houses now sit on the parts of the former mainline right-of-way. In fact, the City notes the last movement was in 2003 when the largely unheralded Alameda Beltline quietly folded its tent.

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While BNSF worries about the City's so-called scam transaction to damage the "integrity" of the national rail system, they have no problem physically damaging their own railroad by ripping out the tracks...

---

Then comes the BNSF with its "emergency" reply and Motion to Stay the proceedings on Dec. 15. The BNSF accuses the City of attempting to "grab" an \$18 million parcel



for a nominal payment of \$30,000. They further accuse the City of intending to abandon the railroad once they acquire it (blithely ignoring the fact that they have ripped up much of the track already).

The BNSF asks for a stay of the



City's Exemption Petition, saying with a straight face, a "stay is warranted... to assure the public interest in adequate rail

interstate commerce (this is a property that is physically severed from the rest of the railway by about a mile and a half).

Hyperbole finally takes the day when BNSF claims in its Dec. 15 Motion and Reply that "this proceeding involves the potential dismemberment of a vital link in national rail network." Any impartial observer would certainly declare that last bit entirely false and certainly misleading. Interestingly enough, you are not allowed to mislead the Surf Board and if caught, your Petition becomes immediately void. Hilariously enough, BNSF accuses the City of providing misleading information and argues that the City's Petition should be declared void.

In one example, the statements are simply, flat out false. In a supplementary pleading BNSF just digs itself in deeper), they said, "ABL has sold certain parcels of real estate along the line. The sold parcels... are extraneous to continued rail service... and the corridor remains intact."

If the corridor is intact, then we can assume that the railroad plans to tunnel through the new homes built on its mainline right-of-way?

So what happens next depends on the Apr. '06 court appearance where the seemingly straight-forward contract language will be tested. Then, sooner or later, red-faced attorneys, most notably Sidney L. Strickland, Jr. for the BNSF, will have to go hat-in-hand to the Surf Board to set the record straight and finally get abandonment authority for this "vital" section of the national railroad system.

The best part is we get to watch all these players squirm, while valiantly trying to pretend they have not painted themselves into a corner. **BC**

transportation in the City of Alameda is maintained and to protect the public against scam transactions that damage the integrity of the national rail system and the Board's process for regulating the system."

In one fell swoop, the BNSF manages to put more hypocrisy in one sentence than was perhaps ever before possible. They have assured the public interest in adequate rail transportation by illegally tearing up the tracks and selling property on the mainline of the Alameda Beltline. While BNSF worries about the City's so-called scam transaction to damage the "integrity" of the national rail system, they have no problem physically damaging their own railroad by ripping out the tracks, starting at Mile Post 0 where the railway enters Alameda.

And talk about damaging the integrity of the Surf Board's processes — the Alameda Beltline was supposed to get the Board's authority before ripping up the tracks, but a formal abandonment might have tipped the City into invoking its contract. So they went ahead without Board authority and ripped it out anyway.

Now both the City and the railroad claim it's a working line, and BNSF claims that the Beltline Yard is integral to the provision of freight service in

# View from the Helm: Between the Seasons

BY PAM & MIKE MCGRATH

The San Francisco Bay is never more beautiful than in between the storms of winter.

The rain stops and the winds subside. Deep blue fills the sky and we search for our misplaced sunglasses so that we can look upon the brightness of the mirror-like Bay.

The Golden Gate, with its enigmatic water surrounded by lush hillsides, capped by the most beautiful bridge in the world, is a glorious treat for the eyes and the spirit. It is a beautiful sight of which we never tire. Each time we look at these gorgeous vistas, we are taken aback with awe, not quite believing our good fortune to be living here.

Passing under the expanse of the Golden Gate Bridge, we find more

splendor ahead, as we gaze out toward the Farallon Islands, a remarkable wilderness area full of Pacific white-sided dolphins, sea lions, harbor seals... whales pass by on their spring migration; even the occasional shark might make its presence known.

The San Francisco Bay is never more beautiful than in between the storms of winter. We recall one winter day; we arose very early, started our 220 Cummins diesel engine, untied our lines and backed out of our slip. Heading down Richardson Bay toward San Francisco, we were approaching

“the slot”, the section of the Bay where the weather - fair or treacherous - comes in through the Golden Gate and intrudes on the East Bay hills. It is widely acknowledged that this area, in between the Golden Gate Bridge and Alcatraz, is the roughest part of the San Francisco Bay. However, on this particular day, while skipping our boat from our wide-open flybridge, we were shedding our hats and heavy coats. Soon we were down to our shirtsleeves, enjoying the warmth of the sun. “The slot” was quiescent. Instead of the stuff nightmares are made of, this day, our cruise was deliciously dreamy — a grand Bay adventure. We have enjoyed many cruises like this. We’ve experienced glorious, clear calm conditions, as well as harsh weather and rough waters. All of our time on the Bay aboard our 36’ trawler has been a great adventure and a great blessing.

February on the Bay offers opportunities for all kinds of activities. Take advantage of crab season by indulging in a crab feed somewhere, anywhere. We have already tasted the offerings of this season — Yum! Take a Bay cruise or a brunch or dinner charter. Explore the working waterfronts in San Francisco or Sausalito. Watch or participate in one of the many sailboat races coming up. Attend the Boat Show at the Alameda County Fairgrounds. Come to the Bay Model in Sausalito to

see their exquisite exhibits. A special one named “Mysteries of Earth & Mars” runs through Feb. 11. If you miss it, the Bay Model always has interesting things going on, so come out anyway. One of the activities we will enjoy is the Tour of California bicycle race on Feb. 20. We just might anchor out in the Bay to watch Sausalito’s streets filled with world-class bicyclists as they begin their 10-day race from Northern to Southern California.

Old salts, just getting sea-legs or landlubbers, all are offered fantastic opportunities because we are here in this most beautiful place. **BC**

*After Ed decided that a pirate’s life was not for him, he indulged his love for boating by becoming a yacht broker. He has been selling boats in the Bay Area for over 12 years. He is proud to be born and raised in the Bay Area, and his family has been working on the Bay since 1865. He started McGrath Pacific Yacht Sales 3 years ago with his wife, Pam.*

*Pam grew up in the Midwest where she enjoyed water skiing and power boating activities during the summers on the lakes. With a background in business management, she joined Ed 3-years ago in the boat business. Together, they opened McGrath Pacific Yacht Sales. Being at the helm of their 36’ trawler is one of Pam’s favorite activities.*

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For more info, call (415) 331-5020, ext.2.



# Above and Beneath the Veneer of Rugged Coast

Mammals break the surface and humans breathe otherworldly air

BY SCOTT HARGIS

“Let’s run through some signals, guys,” I say. Making a circle with my thumb and forefinger, I say “This means ‘OK.’”

Drawing my hand across my throat, like a low salute, I say “This is ‘out of air.’”

My two partners nod. We know this stuff the way we know our sweethearts’ names, but it’s good to run through the checklist.

A wobbling motion with my hand held flat: “I have a problem, I need to solve it.”

Thumbs-up: “Let’s surface now.”

Gary, in his characteristic deadpan, suggests a hand signal that is, let’s just say, not in the standard handbook. Josh and I laugh, and we begin pulling on the rest of our gear. We’re about to jump off a perfectly good boat into 47-degree water, 80 feet deep.

Gary Callihan is the store manager at Advanced Diving Technologies, a dive shop in Pittsburg, CA, that has organized today’s outing. Josh Single is working towards his divemaster certification. I’m along to see why people would subject themselves to the rigors of diving California’s rugged north coast. Along with 11 other divers, we’re part of a routine recreational dive trip



Photo by Scott Hargis

Divemaster Jim Callihan (foreground) helps others prepare their gear on a Monterey Bay dive and whale watching expedition.



Photo by Scott Hargis

A diver returns to the Escapade, assisted by Skipper Jim Capwell.

and whale watching cruise aboard the Escapade, out of Monterey Bay. With luck, we’ll have some good diving and spot some marine mammals.

Today the swells are coming in high, with a 20-knot wind. Skipper Jim Capwell mercifully keeps us in the relatively sheltered water off the Monterey Bay Aquarium. It takes only 15 minutes for Escapade to get to the first of our two dive sites for the day, but even with the Dramamine I took earlier, I’m already a little queasy.

With the sun barely an hour above the horizon, the three of us step off the back of the boat, briefly disappearing below the waves before popping back up,

and giving the surface version of the “OK” sign; one (or both) fists atop the head. Like Single, I’m wearing a two-piece, 7-millimeter wet suit, hood, and gloves, which are doing a good job of keeping me at a tolerable temperature. Callihan wears a ‘dry suit’ with layers of polartech insulation inside. On the boat he was already complaining of being too warm.

Swimming to the anchor line, we exchange “OK” signs, let the air out of our vests and begin following the rope down towards the bottom. Below the surface, my nausea fades immediately. Switching on my light, I

continued on page 10

Expedition Under Rugged...

continued from page 9

can see swirling plankton and bits of kelp all around me. Looking down, I see the eerie lights of the group below us. They're breathing Nitrox, a mixture of Nitrogen and Oxygen in different proportions from that in the atmosphere. Nitrox allows divers to stay deeper, longer, with fewer decompression problems.

Until a few years ago, Nitrox and other "mixed gas" diving was reserved only for professional divers on very deep, technical dives. But now, many recreational dive centers, including Advanced Diving Technologies (ADT), have added these advanced certifications to their course lists. I later learned that Callihan, who prepares mixed gases for ADT, was breathing Heliox (Helium and Oxygen) on our dive.

When we reach the bottom, Callihan ties a thin line to the anchor. The other end is wound around a spool clipped to his vest. As we swim out over the reef, the line unreels, giving us a sure way to return to our starting point. As a precaution, Single and I are carrying dive compasses.

Gliding along, weightless, a few feet above the rocks, I can see myriad colorful starfish, some of which are startlingly bright orange and red. In the dim light at 75 feet, the reef has an otherworldly appearance, bolstered by the bizarre life forms on all sides. In a small sandy area, a Sunflower Star (*Pyncnopodia helianthoides*), easily two feet across and with at least 24 arms glows lava-red between the corrugated ridges of its body.

Elsewhere, I find a small flounder, so perfectly camouflaged that I only notice it when it moves. In a crevice between two rocks, we find a group of shrimp riding out the storm in safety. Everywhere are the huge white anemones (*Metridium senile*), now with their tentacles pulled in tight. High seas from Pacific storms can create surge as deep as 100 feet, and the reef creatures tend to hunker down until conditions are calmer.



Photo by Scott Hargis

Other divers will report an exciting underwater encounter with a sea lion, while those back on the Escapade are rewarded with sightings of sea otters, porpoises, and the grandest prize of the day, a grey whale cruising by only a few hundred yards off the bow.

Pausing every so often to exchange "OK" signs, we kick languidly over the

reef, Callihan's line reeling out silently behind him. Just to be sure, I occasionally check our heading on my compass. If we surface too far from the boat, we face a tiring swim in the waves to get back; much better to ascend the anchor line, hand over hand, and simply step up on the transom.

Mindful of safety, Single, Callihan and I turn around when we have used about one-third of our air. Again we cruise over the reef, Callihan winding in his guideline as we go. Cutting it loose from the anchor, we begin slowly ascending, the dim light growing brighter and brighter as we near the surface. After a three-minute safety stop at 15 feet, allowing our bodies to "off-gas", we break the surface, dazzled by the early morning sunlight and flash the "OK" sign to the divemaster. I feel like a traveler just returned from another planet.

Minutes later, we hand our fins up to the skipper, and climb aboard the Escapade. Immediately, Callihan begins where he had left off, telling yet another in his seemingly endless repertory of stories, this one about a recent dive trip to the Inside Passage off British Columbia.

But my mind is still full of the last 30 minutes. Sure, the water's cold. And yeah, the swells are up and I didn't take enough Dramamine. But what I'm thinking of now, standing on the deck with water dripping off my chin, is that distant planet we just visited, where the anemones wave, the shafts of sunlight filter down through the kelp forests, schools of glittering minnows flash through the openings, and the world of humans seems a distant and faintly amusing memory. **BC**



Photo by Scott Hargis

Les Wilkerson, Advanced Diver

BY SCOTT HARGIS

The son of a charter fishing boat captain, Les Wilkerson grew up on and near the water in Boca Grande, FL. He started diving in 1969 after an illicit foray into a swimming pool with gear "borrowed" from a friend's father. Entranced by the experience, he talked his parents into allowing him to take a course and become a certified SCUBA diver. After serving in both the Army and Marine Corps., which gave him the opportunity to dive in exotic locations around the world, he settled in Contra Costa County and began operating a freelance open-water and technical dive training company out of his home.

"We were mixing gases in a shed behind the house, because local SCUBA shops did not provide that service," he says, "and performing or teaching technical diving around the Monterey/Carmel peninsula. We were doing pretty well, and my partner Isaac said one day, 'Let's open a dive shop.' That was the day I decided to give something back to the sport I enjoy so much."

"For years I'd been enjoying this sport," Wilkerson says, "And now, [as owner of Advanced Diving Technologies] I can share that enthusiasm with other people."

On the subject of safety, Les becomes more animated. "We always put safety and the environment first. When we're working with new students in the pool, we have three dive professionals supervising. That's one supervisor for every buddy team in the water. Other dive operators keep telling me I'm leaving money on the table with that much supervision. But you know what? I'm working within my comfort zone. My divers' safety is job number one." **BC**

Whale Migration Along the California Coast

Whale Watching involves a lot of watching. Some days you see them, others, you don't.

Right now, you may see two species of whales in the Pacific or in the Bay, as they continue their migration along the California coast.

**Sperm Whales** (migrate Nov. - Apr.)  
 -grow to be 50 feet in length  
 -blow low, up to eight feet and forward  
 -have a dorsal lump and bumpy spine  
 -do not have a dorsal fin  
 -raise their flukes or tails before diving  
 -have a boxcar-shaped head  
 -are extremely rare to see in this area, and require a lot of whale watching patience. They have been spotted; however, out at the Continental Shelf and beyond.

**Gray Whales** (migrate Nov. - May)  
 -travel in groups of one to five  
 -blow five to 14 feet in V-shaped blows  
 -raise their flukes or tails before diving  
 -are not migrating as far north, or as far south, as they used to, because they are finding nutrient waters on the coasts of CA and OR; for this reason, Gray Whales are sometimes "resident" to certain areas. **BC**

Information provided by the American Cetacean Society [www.sfbaywhalewatching.com](http://www.sfbaywhalewatching.com)

## January Waterfront Activities

**2/4 7AM – Monterey Dive Aboard The DV Escapade, Advanced Diving Technologies, 925-432-2111, [www.adtscuba.com](http://www.adtscuba.com)**

The water temp is in the high 50s - warmer than the air temp! The whales are moving around so now is the time to dive. Get a photo opportunity of a Humpback Whale or a pod of Risso Dolphins. The dive vessel travels along their route. \$85 includes two tanks and refreshments. Nitrox available, call for details.

**2/4 9AM - 1PM - Marin Islands Rookery Kayak Tour, Blue Waters Kayaking, Inverness, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**

4-hour kayak tour from Loch Lomand Marina in San Rafael to the Marin Islands bird rookery accompanied by a naturalist guide. 80% of the snowy and great white egrets in the Bay Area nest on these small islands just a short paddle from shore. \$88 including equipment.

**2/4 & 2/18 10AM – Free Try SCUBA, Wallin’s Dive Center, San Carlos, 650-591-5641, [www.wallins.com](http://www.wallins.com)**

An introduction to the exciting world of SCUBA in a safe environment. All you need is a bathing suit and towel. Certified instructors will give you the opportunity to put on SCUBA gear and swim around in our warm 50,000-gallon indoor pool. Free, but you must call first to reserve your spot.

**2/5 & 2/20 10AM - 2PM – Kayak Basics, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**

Are you ready to try kayaking? This half-day class (4 hours) on the Oakland Estuary 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. Includes coupon for future rental, good for 2 hours! \$59 including equipment and instructors.*

**2/11 10AM - 4PM – Kayaking Bair Island & Corkscrew Slough, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**

Kayak tour of Bair Island Ecological Reserve and Corkscrew Slough. Experience the serenity of being surrounded by a maze of waterways and explore the many winding channels while observing wetland bird species. Located near Redwood City, Bair Island will surprise you with its beauty and wildlife. \$85 including equipment.

**2/12 8AM – Under the Boardwalk Municipal Pier Dive, Wallin’s Dive Center, 650-591-5641, [www.wallins.com](http://www.wallins.com)**

2 Fun dives under Municipal Pier #2 in Monterey led by a divemaster. Bring your Total Dive System including tanks and weights, dive knife, dive light, and optional cameras. Be sure to bring your C-Card. This is considered an intermediate to advanced dive. Call for details.

**2/12 9AM - 1PM – Drakes’ Estero Kayak Tour, Blue Waters Kayaking, Inverness, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**

Fabulous wildlife kayak paddle in Drakes’ Estero offering incredible opportunities for wildlife viewing. \$78 including equipment.

**2/12 10AM - 12PM – Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Fulton St, [www.sfsurfrider.org](http://www.sfsurfrider.org)**

Help keep our local beaches clean! Just show up at Ocean Beach at the end of Fulton St. and we'll provide gloves, bags and instructions. Rain cancels this event.

**2/12 & 2/20 10AM - 2PM – Pillar Point Harbor Tour, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**

Kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastal region of Pillar Point Harbor in Half Moon Bay. With spectacular views of the coast range, lots of marine wildlife, the quaint harbor community of Princeton, and the infamous Mavericks big wave viewed from a safe distance. \$49 including equipment and guides.

**2/12 5PM - 9PM – Moonlight Kayaking: Jack London Square, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**

Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating the winter evening. \$49 including equipment and guides.

**2/18 10AM - 4PM – Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**

Real kayaking adventure to Angel Island in the San Francisco Bay. While paddling the majestic Bay, take in the spectacular views of San Francisco, Mt. Tamalpais, Mt. Diablo, and the East Bay areas. \$85 including equipment.

**2/19 7:30AM – Nautilus Aquatics Monterey Express Boat Charter, Nautilus Aquatics, 925-82-SCUBA, [www.bayareadiving.com](http://www.bayareadiving.com)**

Dive with Nautilus Aquatics into one of the world's most diverse marine ecosystems. Instructor assistance is always available at no extra charge. Call to reserve your spot today! \$80 includes two tanks, beverages, and snacks.

**2/19 9AM - 3PM – Tomales Bay Tule Elk Tour, Blue Waters Kayaking, Inverness, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**

Full day kayak tour from Nick’s Cove in Marshall to the Tomales Point Tule Elk preserve. Accompanied by a naturalist guide, you will view these majestic animals from the water, plus seals and birds galore! \$98 including equipment.

**2/25 9AM - 3PM – Corte Madera Salt Marsh Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://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 including equipment.

**2/26 7AM – Monterey Dive Aboard The DV Escapade, Advanced Diving Technologies, 925-432-2111, [www.adtscuba.com](http://www.adtscuba.com)**

The water temp is in the high 50s - warmer than the air temp! The whales are moving around so now is the time to dive. Get a photo opportunity of a Humpback Whale or a pod of Risso Dolphins. The dive vessel travels along their route. \$85 includes two tanks and refreshments. Nitrox available, call for details.

**2/26 8AM – 2 Tank Boat Trip on the Beach Hopper 2, Institute of Diving Technology, 925-551-8478, [www.divewithidt.com](http://www.divewithidt.com)**

Come join us for a great time aboard this fun dive boat, while we explore new dive sites! \$50 per person, bring your own tanks.

**2/26 9AM – Monterey Fun Dive, Bamboo Reef, Monterey, 831-372-1685, [www.bambooreef.com](http://www.bambooreef.com)**

2 dives from the shores of Monterey, all levels of divers welcome. Dive professionals on hand to assist you. Specific locations will be determined depending on conditions. Free, all fun divers must provide their own equipment (rentals also available) Call 415-362-6694 for details.

## Organizations / Associations & Clubs

**Bay Access** - San Rafael, 415-457-6094, [www.bayaccess.org](http://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](http://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](http://www.oski.org) - Windsurfing, sailing & kayaking lessons for UC students and locals.

**Cal Sailing Club** - Berkeley, [www.cal-sailing.org](http://www.cal-sailing.org) - Sailing cooperative, membership is open to the public.

**Caldivers** - 510-417-0025, [www.caldivers.org](http://www.caldivers.org) - Recreational, networking & social club for certified divers of all levels.

**Dolphin Club** - San Francisco, 415-441-9392, [www.dolphinclub.org](http://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](http://www.wallins.com) - SCUBA diving and adventure club.

**NorCal Divers** - San Bruno, 650-588-4998, [www.cadive.com](http://www.cadive.com) - Active dive and adventure club.

**Rio Vista Windsurfing Association** - Rio Vista, [www.rvwa.com](http://www.rvwa.com) - Non-profit Windsurfing and Kiteboarding Association.

**San Francisco Boardsailing Association (SFBA)** - San Francisco, [www.sfba.org](http://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](http://www.surfrider.org/marin)

**Surfrider Foundation (SF Chapter)** - San Francisco, [www.sfsurfrider.org](http://www.sfsurfrider.org)

**Surfrider Foundation (Sonoma Chapter)** - Penngrove, [www.surfrider.org/sonomacoast](http://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](http://www.westernseakayakers.org) - (Club dedicated to the safe enjoyment of the sport of sea kayaking.)

## Water Sport Shops, Facilities, Training & Resources

### Advanced Diving Technologies

625 California Ave. Suite F  
Pittsburg  
CA 94565  
925-432-2111  
[www.adtscuba.com](http://www.adtscuba.com)  
Full service scuba center with sales, service, rentals and dive instruction plus dive travel. Please see our ad on page 16.

### Anderson's Swim & Scuba

541 Oceana Blvd.  
Pacifica CA 94044  
650-355-3050  
[www.andersonscuba.com](http://www.andersonscuba.com)  
Full scuba certification courses, snorkeling & swimming lessons in an indoor heated pool plus sales, service, rental equipment and air fills.

### Aqua Surf Shop

2830 Sloat Blvd.  
San Francisco CA 94116  
415-242-9283  
[www.aquasurfshop.com](http://www.aquasurfshop.com)  
Surfboards, skateboards, art & clothing.

### Aqua Surf Shop

1742 Haight St.  
San Francisco CA 94117  
415-876-2782  
[www.aquasurfshop.com](http://www.aquasurfshop.com)  
Surfboards, skateboards, art & clothing.

### Bamboo Reef Enterprises, Inc.

584 4th St.  
San Francisco CA 94107  
415-362-6694  
[www.bambooreef.com](http://www.bambooreef.com)  
Scuba training, sales and service plus dive trips.

### Blue Waters Kayaking

19238 Sir Francis Drake Blvd.  
Inverness  
CA 94937  
415-669-2600  
[www.bwkayak.com](http://www.bwkayak.com)  
Wilderness kayaking on Tomales Bay including naturalist-led tours, classes, rentals, overnight camping and youth camps.

### Bodega Bay Kayak

1580 East Shore Dr. @ Blue Whale  
Shopping Center  
Bodega Bay CA 94923  
707-875-8899  
[www.bodegababaykayak.com](http://www.bodegababaykayak.com)  
Kayak sales, rentals, tours & classes.

### Bodega Bay Surf Shack

1400 Hwy 1  
Bodega Bay CA 94923  
707-875-3944  
[www.bodegabaysurf.com](http://www.bodegabaysurf.com)  
Full service surf shop in Bodega Bay with sales, rentals and lessons.

### Cal School of Diving

1750 6th St.  
Berkeley  
CA 94710  
510-524-3248  
[www.caldive.net](http://www.caldive.net)  
Scuba instruction and dive trips.

### California Surf Shop

899 Gravenstein Hwy  
Sausalito CA 94965  
707-824-4360  
[www.californiasurfshop.com](http://www.californiasurfshop.com)  
Home of the Cold Water Surf Club. Family owned and operated full service surf, skate and swim shop supporting the community and the environment.

### California Canoe & Kayak

409 Water St., Jack London Square  
Oakland CA 94607  
510-893-7833  
[www.calkayak.com](http://www.calkayak.com)  
Year round canoe and kayak sales, rentals, class & trips.

### California Dive Center

715 El Camino Real  
San Bruno CA 94066  
650-588-4998  
[www.cadive.com](http://www.cadive.com)  
Full service PADI five star dive center.



### Institute of Diving Technology

[www.divewithidt.com](http://www.divewithidt.com)  
Phone (925) 551-8478

Interested in learning to scuba dive or move your diver rating up to the next level? Looking for people to go diving with? Start your underwater adventure now! We offer classes, tours, trips and just plain fun! Group and family rates available! Come join us for one of our monthly Fun Dives! Call us and ask about our FREE Discover Scuba program!



### Captain Aqua's Scuba Diving Center

[www.captainaquas.com](http://www.captainaquas.com)  
Phone (510) 728-0225

The leader in the Northern California Diving Community. To provide the best customer service, best selection of products and services, and offer it at the best price possible. We will also maintain and promote the highest standards in our diver education and diver safety.

## Water Sport Shops, Facilities, Training & Resources

### California Windsurfing

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

### Captain Aqua's Scuba Diving Center

250 E. Jackson St.  
Hayward  
CA 94544  
510-728-0225  
www.captainaquacom  
Full service dive center - training, travel, equipment & repair.  
Please see our ad on page 12.

### City Kayak

Pier 38, The Embarcadero  
San Francisco CA 94107  
415-357-1010  
www.citykayak.com  
Kayak rentals and trips.

### Clavey River Equipment

409 Petaluma Blvd. South  
Petaluma  
CA 94952  
800-832-4226  
www.clavey.com  
Kayak and whitewater raft rentals and sales.

### Demo Sport

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

### Advanced Diving Technologies

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**www.adtscuba.com**

625 California Ave, Suite F, Pittsburg, CA 94565

### Diver Dan's

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

### Dublin Dive Center

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

### Harbor Dive & Kayak Center

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

### Helm of Sun Valley

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

### High Tide Surf Shop

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

### Institute of Diving Technology

8646 Davona Dr.  
Dublin CA  
94568  
925-551-8478  
www.divewithid.com  
Certified diving school for all levels plus  
local trips & travel.  
Please see our ad on page 12.

### Kite Wind Surf

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

### Mako Marine Outfitters

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

### Napa Dive & Sport

162 S. Coombs St.  
Napa CA 94559  
707-257-2822  
www.napadive.com

Friendly full service dive center with training,  
equipment sales & service and tropical dive  
travel.

### Napa River Adventures

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

### Nautilus Aquatics

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

### O'Neill Surfshop

247 Shoreline Hwy.  
Mill Valley CA 94941  
415-383-2058  
www.oneill.com  
Family owned, full service surf shop with  
everything you need to ride the waves.

### Open Water Rowing Center

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

### Outback Adventures

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

### Outback Adventures

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

### Pacific River Supply

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

### Proof Lab

254 Shoreline Hwy.  
Mill Valley CA 94941  
415-380-8900  
www.prooflab.com  
Surfing & skateboarding equipment & rentals  
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### Pinnacles Dive Center

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

### 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  
San Francisco.

### Sea Trek Ocean Kayaking Center

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

### SF Surf Shop

3809 Noriega  
San Francisco CA 94122  
415-661-7873  
www.sfsurf.com  
Custom made surfboards by John  
Schultze plus surfboard/wetsuit rentals  
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### 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.  
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### Stinson Beach Surf & Kayak

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

### Wallin's Dive Center

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

### Wet Dawg Water Sports Incorporated

4290 Knoxville Rd.  
Napa CA 94558  
707-966-5701  
www.wetdawgwatersports.com  
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 information or to submit a listing for the Waterfront Adventures Directory,  
contact Joel Williams at (707) 556-3323 or joel@baycrossings.com

## Recycling for 30 Years

One of the world's leaders in recycling automobile steel and iron components, Sims Group America, just completed its 30th anniversary at the Port of Redwood City, where it recycles more than 200,000 vehicles per year. The Port Commission is considering approving Sims' option to continue operations through Sept. 2015, on the condition of completing a modernization program, which they have done, which was verified by the Port.

## Port of Redwood City Gets \$1 Million

The California Department of Boating and Waterways has issued a \$1,080,400 grant to the Port of Redwood City for improvements to its public boat launching facility. The improvements are part of the port's plans for improving recreational boating opportunities for the community. The port facility, originally constructed in 1985, is the only public boat launching ramp in southern San Mateo County, and attracts thousands of boaters annually.

## Year of the Dog

Chinese New Year, Lunar Year 4704, starts with the new moon on Jan. 29 and ends 15 days later. In ancient China, it was believed that people would have the characteristics of the element and the animal that ruled the year of their birth. This year, the Year of the Dog, the 11th of the 12 zodiac animals in the Chinese horoscope, is associated with benevolence and good fortune. There is a Chinese proverb that says if a strange dog follows you home, your house will be blessed with prosperity. Gung Hay Fat Choy! For celebration events and festivities [www.chineseparade.com](http://www.chineseparade.com)

## Light as an Artistic Medium

The Exploratorium extends Light As an Artistic Medium 1930/2005 until Mar. 19. This dual installation in the Seeing Gallery features one of the earliest, and one of the most recent works, that manipulate optics to create spectacular light phenomena by Hungarian-born László Moholy-Nagy and Berlin light artist Thomas Bartels.

## Marin County Recovery Assistance

For those needing financial recovery assistance or seeking information on countywide impacts, the County Recovery Operations Center (ROC) has been activated. The ROC will provide information on recovery funds (if available from the State declaration and, if awarded, Federal Declaration), general disaster recovery information and frequently asked questions on topics such as mold, contractors, debris clearance, etc. The public contact number is (415) 473-5614, or contact the City at (415) 435-3838.



## Blair Island Restoration

The U.S. Fish and Wildlife Service and the California Department of Fish and Game are proposing to restore tidal action to 1,400 acres of former salt ponds on Blair Island, Don Edwards San Francisco Bay National Wildlife Refuge and the Blair Island State Ecological Reserve in South San Francisco Bay. The Port of Redwood City has met with the Army Corp. of Engineers, US Fish & Wildlife Service, Congresswoman Anna Eshoo's office and various federal agencies to coordinate activities that would use Port dredged materials as the major source of fill for proposed Blair Island Restoration Plan, and supporting efforts to secure funding for the restoration in the 2007 federal budget.

## Solar Richmond Project Launched

With the goal of making Richmond greener, building our economy and creating jobs for residents, the Solar Richmond project has been officially launched. Richmond citizens and workers can get involved, visit [www.solarrichmond.org](http://www.solarrichmond.org)

## The Bay Classroom

San Francisco Bay is not a bay. What is it? The answer to that question and more about the Bay can now be found online. Save The Bay has launched The Bay Classroom, a new online resource where students and teachers can explore San Francisco Bay, its diverse wildlife and incredible history and how it impacts their lives.

## Great White Sharks - Oh My!

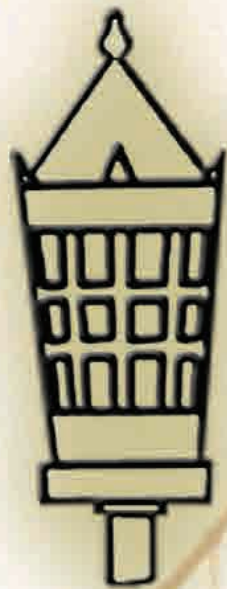
The Angel Island-Tiburon Ferry is celebrating its 47th year of operation. Currently, Maggie McDonogh, is at the helm. Maggie is now offering the opportunity to meet great white sharks up close. Using a shark cage and with new cutting edge technology, guests are able to enjoy below-water tours of the sharks at the Farallon Islands.

## Shanghai Nights - Sun & Stars Fundraiser

The 23rd annual fundraiser for The Montessori Family Center takes place on Feb. 4, at The Culinary Institute of America in St. Helena. The fundraiser encompasses a "What Makes Sparking Wine Great" seminar and tasting, a sparkling wine reception, auctions, seated dinner and entertainment by The Presidio Dance Theatre.

## American Seafaring Women

The premiere of "Shipping Out, the Story of America's Seafaring Women" will be held Feb. 18 on the master schooner, Balclutha, at the foot of the Hyde Street Pier at 7:30 p.m. It is the first TV documentary to look at the little-known history of women in commercial shipping. The 60-minute documentary was produced, directed and written by Maria Brooks of Oakland.



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Illustration by Treasure Island Community Development

Bold new streetscapes are imagined, which focus on pedestrians and bicyclists and create a truly-transit oriented community on Treasure Island.

# 21<sup>st</sup> Century Treasure Island

## Redevelopment could take awhile, but perhaps this decade

*In BC's Jan. issue, we remembered Treasure Island as it was in 1937, when it emerged from the Bay as a part of a federal dredging program to become the site of the magnificent 1939 Golden Gate International Exposition. With the beginning of World War II, it was reincarnated as a naval station. Then, along came the "great storm of 1983" and the "1989 Loma Prieta Earthquake," — two significant "wake-up calls" demonstrating the vulnerability of the island to winds, storms, and earthquakes. This month, we look toward the future, and the possibility of life number three. Plans for redevelopment are underway. There are problems; there are proposed solutions. This is the second part of the story about the ultimate fixer-upper.*

BY WES STARRATT, PE

In the Military Base Conversion & Realignment Program of 1993, the US Congress and the President slated Naval Station Treasure Island, along with numerous other military bases throughout the country and the Bay Area, for closure. Early on, the US Dept. of Defense designated The City and County of San Francisco as the "Local Base Reuse Authority", responsible for the conversion of the base to civilian use. The

Navy Base property involves not only the 403-acre man-made Treasure Island (TI) with approximately 2.5 million square feet of non-residential buildings and 1,000 family housing units, but also the 32.5-acre northern half of Yerba Buena Island (YBI) and its historic structures.

Now, more than 13 years later, the base is still in the hands of the US Navy, and reuse plans are still being developed. Yes, the base reuse program is a long and complex process, but Treasure Island is particularly complex and costly, because

of a number of factors, especially the vulnerability of the exposed man-made island to serious damage from storms and earthquakes.

As a consequence, in order to reuse the island, substantial costs are required to strengthen the island, the breakwater surrounding the island, as well as the causeway connecting it with Yerba Buena Island (YBI). Added are the costs for the demolition of buildings, upgrading the utilities and providing an adequate transportation system for the island.

There are also problems involving the potential jurisdiction of the California Tidelands Trust over the island and a Federal Jobs Corps installation planted in the middle of the proposed redevelopment area. To further complicate matters, Federal funding of the reuse process, other than the cleanup of some minor toxic problems on the island, has been almost non-existent. The result is that a very big, costly and complex reuse program was dumped into the laps of San Francisco's city fathers. No wonder



the redevelopment program for Treasure Island is taking so long.

Initially, reuse concepts ranging from a Nevada-type casino to a horse race track and a golf course were discussed in the press and on the street. Everyone wondered what to do with this flat island in the middle of the Bay with its magnificent views of The City, but with its exposure to wind and storms sweeping through the Golden Gate. Few realized that the island had a much more serious problem, namely that “it is expected to perform poorly in ... a major earthquake on a nearby portion of the San Andreas or the Hayward faults.” (as reported in the Naval Station TI Reuse Plan).

The man-made island had existed since 1937 without encountering a strong temblor until 1989 when it was struck by the Loma Prieta Earthquake, which, as we learned our preceding article, caused ... “soil liquefaction over most of the island” ... “surface settlements of up to 12 inches” ... “numerous pipe breaks” ... and “settlement of the levees surround the island.” And that was for a moderately-strong earthquake of short duration at an epicenter near Santa Cruz, 60 miles away. So, one must ask: How would the island withstand a longer and stronger earthquake on a nearby fault? The answer is: Not very well, without substantial strengthening.

### 1996: A Basic Reuse Plan

The first organized attempt at base reuse planning for TI was undertaken by The City and County of San Francisco through its Office of Military Base Conversion, under the direction of a Citizen Reuse Committee appointed by the mayor. A Draft Reuse Plan was developed by this group, in collaboration with a top-notch planning and consulting team headed by the ROMA Design Group and a comprising a team of architects, engineers, planners and other experts.

The initial reuse plan went through several stages of review by The City’s Planning Department and the Redevelopment Agency, together, with a host of consultants and contractors. Finally, the “Naval Station Treasure Island Reuse Plan” was completed and “endorsed” by the San Francisco Board of Supervisors in 1996. The Reuse Plan laid out general policies and implementation strategies but did not provide detailed redevelopment concepts.

### Treasure Island Development Authority (TIDA)

Following its “endorsement” of the reuse plan, The City called upon the venerable Urban Land Institute (ULI) for advice and guidance on how it should proceed with the complex and involved process of transforming the island into a vibrant part of The City of San Francisco. The institute has a track record of successfully guiding the City of Vallejo and numerous other communities across the country in the complex base-reuse process.

We called upon Jack Sylvan, TI Project Manager for the Mayor’s Office of Base Reuse & Development, for help

by the Board of Supervisors.

In the meantime, Naval Station TI, which was originally scheduled to close in Sept. 1997 and be transferred to The City and County of San Francisco, has remained in the hands of the US Navy, and is expected to remain so, until the final reuse plan has been approved and presented to the Navy for its agreement several years from now. Meantime, the Navy has negotiated long-term leases with The City for most of the buildings, including the original airplane hangars. Income from these properties, including the rental of the hangars to film studios, remains the primary source of income for TIDA.



The homes on Treasure Island will be organized around neighborhood parks, connecting residents back to the unparalleled open space.

in understanding the complex base-reuse process. He explained that the ULI recommended that The City treat Naval Station Treasure Island as a redevelopment project and create the equivalent of a redevelopment agency, specifically, to administer that project. Based on that recommendation, the Board of Supervisors approved the formation of the Treasure Island Development Authority (TIDA), which was formally established by state legislation in 1997. All seven members of TIDA’s board are appointed by the mayor, with certain seats approved

### Earthquake Safety

The “Naval Station Treasure Island Reuse Plan” endorsed by the Board of Supervisors lists a number of significant “development constraints” that must be overcome before redevelopment can take place. Foremost among them is the seismic safety of the island. The Reuse Plan notes:

“Treasure Island and the causeway (connecting to Yerba Buena Island) are artificially constructed lands created using non-engineered fill. The fill was placed over

“The main features of the Treasure Island Community Development LLD plan are:

- Approximately 5,500 attached residential homes, about 20 percent of which will be in high-rise buildings, probably not greater than 20 stories,
- 200,000 square feet of retail stores that are primarily visitor-oriented, but with sufficient retail stores for residents,
- Three hotels with a total of 600 rooms, and
- 320 acres of open space, parks, ball fields, wetlands, and gardens.”

— Jay Wallace, Project Manager,  
Treasure Island Community  
Development LLD

a shoal and a layer of weak, compressible bay mud. The fill is held in place by a series of rock dikes constructed around the perimeter of the island.”

“It is projected that a major earthquake could result in ground liquefaction and substantial differential settlement, seawall failure, and severe lateral spreading ... Treasure Island raises the potential for significantly greater risks than other areas of San Francisco known for similar ... problems related to artificial fill. The additional risk primarily comes from potential unstable perimeter dikes which surround the entire island.”

In a worse case scenario,

“... a major earthquake in the coming years could cause the perimeter dike on Treasure Island to fail and at least portions of the island to slide into the bay.”

And according to the Reuse Plan,

“The need to strengthen the causeway and perimeter of the island to reduce seismic risks imposes substantial up-front costs on development. The costs of upgrading or replacing utilities, as well as the costs for demolition and other site improvements add to the extraordinary cost burdens on development ... The need for causeway and perimeter improvements has been acknowledged by the Navy, which was planning to undertake causeway upgrading prior to the base closure announcement,” but never happened.

continued on page 18



Photo by Treasure Island Development Authority

An aerial view of the existing conditions on Treasure Island and Yerba Buena Island.

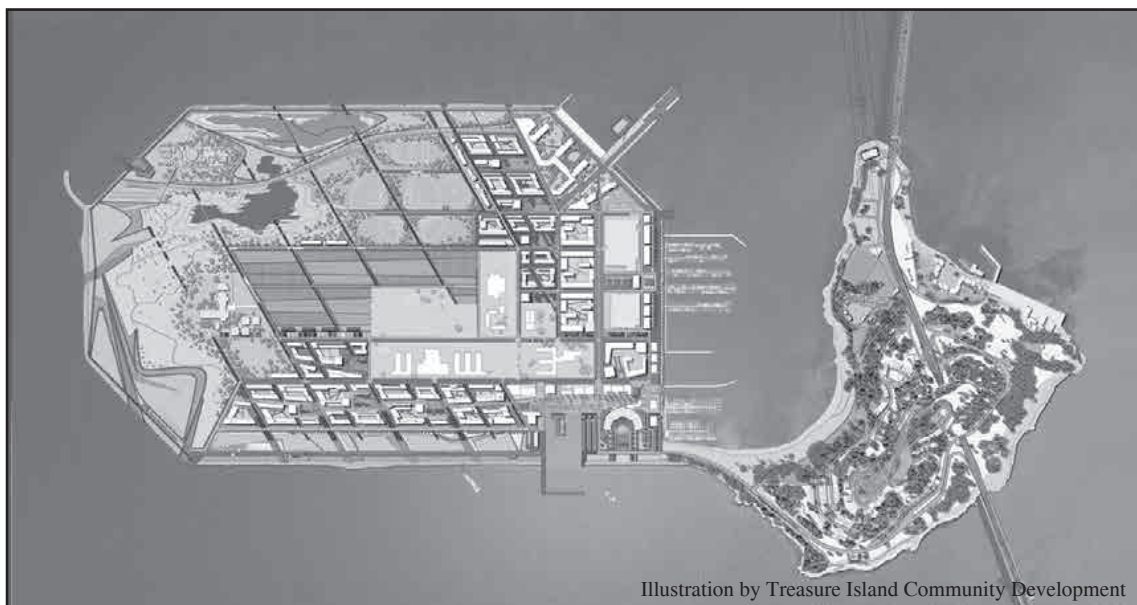


Illustration by Treasure Island Community Development

Treasure Island Community Development's new vision for Treasure Island, based on principles of sustainability.

## 21st Century Treasure Island continued from page 17

Essential improvements to TI include not only seismic upgrading but also the demolition of existing structures, improved utilities, including a new wastewater treatment plant, and transportation facilities, including a ferry terminal. Added together, these costs totaled over \$260 million in 1996 dollars. Obviously, financial assistance from the Navy or the federal government would be helpful, but apparently such funding has never been forthcoming. So, "The cost of such improvements is a serious challenge for the project," according to the Reuse

Study.

We asked Sylvan about funding, and he said, "All seismic work, both shoreline stabilization and foundations for specific buildings, will be funded by the project. Certain uses like residential provide the economic engine to upgrade the infrastructure and pay for the seismic stabilization of the shoreline."

### Transportation to TI

As can be seen, the redevelopment of TI does not lack for problems and providing effective transportation for future redevelopment is certainly one of them. The Bay Bridge, with its awkward exits and frequent

traffic jams, offers limited access to TI. So, any redevelopment of TI must provide an alternative means of transportation such as ferries, which provided basic transportation for the 1939 International Exposition. Only now, high-speed ferries can offer a much faster trip.

Concept Marine Associates was brought in by TIDA to study potential ferry service to the island. They worked closely with the Water Transit Authority, the regional agency responsible for expanded ferry service on the bay. Two sites were studied: Pier One in the calm waters off the south-east corner of the island on the lagoon between the two islands, and the exposed western

shore of the island.

Pier One was constructed by the Navy to homeport the Battleship Missouri and has been used to store America's Cup sailing vessels. The site was deemed suitable for a ferry terminal, but the time required for the trip to the Ferry Building around the northern end of TI was deemed to be excessive, and the shorter trip around the south shore of YBI would encounter seal-feeding grounds and heavy container-ship traffic to Oakland. One might wonder if Pier One could, instead, become the homeport of the retired Battleship Iowa, which is currently in the "mothball" fleet in Suisun Bay. It would certainly make a nice tourist attraction. The other site studied for a ferry terminal was on the western shore of TI where the terminal for the 1939 Exposition was located. It would require costly breakwater and pier construction, but the trip to the Ferry Building would take only 13 minutes, making the island seem almost a part of The City itself.

But, there are two other alternative sites for a ferry terminal: One is a west-shore inlet or basin excavated into the island, which is favored by the developer. The other would require the replacement of the seismically vulnerable causeway between the two islands with an arch bridge that would permit ferries to enter the lagoon between the islands. Such a concept would solve replacing the earthen causeway, which is in urgent need of seismic strengthening, and providing a ferry terminal in the calm, yet sufficiently deep waters of the lagoon while offering a fast trip to The City. The recommendation for an arch bridge was made several years ago by Vello Kiisk, a former chief engineer and acting port director of the Port of San Francisco. Kiisk was also a partner in Military Base Conversion Consultants

(MBC Consultants), a group of retired naval base commanders, including a former Commanding Officer of Treasure Island, plus Kiisk and your author. MBC Consultants participated in reuse studies for several Naval bases that were scheduled for closure.

### Exclusive developer

According to Sylvan, a second recommendation to San Francisco from Urban Land Institute was that, for a project as complex and risky as TI, The City select a master redeveloper through a competitive process. In reality, the master redeveloper would need to have sufficiently deep pockets to do the redevelopment planning process and then the costly seismic upgrading and infrastructure improvement process, followed by the demolition of existing structures and the actual build-out of the redevelopment plan, in return for the potential income from renting, leasing and selling the property.

The TIDA Board issued a Request for Qualifications for a master developer, and in 2002 agreed to enter into exclusive negotiations with the one selected. That master developer is Treasure Island Community Development LLD, which is a partnership of Kenwood Investments (a private-equity, real-estate-development firm headquartered in San Francisco), Lennar Corp. (a national homebuilder with redevelopment projects at Mare Island and Hunters Point) and Wilson Meany Sullivan (which did the spectacular redevelopment of the Ferry Building). The master developer is already well underway preparing the Redevelopment Plan.

According to Sylvan, "The exclusive negotiations agreement doesn't give the developer a right to develop. Basically, it gives the developer an exclusive right to do

continued on page 35

# Good things are Happenin' in Vallejo!

## February Events



### Discovery, Devastation, Survival: The Impact of the Gold Rush on Native Americans

Vallejo Naval & Historical Museum  
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FREE Family Day on Sat. Feb. 18  
VallejoMuseum.org

### Ain't Misbehavin'

#### A Vallejo Music Theatre Production

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Matinees Feb. 12, 19, 26-2 pm.  
\$19 - GA, \$17 - Sr/Mil,  
\$15 - Stu  
VallejoMusicTheatre.org



### The Heart's Ball

A Celebration of Vallejo Main Street's  
& Central Core Restoration Corp's  
2005 Volunteers

Clock Tower, Benicia, Sunday, Feb. 12  
5 pm - 9 pm; Dinner & Dance  
\$30/per person, \$50 per couple  
VallejoMainStreet.com



### George Winston - Solo Piano Concert

Cal Maritime Academy  
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# Welcome to the Richmond

**R**ichmond is revitalizing its scenic waterfront by stimulating private investment in waterfront neighborhoods.

Richmond has more shoreline than any other city on the San Francisco Bay. A total of 32 miles of waterfront offers breathtaking views of the San Francisco skyline, Mt. Tamalpais and Marin County.

New residences and businesses are entering this area. New communities are being planned, while preserving open spaces and improving existing waterfront parks and recreation areas.

Richmond already has over 23 miles of the Bay Trail completed. The Bay Trail provides easily accessible recreational opportunities for hikers, joggers, bicyclists and skaters. It also offers a setting for wildlife viewing, environmental education, and it increases public appreciation of the Bay.

Located in the center of the waterfront is Ford Point, 500,000 square feet of commercial space in the former Ford Motor Company Assembly Plant. The building, which is designated as a historical site, is being rehabilitated by Orton Development. It is currently being leased to accommodate numerous businesses. The craneway section at the waterfront is being reserved for public use. Built in 1930 during the Great Depression, it was the largest assembly plant to be built on the West Coast and its conversion to wartime production during World War II aided the Nation's war effort. It is also an outstanding example of 20th-century industrial architecture designed by architect Albert Kahn, known for his "daylight factory" design, which employed extensive window openings that became his trademark.



## SAN FRANCISCO BAY TRAIL PROJECT

*San Francisco Bay Trail is a planned 500-mile recreational and transportation corridor encircling San Francisco and San Pablo Bays. Richmond not only has more shoreline than any other city on San Francisco and San Pablo Bays — 32 miles. Richmond also has almost 23 miles of Bay Trail built, more than any other city. The Bay Trail, now, links all of Richmond's southern shoreline parks.*

### 1 Point Molate Casino Resort (proposed)

*Upstream Investments is proposing to construct a destination casino, resort, retail shopping center, conference center and entertainment facility on the 500-acre Pt. Molate parcel located on the western waterfront between Point San Pablo and the San Rafael Bridge. Other proposed amenities include shoreline and tribal parks, cultural and ceremonial facilities. The project would also be supported by transportation upgrades including ferry service to San Francisco and significant road improvements.*

### 2 Miller/Knox Regional Shoreline

*295 acres of beautifully landscaped shoreline picnic area, a secluded cove with swimming beach and a hilltop with excellent panoramic views of the north Bay Area.*

### 3 Point Richmond Shores (proposed)

*Approximately 300 luxury condominiums. Includes creating a public shoreline park. Toll Brothers.*

### 4 Seacliff Estates

*149 single family homes, selling now. Toll Brothers.*

### 5 Seacliff Marina (proposed)

*300 residential condominiums. Toll Brothers.*

### 6 Ford Point Building

*500,000 square feet of commercial space, available now.*

### 7 Marinabay Westshore

*Up to 300 residential units on a six-acre waterfront parcel, located at the foot of Marina Way South, featuring Bay views and easy access to waterfront amenities. Estimated Completion Date: June 2006. Virtual Development Company & Toll Brothers, Inc.*

### 8 Anchor Cove

*134 2-3 bedroom condominiums. Construction is underway. Signature Properties.*

### 9 Anchorage at Marina Bay

*208 residential condos + livework units. Pulte Homes.*

### 10 Lucretia Edwards Shoreline Park

*Honors the contributions made by all Bay Area shipyards during WW II. Bootprints underfoot align visitors toward Bay Area shipyards, and low seating walls are located on axis with other significant shipyards.*

### 11 The Crossing

*Three new office-flex buildings totaling about 75,000 square feet of floor area on approximately 4.7 acres.*

### 12 California Department of Health Laboratory

*700,000-square-foot, state-of-the-art California Public Health Laboratory and Office Facility in Richmond, employing 1,350 people.*

### 13 Rosie the Riveter Memorial

*Honors American Women's Labor During WWII and is the first*

# Shoreline



*national monument to celebrate and interpret women's crucial contributions to the WWII Home Front.*

## 14 Shimada Friendship Park

*Celebrates Richmond's friendship with its sister city of Shimada in Japan. The three, large travertine stones that comprise the central monument signify friendship and symbolize the relationship between heaven, earth and humankind.*

## 15 Marina Lakes Condominiums

*Conversion of 468 condominiums on Richmond Marina Bay, by Lennar Corporation.*

## 16 Eastshore State Park

*Ultimately it will include 1,817 acres of land and water along the shoreline between Emeryville and Richmond, securing more than five miles of public access with spectacular views of San Francisco Bay.*

## 17 Point Isabel Park

*21-acres of beautiful views of the Golden Gate and Marin County, bay fishing, jogging and running trails, birdwatching, kite flying, picnicking and dog walking.*

## 18 Brooks Island

*Located just off the Richmond Inner Harbor, is a 373-acre island with Native American shellmounds and burial sites. Open for limited group guided tours.*



Sailboats at Richmond waterfront



Pt. Richmond Brickyard Cove office building



SF skyline view from Richmond



View from Richmond shoreline



Pt. Richmond shoreline



Richmond Marina



Marina Lakes Condominiums



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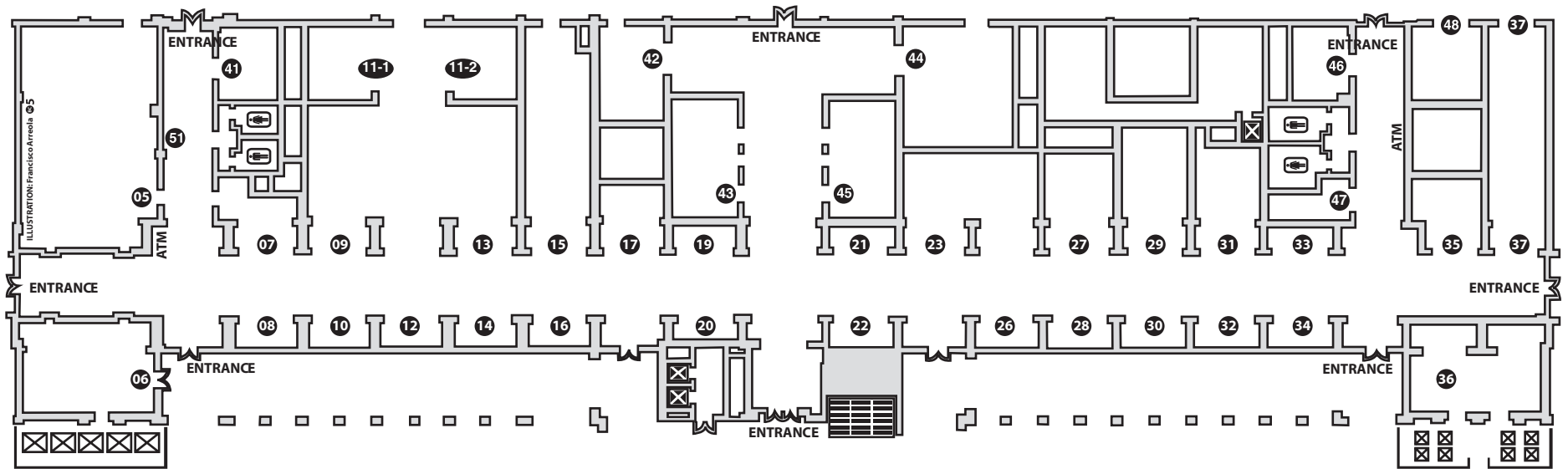
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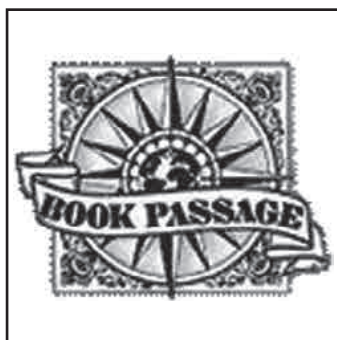


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| 06 Taylor's Refresher      | 11-1 Ferry Plaza Seafood   | 15 Acme Bread       | 28 Stonehouse California Olive Oil | 33 I Preferiti di Boriana-Montepulciano | 41 Mistral Rotisserie Provencale | 46 Frog Hollow Farm         |
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[www.bookpassage.com](http://www.bookpassage.com)  
 Phone: (415) 835-1020

**Book Passage** book store has a selection that emphasizes local travel, boating on the Bay, food, cooking, sustainable agriculture and ecology, and photo and gift books about the Bay Area. The store also hosts many well-known author events.



**MIJITA, Shop #44**  
[www.mijitasf.com](http://www.mijitasf.com)  
 Phone: (415) 399-0814

**MIJITA** is a cocina Mexicana with a Bay Area flavor. Here Chef Traci Des Jardins cooks from her roots using local, seasonal ingredients. Whenever possible, organic ingredients are used. Traci is well-known nationally as the Chef/Owner of Jardiniere and Consulting Chef at Acme Chophouse.



**McEvoy Ranch, Shop #16**  
[www.mcevoyranch.com](http://www.mcevoyranch.com)  
 Phone: (415) 291-7224

More than a decade ago, Nan had a vision while surveying her ranch: If California wines could rival European wines, then why couldn't she do the same with olive oil? Today, the McEvoy Ranch nurtures 18,000 olive trees of Italian origin, and California certified organic.



**Mistral Rotisserie Provencale, Shop #41**  
 Phone: (415) 399-9751

**Mistral Rotisserie Provencale** is a classic French rotisserie offering meat and poultry roasted with Mediterranean flavors. The shop draws its name from the strong northerly wind that blows toward the Mediterranean coast of southern France. The owners say this is most fitting for their "back to nature" approach to cuisine.



**Stonehouse California Olive Oil, Shop #28**  
[www.stonehouseoliveoil.com](http://www.stonehouseoliveoil.com)  
 Phone: (415) 765-0405

**Stonehouse California Olive Oil** is best known for its citrus oils, produced by crushing fruit along with olives. Stop by our shop for a free sample of our certified extra virgin olive oils.



**I Preferiti di Boriana, Shop #33**  
[www.borianafoods.com](http://www.borianafoods.com)  
 Phone: (415) 402-0421

**I Preferiti di Boriana**, translated as Boriana's favorites, offers a taste of Tuscany in the heart of SF. Owner Boriana S. Dimonte imports specialties from Tuscany. Her shop is a Bay Area hearth for the food, wine and culture of Montepulciano.



**Hog Island Oyster Company, Shop #11-1**  
[www.hogislandoysters.com](http://www.hogislandoysters.com)  
 Phone: (415) 391-7117

**Hog Island Oyster Company** is the San Francisco oyster bar and retail outlet for the Tomales Bay oyster farm of the same name. A seat at the stunning U-shaped bar on the north end of the Ferry Building provides a great view through floor-to-ceiling windows of the Bay, and a chance to taste impeccably fresh oysters.



# Medicinal, Exotic, Organic Mushrooms

BY MICHELLE MODAY

I think there's a mushroom for everyone," Ian Garrone says. That might seem a presumptuous statement, especially if one's definition of mushroom is derived from what is commonly found at most commercial grocery stores. But hold on, because after seeing and tasting the mushrooms that the Garrones cultivate and sell at Far West Fungi, those impressions are likely to change.

At the Far West Fungi farm in Monterey County, even the air is different; it smells warm and malty. It's the hills of wood and bran that stand in front of whitewashed buildings with tin roofs rusted.



Photos by Francisco Arreola

Far West's fungi are wild, medicinal varieties that are grown on all-organic, nutrient-infused, compressed red oak sawdust.

## Mother fungus

First, bags are filled with the sawdust mixture, which is compressed and sterilized then moved to a "clean room" in the onsite lab. This is where the petri dish (a.k.a. "mother fungus") is made and kept as the source recipe, and from which a "master bag" is made and used to create a batch of spores on individual wood blocks.

It's a careful process. "We make our own strains and we keep them on rotation," Garrone says. "Selections are only hybrid by traditional means, not engineering. We have our own library. All recipes are batched by ID and dated."

After the spores spawn, they are moved to cool-storage incubation rooms. "Incubation is the most delicate stage," Garrone says. "Everything has to be very consistent," and handled carefully to avoid bag punctures. "Temperatures have to be right around 72 degrees, always. If the temperature rises, molds can grow and kill the fungus; if it's too cold, the fungus may take too long to grow, or not grow at all."

Gestation period is about 13 weeks, although some fungi grow faster than others. While walking through the humid, cool air of a King mushroom storage room, Andy Rizos, who works in the Far West Fungi store says, "Kings practically grow before your eyes." Garrone nods and agrees.

## Organic philosophy

Last fall, Ian's parents, John and Toby Garrone, the owners of Far West Fungi, traveled to China to attend the Shanghai International Mushroom Conference. One of the main presenters covered the topic of chemicals to be used (in China) for pest control. A list of 24 chemicals was named. An attendee from Holland stood up and asked the question on a lot of people's minds: "What do you do when every chemical you've listed is not allowed in our country?"

Far West Fungi believes organic is best. No chemicals are used in their growing process. "We try to keep people responsible for what chemicals and water they use," Garrone says. "When we took over [Hazel Dell Mushrooms] we found out growing organic was cheaper. So, we did what we wanted to do anyway."

## Unique medicine

What Far West Fungi does is grow exotic and mostly medicinal mushrooms. Lion's Mane, which looks a bit like coral, or brain, is known to stimulate neurological function and repair brain damage. Bulbous Reishi mushrooms have anti-tumor, cancer, arthritis.



Above: Ian Garrone on the Far West Fungi farm. Below: A mushroom cool-storage, incubation room.

Colorful and unique, some of these cap and stems taste like something else. Yellow Oyster mushrooms, eaten raw, taste a lot like cucumber. Lion's Mane, to Garrone's sensitive palate, has a hint of salami flavor and the texture of crabmeat.

## Farmer's Market

Far West Fungi started selling mushrooms at the Ferry Building farmer's market, before they set up a full-time shop inside. "The Farmer's Market gives us an opportunity to talk to people directly," Garrone says. "We've had customers who said they hated mushrooms, but hit 'em with a Candy Cap... Whether it's a medicinal mushroom or not, it's a kingdom; you're going to find one you like." **BC**



**Far West Fungi, Store #34**  
[www.farwestfungi.com](http://www.farwestfungi.com)  
Phone: (415) 989-9090

Far West Fungi is a one-stop destination for mushrooms. The shop carries culinary mushrooms, medicinal mushroom supplements, and even mushroom logs to grow your own at home. Shop owners, John and Toby Garrone, have grown and sold mushrooms for over 20 years.

## Sunshine After the Flood

BY KATE KING

It would take more than a little water and mud to keep Napa down. Within days after the New Year's Eve flood, Napa Valley was returning to normal. Thanks to the partway completed Flood Control Project, damages were primarily limited to a need for carpets and furniture in the affected areas.

So, if you've been thinking of visiting Napa, no need to hesitate. There are more wine tasting bars than ever, and delicious food is being served at a wide variety of restaurants, such as Pilar's, the Bounty Hunter, Angele and Celadon. Or, stroll

through art galleries, a unique dog specialty store, or pick up some "bling-bling" at one of the several jewelry stores in town, like Napa Valley Jewelers or Spinnelle Fine Jewelry. Experience the Napa River for your self — have dinner on the Napa River Adventures Party Barge! For a different view of the vineyards, you can rent bikes at Bicycle Trax and take a tour of downtown and the surrounding open space.

With the free downtown trolley, you can make it a car-free experience.

Stay for the day, or plan to stay overnight at any of the wonderful B&B's or hotels that welcome you.

Please visit [www.napachamber.com](http://www.napachamber.com)



Photo: Courtesy of Napa Chamber of Commerce

In January, the wineries were fully engaged in the usual mix of activities, which range from giving tours and tastings, to rearranging barrels in storage facilities and bottling wines.

It's also the time of year when the pruning crews begin sculpting the vines for the next crop. These pruning stages have to happen at just

the right time, because if water gets into fresh prune "wounds" the vines can become susceptible to moisture-induced infections.

In February, while the vines are in their seasonal dormant phase, the rain is replenishing the moisture load in the soil and helping to refill local reservoirs and underground aquifers. All this moisture

will eventually help bring on the first buds and blossoms of our upcoming growing season.

Already, the valley is carpeted in butter-yellow mustard — a sure sign of spring.

In March, the growing season will be officially underway. Buddbreak begins and new spring greenery will be visible in the

vineyards, as you make your way up and down the valley. Buddbreak is an annual stage in the growing season when vine buds crack open and small shoots emerge. It marks the end of the winter dormancy and the start of the new crop, a time when springtime sunshine warms up the valley and coaxes bud growth on vines. **BC**

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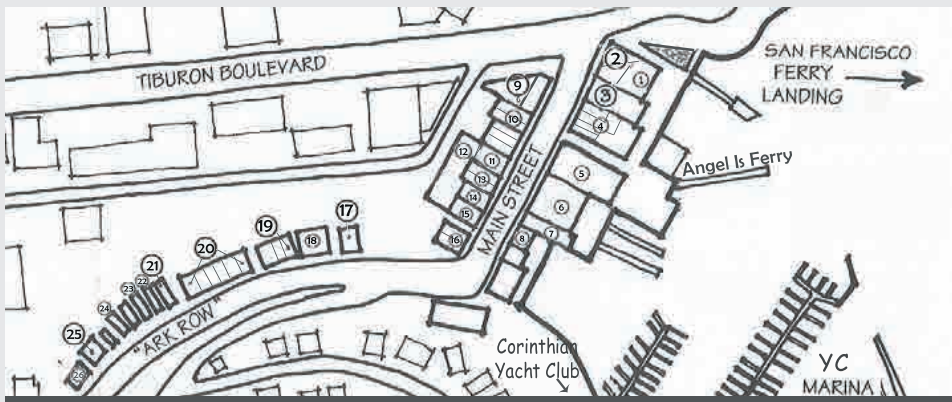
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#### Main St West Side

9. Stephans Antiques
10. Gallery 108
11. Ko'ze
12. Hat Generation

#### Famous Ark Row

13. Little Black Dress
14. Tiburon Playhouse
15. RG Sax Apparel
16. Junnella's
17. Tails of Tiburon
18. Rooney's Cafe
19. For Her
20. Nicole Grey & Co.

#### Windsor Vineyards

21. Still Life
22. Baobab Gallery
23. Schoenberg Guitars
24. Matilda Bros. Design
25. Poncho's Casa
26. Carrera Vecchia Cucina
27. Michael Heckmann Architect
28. Cutting Room

#### Shoe Repair & Luggage

29. Still Life
30. Baobab Gallery
31. Schoenberg Guitars
32. Matilda Bros. Design
33. Poncho's Casa
34. Carrera Vecchia Cucina
35. Michael Heckmann Architect
36. Cutting Room

Map design courtesy of Michael Heckmann, AIA.

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**www.OM28.com**

**Phone: (415)789-0846**

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## VALLEJO ANTIQUES AND FINE REPRODUCTIONS



# Eliminating the Middleman

Weighing the costs and benefits of getting organic to your doorstep

BY DAN SANKEY

**G**ood food starts with good ingredients. When you consume food that is organic, the hands that bag your produce are often the same that picked the fruit, tilled the soil and sowed the seeds that grew to fill your plate, your senses and your belly.

This interconnectedness is the essence of the beliefs of those who choose to farm, eat and live organically. It's an appealing choice in theory, creating a healthier you and earth, but it has the impediments of the cost and availability.

Organic produce home delivery services aim to smooth the transition by eliminating the middleman. What started as Community Supported Agriculture (CSA), a co-op style of consumer supported farming, has evolved into Internet-based home delivery services.

Farm Fresh to You is the delivery service of the Capay Organic farm, which was started as a family farm by the parents of Thaddeus Barsotti, who manages it with his three brothers. They offer delivery to your door weekly or bi-weekly, with flexible options for personal taste. Included is a newsletter listing recipes to help expand your palette to what is locally and seasonally grown. Delivery boxes range from \$21 to \$29.

"When we started no one knew what organic meant," Barsotti said. "As it has grown, big agriculture businesses now offer it, but the organic certification doesn't take into account the lifestyle. The difference between us is black and white."

To these growers organic farming is foremost about the soil. The Ferry Building's farmers market is organized by the Center for Urban Education about Sustainable Agriculture (CUESA), which hopes to educate the consumer about the



Photo by Maggie Gosselin

To these growers organic farming is foremost about the soil.

benefits of CSAs and organic produce.

"[Organic farmers] don't grow produce, they grow soil," said Christine Farren CUESA's manager of communications.

Planet Organics delivers a wide array of groceries, including meats, teas, pre-made pizzas and baby products. Their CEO Larry Bearg explained that his children were the impetus behind buying

Planet Organics in 1997.

"My wife and I were doing research about foods, while expecting our daughter, and found that pesticides in food effects kids more than adults," Bearg said. "We became converts for our kids, but we discovered organic food had such a huge difference in flavor."

Flavor is one of many benefits of buying food from local growers.

"[Industrial agriculture] grows crops for shipping mass distances, picking before crops are ripe, they are gassed (for insects) and cold stored," Farren said. "Organic farmers grow for flavor, not just cosmetics or size."

"We get so many calls and emails saying, 'I haven't tasted food this good since my grandma's farm,'" Bearg said. "It's the freshness, depth and complexity of flavor organics provide."

That said, Consumer Reports found organic produce can cost up to 50 percent more than conventional food, and the nutritional benefits are still being investigated, but delivery services maintain many features to silence critics.

"When you factor in the time, gas and stress saved by eliminating trips to the store the cost is more than made up for," Bearg said. "It also eliminates impulse buying, especially the worst snack foods which are marketed to kids."

"The benefits, nutritionally and environmentally, just seem logical," said Julie Cummins, CUESA's education director. She cites studies that show food loses nutrients with age. "The USDA's lab's found green beans lose 60 percent of their nutrients in three days."

The best argument for organics may just be your taste buds. "If you just really like to eat, like us," Bearg said, "you'll find organics just have a better, truer taste." **EC**

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# New World of Organic Vines... Slowly Climbing

BY DIANNE BOATE AND ROBERT MEYER

All of us on this planet are becoming increasingly aware of our fragile environment, what is happening to eco-systems and what is happening to our health. There are grass roots organizations, and even government agencies, devoted to educating us about conservation resources and promoting better environmental practices for large corporations. A lecture we attended last year, under the auspices of the Conservatory of Flowers, pointed out how important it is for every person to conserve, reuse and recycle materials. Our daily choices matter in determining the state of our lives, and we want them to be the best.

Now, we are learning that the vast world of winegrowing and winemaking has bent its head in contemplation, study and practice to create a brave new world of wines called organic. The term "organic" has been around for some time. By now, we are used to thinking of it in relation to produce in health stores and farmer's markets, but not so much in relation to the wine we buy.

Our search online for information about organic wine led us to about 7,960,000 search result entries. The enormity of the subject became obvious. There are a range of opinions about the subject, and a lot of people are waving all kinds of flags.

The Organic Consumers Organization's website defines organic as, "a term given to environmentally friendly methods [of growing and food production] that use no chemicals or pesticides." But, we began to sense that the term "organic" could be used for the purpose of marketing rather than pure, biodynamic conviction.

We contacted the Wine Institute to see what they had to say and their communications manager, Gladys Horiuchi, replied with a few points about what is certified "organic" and a bit about California winegrowers and sustainability:

*"Note that many vintners farm organically, and get certification, but do not necessarily label their bottles as such. They may be doing it for other reasons, such as preservation of the land and safety of workers. It may also not be their marketing niche, or those wines are being blended with traditionally made wine. Others may not want their hands tied in order to deal with some viticultural issue, such as a very rainy season that may bring on mildew, or something like that. Others feel soft chemicals for weed control are better than weed cultivation that may be hard on labor, tractoring that may compact soil too much, as well as use of fuels that contribute to air emissions.*

*"California's winegrowing community does have an environmental bent, and a major sustainable winegrowing program has been established by Wine Institute and the*

*California Association of Winegrape Growers. The program is supporting the industry's effort to document and expand environmentally friendly and socially responsible farming. Its 490-page best practices manual has been distributed to 3,000 industry people, and our first sustainability report documents the industry's efforts in this very important area (<http://www.sustainablewinegrowing.org/>)."*

Next, our intrepid sleuth, Dianne, went undisguised into a good-sized San Francisco wine shop in the Richmond district of San Francisco to inquire about organic wines. She found no information in the store, only that some were sold, but there were no plans at the moment for more.

Next, she went over one block to Thom's Natural Foods on Geary Blvd. — lots of organic wine, and a handsome display. Thom's carries some leading California organic producers like Lolonis and Frey, some French and some Italian. Dianne inquired about the amount of sales. The answer... "slowly climbing."

Where is it all going? We all know our appreciation of wine and food is highly subjective to taste, and taste is a great factor in which bottle of wine you buy. However, organically speaking, we all need to pay attention, to study the sources of information and talk to people in the business. Try out some new things, because in the end, we must decide for ourselves what is good.

The January issue of K & L Wine News had some good organic wine recommendations, reasonably priced. We say, better go buy a few, invite your friends over and do a brown bag, blind tasting. **BC**

*Dianne Boate is a San Francisco based writer, photographer and budding botanical illustrator. Robert Meyer is a consultant to the wine and spirits industry. This month we say a sad farewell to a longtime non-drinking companion, MaxCat. He always joined us for the cocktail hour and learned the opening of a champagne bottle had nothing to do with him, as Robert, once again, would bounce the cork off the ceiling.*



*If you do an organic wine blind tasting, we'd like to know which ones were your favorites. Why not drop us a line? Send an email to: [editor@baycrossings.com](mailto:editor@baycrossings.com)*



## Restaurants Using Organic Ingredients

Some are raw food-vegan, some are vegetarian and some decant organic wine

### San Francisco

**Café Gratitude**  
2400 Harrison St.  
(415) 824-4652 [www.withthecurrent.com](http://www.withthecurrent.com)

### Market Bar

One Ferry Bdg.  
(415) 434-1100 [www.marketbar.com](http://www.marketbar.com)

### Hyde Café and Wine Bar

1550 Hyde St.  
(415) 775-1550 [www.1550hyde.com](http://www.1550hyde.com)

### Millenium

580 Geary St.  
(415) 345-3900  
[www.millenniumrestaurant.com](http://www.millenniumrestaurant.com)

### Minako Organic Japanese Restaurant

2154 Mission St.  
(415) 864-1888  
<http://minako.portland.co.uk/>

### Berkeley

**Chez Panisse / Chez Panisse Café**  
1517 Shattuck Ave.  
(510) 548-4795 / (510) 549-4795  
[www.chezpanisse.com](http://www.chezpanisse.com)

### Zatar

1981 Shattuck Ave.  
(510) 841-1981 [www.zatarrestaurant.com](http://www.zatarrestaurant.com)

### Marin County

**Manka's**  
30 Callendar Way, Inverness  
(415) 669-1034 <http://www.mankas.com/>

### Pine Cone Diner

60 4<sup>th</sup> St., Pt. Reyes Station  
(415) 663-1536

Hungry for more information about what is organic, or additional restaurants in your area that use organic ingredients, check out this website: [www.omorganics.org](http://www.omorganics.org)



**The Modern Drunkard: A Handbook for Drinking in the 21st Century**  
By Frank Kelly Rich  
Riverhead Trade  
\$14

BY PATRICK BURNSON

With those New Year's resolutions behind us, might it now make sense to just give in and admit that we're weak, troubled, and savagely fond of the occasional wee tippie?

If so, this book is just the tonic. Penned by the recondite publisher

of Modern Drunkard Magazine, it features its own calendar, sans regrets: "365 Excuses to Get Loaded." Other refreshing title topics include, "The Power of Positive Drinking," and "Real Drunks Don't Drink Zima."

No, this Denver-based writer is not likely to appear on Ms. Winfrey's daily cry fest, or become the darling of MADD. But ferry commuters who tote a flask or frequent the bar will appreciate the broad, ribald humor in these pages. There may also be moments of startling self recognition. Take for example, the observation that Cosmopolitans can be emasculating.

"Drink one girly drink in public," the author warns, "and you will forever be known as the guy who drinks girly drinks."

Speaking of girls, there are plenty of the bad variety illustrating this primer. Classic pinups and calendar bar babes share space with risqué cartoons from the roaring 20's. Magazine ads from more permissive bygone days flog spirits and smoking from cover to cover.

Hangovers and other deadly consequences of Demon Drink are not addressed in these pages — an omission one can take issue with. Furthermore, February ushered in "The Year of the Dog," but there are no Lunar New Year "hair of the dog" remedies here.

Fat Tuesday and other Mardi Gras celebrations are pending, so the timing for this book's release is otherwise perfect. Resolutions, the author might argue, are so 20th century anyway. But then again, there's always Lent. **BC**

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For more information, contact Membership Director Larissa Lorian at 415.981.0738 or visit them at [www.worldtradeclub.org](http://www.worldtradeclub.org).



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# Still lots of static around the cellular radiation debate

BY MARY E. SHACKLETT

Over 200 million Americans rely on cell phones for personal and business use. Growing numbers of households are dropping wire-line communications altogether, opting for 100 percent wireless lifestyles. Economical and convenience benefits are well understood, but what about the cell phone-brain cancer link debate we've been hearing about for 10 years?

Lawsuits against cell phone manufacturers and telecommunications companies that allege links between cell phone use and brain cancer have been filed. One of the most notable is an \$800 million lawsuit filed by an east coast neurologist who is convinced that nine years of continuous cell phone use led to his brain cancer, which developed in the exact area of his brain that received the RF radiation emitted from his cell phone. This lawsuit follows several others that were dismissed, due to lack of evidence.

Meanwhile, studies exploring the possible link between cell phone use and the development of brain cancer continue to yield mixed findings. The result: agencies

like the FDA are unable to unequivocally state that there is a cell phone-brain cancer link — but they also advocate further studies, since they are equally unprepared to state that there is no risk.

The facts are: widespread cell phone use in the US and other countries is a fairly recent phenomenon, with a history of less than 20 years; and, it can take years for many types of brain cancers to develop, which can make it too early to assess for links.

With inconclusive findings, cell phone users are left to weigh the pros and cons for themselves. One step everyone can take is gaining an understanding of how cell phones operate, and how these phones emit radiation.

## Cell Phone Radiation Mechanics

US mobile phones operate in a frequency of 850 to 1900 megahertz (MHz). This radio frequency (RF) radiation range differs from the RF range of medical x-rays, which can pose health risks. However, if the RF emissions from cellular phones are powerful enough, they are capable of heating living tissue and of potentially causing biological damage.

The cell phone's RF emissions are generated by the phone's antenna, which

is why a cell phone user's exposure to cell phone radiation is amplified the closer that the cell phone antenna is to the user's head. The cell phone's RF energy emissions rapidly fall off as distance between the user's head and the cell phone's antenna increases. This builds a strong case for headsets and/or other use strategies that eliminate the need to hold a cell phone next to the head.

Many experts point to the fact that cell phones only emit six-tenths of a watt of power. While calling for additional studies, these experts also question whether wattage so low can affect human health in any way, no matter how close a user's head is to the phone's antenna. Meanwhile, cell phone makers are required to report the specific absorption rate (SAR) of their products to the FCC. The SAR is the amount of RF energy absorbed from the phone into the user's local tissues.

## Strategies for Safer Cell Phone Use

No one wants to wait another 20 years for empirical evidence on cell phone use to be published, so if you rely on a cell phone for communications, here are several steps that you can take to enhance cell phone safety:

*Avoid placing cell phones next to your head*  
By using headset, a hands-free car phone — or by carrying your cell phone away from your body, or connecting to an external remote antenna, you can dramatically reduce your exposure to the RF radiation that the cell phone's antenna emits.

*Check the SAR level of your cell phone*  
Use a cell phone with a low SAR value. To find the SAR for your cell phone, locate the FCC identification model that is usually printed on the phone or the phone case. Enter this number on the FCC's Website ([www.fcc.gov](http://www.fcc.gov)) to get the phone's SAR. Digital phones emit less RF radiation than analog phones.

*Take stock of your telephone habits and combine cell phone use with land line use*  
Consider using your cell phone for shorter conversations. At home, use a cordless phone for mobility. Since cordless phones have base units that are plugged into telephone jacks and wired to a local telephone service, radiation emissions are drastically reduced. The average cordless phone operates at 1/600 the power of cellular phones.

*Gain an understanding of your cell phone environment*

Cell phone users in urban areas tend to experience lower levels of radiation exposure than users in more rural environments. This is because there are more cell phone users in urban areas, and also greater numbers of cell phone "cells" in the communications network. Each of these network cells contains its own base station and antenna. If a network cell has a large geographical area to cover it must boost its transmissions. **EC**

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



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the planning, which requires architects, planners and engineers costing millions of dollars, until its presentation to the Board of Supervisors. The developer's ability to develop is contingent upon its project plans being approved by the Board. So, while The City can't offer the developer the security that they are going to be able to build anything at all, we can offer them the security that we won't negotiate with anybody else."

"Some of the land will be sold and some will be leased, but most of the land will be retained by The City in perpetuity."

— Jay Wallace, Project Manager, Treasure Island Community Development LLD

#### Developer's plans

We talked with Jay Wallace, the developer's project manager, who explained that they would do all of the planning on the basis of an exclusive negotiating agreement with TIDA for the final redevelopment contract. So far, the developer has put together what is, obviously, a top-notch planning team including the renowned architectural firm, Skidmore, Owings & Merrill, the land-use planning firm, SMWM, the geotechnical engineering firm, Treadwell & Rollo, and the engineering firm, ARUP.

Wallace said, "We will put up the equity capital to build the infrastructure, including all of the new roads and utilities, a new wastewater treatment plant and all of the new community facilities, plus all of the buildings including the homes, the retail facilities and the hotels. We will also pay for the seismic upgrading and the infrastructure, which is substantial. Some of the land will be sold and some will be leased, but most of the land will be retained by The City in perpetuity."

To compensate, Wallace said, "We seek a return on our investment through the sales and leasing of property on TI and YBI."

#### Bottom line planning

As the planning process moves to the midpoint in the first half of 2006, the developer will hold public meetings leading to a June presentation to TIDA, the Citizens Advisory Board and the Board of Supervisors. The presentation includes an infrastructure plan, a land use plan, an affordable housing plan, a

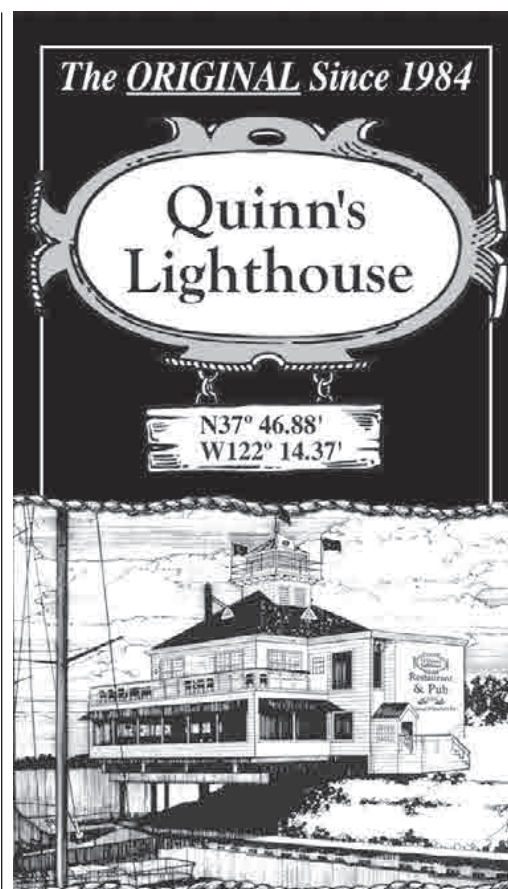
transportation plan, a sustainability plan, a community benefit plan, a financing plan and more.

"If these bodies approve these plans," Sylvan explained, "then we will go into the environmental review process, in addition to finalizing pieces of the development agreement in detail, which will take another two years to 2008. After that, the Navy should be able to transfer the title of the former base to The City and County of San Francisco, and then the master builder can finally begin construction work."

"It is a big, complex project that involves 60 to 70 organizations, and takes years to work out, Sylvan said. "Under the current schedule, we anticipate that construction would begin in 2009, when they will begin demolishing buildings, putting in new infrastructure and starting the seismic stabilization of the shoreline. The build-out could be 10 to 15 years after that."

"We have concentrated the residential and commercial activities in the southwestern corner of the island, within a 10-minute walking distance of the ferry on the western shore." Wallace said, "We are developing a new San Francisco neighborhood that is very much connected to the greater Bay Area."

For Sylvan, the bottom line is: "Our mission is to create the best project for The City that we can." **BC**



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## Golden Gate Ferry Schedule Effective Dec. 12, 2005

### 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
7:10	7:40	7:45	8:15	1:30pm	2:20	2:30	3:20
7:50	8:20	8:30	9:05	3:30	4:20	4:30	5:20
8:20	8:50	9:10	9:45	5:30	6:20	7:00	7:50
9:15	9:50	10:10	10:45	<b>One-Way Ferry Fares</b> <b>LARKSPUR SAUSALITO</b> Daily Daily Adult Cash Fare \$6.45 \$6.45 Frequent Rider Ticket (Book of 20 Tickets) \$4.05 \$3.45 Seniors (age 65+) with Medicare or approved I.D. \$3.20 \$3.20 Youth (ages 6-18) \$3.20 \$3.20 Children (age 5 & under) FREE FREE			
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30pm				
11:40	12:15pm	12:25pm	1:00				
12:40pm	1:15	1:25	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	4:55	5:25				
-----	-----	*5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

\*All weekdays trips except on (5:20pm SF departure) are operated by high-speed catamarans. Weekend service is provided by high capacity Spaulding vessels.

### SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Leave Sausalito	Arrive SF	Leave SF	Arrive Sausalito	Leave Sausalito	Arrive SF	Leave SF	Arrive Sausalito
7:10am	7:35am	7:40am	8:10am	-----	-----	10:40am	11:10am
8:20	8:45	10:15	10:45	11:20am	11:50am	12:00pm	12:30pm
10:55	11:25	11:35	12:05pm	12:45pm	1:15pm	1:25	1:55
12:15pm	12:45pm	12:55pm	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:35	4:05	4:15	4:45
3:20	3:50	4:00	4:30	5:00	5:25	5:35	6:05
4:45	5:15	5:30	6:00	6:20	6:45	6:30	7:00
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

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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.

## Harbor Bay Ferry

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
	4:30	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

## Angel Island - Tiburon Ferry

Mon. - Fri.	Weekend Schedule
Tiburon to Angel Island	Angel Island to Tiburon
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11:15	2:30
12:00pm	3:00
1:15	3:45

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Child (5-11) .....	\$13
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## Blue & Gold Ferry

### ALAMEDA/OAKLAND

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

### ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco	
<b>Alameda/Oakland Ferry to San Francisco</b> Fall / Winter Weekend Schedule No weekend service January 1, 2006 through February 26, 2006	
Weekends and Holidays from San Francisco	

Weekdays from San Francisco			
Leave Pier 41	Arrive Ferry Bldg.	Leave Alameda	Arrive Oakland
-----	6:30am	7:15am	7:05am
-----	7:35	8:20	8:10
-----	8:40	9:25	9:15
10:15am	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

**San Francisco Ferry to Alameda/Oakland**  
Fall / Winter Weekend Schedule  
No weekend service January 1, 2006 through February 26, 2006

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Way Trip Book\* Book\* Pass

Adult (13+)	\$5.50	\$11.00	\$45.00	\$80.00	\$150.00
Child (5-12)	\$2.75	\$5.50			
Child under 5**FREE	FREE	FREE			
Senior (65+)	\$3.25	\$6.50			
Disabled Persons*	\$3.25	\$6.50			
Active Military	\$4.25	\$8.50			

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# Blue & Gold Ferry

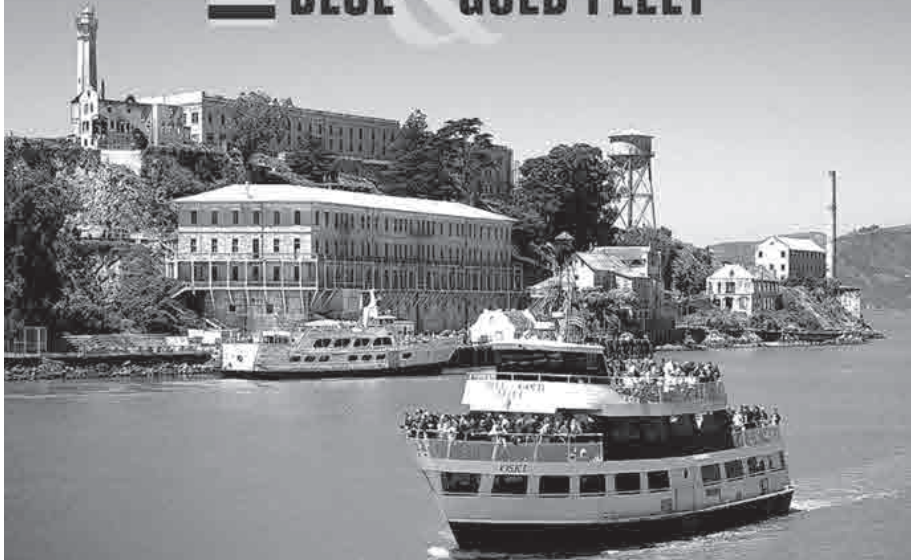
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Access: SEAR (Sustainable Easy Access Transport) is available for wheelchair users and visitors physically unable to walk up the quarter mile, 12% grade hill. Children under 14 must be escorted by an adult. Only service animals allowed.		<b>FARES: Round Trip</b> Adult (18-64)..... \$23.50 Junior (12-17)..... \$20.75 Senior (62+)..... \$20.75 Child (5-11)..... \$14.25 Under 5..... FREE		<b>Weekend direct return to Alameda and Oakland 3:10pm</b> Weekends <table border="1"> <tr> <th>Leave Pier 41</th> <th>Arrive Angel Island</th> <th>Leave Angel Island</th> <th>Arrive Pier 41</th> </tr> <tr><td>10:35am</td><td>11:00am</td><td>11:05pm</td><td>12:20pm</td></tr> <tr><td>----</td><td>3:45pm</td><td>3:50pm</td><td>4:55pm</td></tr> </table>				Leave Pier 41	Arrive Angel Island	Leave Angel Island	Arrive Pier 41	10:35am	11:00am	11:05pm	12:20pm	----	3:45pm	3:50pm	4:55pm	^Arrives from the Ferry Building via Tiburon *Service on Friday Only ^Recommended for bicycles																																																																																			
Leave Pier 41	Arrive Angel Island	Leave Angel Island	Arrive Pier 41																																																																																																				
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<b>FARES: Round Trip</b> Adult w/Cell house Audio Tour*..... \$16.00 without Audio..... \$11.50 Senior (62+) w/Cell house Audio Tour*..... \$14.25 without Audio..... \$9.75 Child (5-11) w/Cell house Audio Tour*..... \$10.75 without Audio..... \$8.25 * Self-guided Audio Tour of the Cell house.		<b>VALLEJO/SAN FRANCISCO</b> <b>FERRY BLDG./ FISHERMAN'S WHARF</b> Weekdays <table border="1"> <tr> <th>Leave Vallejo</th> <th>Arrive Ferry Bldg.</th> <th>Leave Ferry Bldg.</th> <th>Arrive Pier 41</th> <th>Leave Pier 41</th> <th>Arrive Vallejo</th> </tr> <tr><td>5:30am</td><td>6:25am</td><td>6:35am</td><td>----</td><td>----</td><td>7:30am</td></tr> <tr><td>6:30</td><td>7:25</td><td>7:35</td><td>----</td><td>----</td><td>8:30</td></tr> <tr><td>7:00</td><td>7:55</td><td>8:10</td><td>----</td><td>----</td><td>9:05</td></tr> <tr><td>7:45</td><td>8:40</td><td>8:55</td><td>----</td><td>----</td><td>9:50</td></tr> <tr><td>8:45</td><td>9:40</td><td>9:55</td><td>----</td><td>----</td><td>10:50</td></tr> <tr><td>10:00</td><td>10:55</td><td>11:10</td><td>11:20</td><td>11:30</td><td>12:05pm</td></tr> <tr><td>11:30</td><td>12:25pm</td><td>12:40pm</td><td>----</td><td>----</td><td>1:35</td></tr> <tr><td>1:00</td><td>1:55</td><td>2:10</td><td>----</td><td>----</td><td>3:05</td></tr> <tr><td>2:00</td><td>2:55</td><td>3:30</td><td>3:00</td><td>3:10</td><td>4:25</td></tr> <tr><td>3:20</td><td>4:15</td><td>4:30</td><td>----</td><td>----</td><td>5:25</td></tr> <tr><td>4:05</td><td>5:00</td><td>5:15</td><td>----</td><td>----</td><td>6:10</td></tr> <tr><td>4:45</td><td>5:40</td><td>6:00</td><td>----</td><td>----</td><td>6:55</td></tr> <tr><td>5:35</td><td>6:30</td><td>6:45</td><td>----</td><td>----</td><td>7:40</td></tr> <tr><td>6:35</td><td>7:30</td><td>7:45</td><td>----</td><td>----</td><td>8:40</td></tr> <tr><td>8:20</td><td>9:45</td><td>9:50</td><td>9:20</td><td>9:30</td><td>10:45</td></tr> </table>		Leave Vallejo	Arrive Ferry Bldg.	Leave Ferry Bldg.	Arrive Pier 41	Leave Pier 41	Arrive Vallejo	5:30am	6:25am	6:35am	----	----	7:30am	6:30	7:25	7:35	----	----	8:30	7:00	7:55	8:10	----	----	9:05	7:45	8:40	8:55	----	----	9:50	8:45	9:40	9:55	----	----	10:50	10:00	10:55	11:10	11:20	11:30	12:05pm	11:30	12:25pm	12:40pm	----	----	1:35	1:00	1:55	2:10	----	----	3:05	2:00	2:55	3:30	3:00	3:10	4:25	3:20	4:15	4:30	----	----	5:25	4:05	5:00	5:15	----	----	6:10	4:45	5:40	6:00	----	----	6:55	5:35	6:30	6:45	----	----	7:40	6:35	7:30	7:45	----	----	8:40	8:20	9:45	9:50	9:20	9:30	10:45	<b>FARES: Round Trip</b> Adult (13+)..... \$14.50 Child (6-12)..... \$ 8.50 5 and under..... FREE All prices include State Park fees. Only service animals allowed.			
Leave Vallejo	Arrive Ferry Bldg.	Leave Ferry Bldg.	Arrive Pier 41	Leave Pier 41	Arrive Vallejo																																																																																																		
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<b>BAY CRUISE</b> Leave PIER 39 Weekdays <table border="1"> <tr><td>10:00am</td><td>10:00am</td></tr> <tr><td>10:45</td><td>10:45</td></tr> <tr><td>11:30</td><td>11:30</td></tr> <tr><td>12:00pm</td><td>12:00pm</td></tr> <tr><td>12:45</td><td>12:45</td></tr> <tr><td>1:15</td><td>1:15</td></tr> <tr><td>1:45</td><td>1:45</td></tr> <tr><td>2:30</td><td>2:30</td></tr> <tr><td>3:15</td><td>3:00</td></tr> <tr><td>3:45</td><td>3:30</td></tr> <tr><td>4:30</td><td>4:00</td></tr> <tr><td>5:15</td><td>4:30</td></tr> <tr><td>6:00</td><td>5:15</td></tr> </table>		10:00am	10:00am	10:45	10:45	11:30	11:30	12:00pm	12:00pm	12:45	12:45	1:15	1:15	1:45	1:45	2:30	2:30	3:15	3:00	3:45	3:30	4:30	4:00	5:15	4:30	6:00	5:15	Missed the last ferry from San Francisco? Take the bus to Vallejo, weekdays at 10:35pm and weekends at 10:30pm from in front of the Pier 1 Deli. Check Giants schedules at www.baylinkferry.com.		<b>SAN FRANCISCO CITY TOUR</b> <b>FISHERMAN'S WHARF, PIER 41</b> Leave Pier 41 Daily 9:15am 11:15 2:15pm				<b>Weekend and Holidays</b> <table border="1"> <tr> <th>Leave Pier 41</th> <th>Arrive Sausalito</th> <th>Leave Sausalito</th> <th>Arrive Pier 41</th> </tr> <tr><td>10:35am</td><td>11:50</td><td>11:55</td><td>12:20pm</td></tr> <tr><td>12:30</td><td>1:20</td><td>1:25</td><td>1:50</td></tr> <tr><td>2:00</td><td>2:45</td><td>2:50</td><td>3:15</td></tr> <tr><td>3:20</td><td>4:25</td><td>4:30</td><td>4:55</td></tr> </table>				Leave Pier 41	Arrive Sausalito	Leave Sausalito	Arrive Pier 41	10:35am	11:50	11:55	12:20pm	12:30	1:20	1:25	1:50	2:00	2:45	2:50	3:15	3:20	4:25	4:30	4:55																																														
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Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.		<b>Weekends and Holidays</b> <table border="1"> <tr> <th>Leave Vallejo</th> <th>Arrive SF FB</th> <th>Leave SF FB</th> <th>Arrive Pier 41</th> <th>Leave Pier 41</th> <th>Arrive Vallejo</th> </tr> <tr><td>8:45</td><td>9:40</td><td>9:55</td><td>----</td><td>----</td><td>10:50</td></tr> <tr><td>10:00</td><td>10:55</td><td>11:10</td><td>11:20am</td><td>11:30am</td><td>12:30pm</td></tr> <tr><td>11:30</td><td>12:25pm</td><td>12:40pm</td><td>----</td><td>----</td><td>1:35</td></tr> <tr><td>1:00pm</td><td>1:55</td><td>2:10</td><td>----</td><td>----</td><td>3:05</td></tr> <tr><td>3:00</td><td>3:55</td><td>4:30</td><td>4:00</td><td>4:10</td><td>5:25</td></tr> <tr><td>4:05</td><td>5:00</td><td>5:15</td><td>----</td><td>----</td><td>6:10</td></tr> <tr><td>5:35</td><td>6:30</td><td>6:45</td><td>----</td><td>----</td><td>7:40</td></tr> <tr><td>6:35</td><td>7:30</td><td>7:45</td><td>----</td><td>----</td><td>8:40</td></tr> <tr><td>8:20</td><td>9:40</td><td>9:50</td><td>9:20</td><td>9:30</td><td>10:45</td></tr> </table>		Leave Vallejo	Arrive SF FB	Leave SF FB	Arrive Pier 41	Leave Pier 41	Arrive Vallejo	8:45	9:40	9:55	----	----	10:50	10:00	10:55	11:10	11:20am	11:30am	12:30pm	11:30	12:25pm	12:40pm	----	----	1:35	1:00pm	1:55	2:10	----	----	3:05	3:00	3:55	4:30	4:00	4:10	5:25	4:05	5:00	5:15	----	----	6:10	5:35	6:30	6:45	----	----	7:40	6:35	7:30	7:45	----	----	8:40	8:20	9:40	9:50	9:20	9:30	10:45	<b>FARES:</b> City Tour Only      City Tour w/ Bay Cruise Adult..... \$38.00      \$50.00 Senior (62+)..... \$38.00      \$48.00 Junior (12-18)..... \$38.00      \$48.00 Child (5-11)..... \$19.00      \$26.00																																							
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<b>FARES: All prices include audio tour.</b> Adult..... \$21.00      Junior (12-18)..... \$17.00 Senior (62+)..... \$17.00      Child (5-11)..... \$13.00 Special Rates On Line		<b>VALLEJO/SAN FRANCISCO</b> <b>FARES:</b> One-Way Regular..... \$10.00 Discounted fares sold starting at 9am: Senior (65+)/Disabled..... \$5.00 Child (6-12)..... \$5.00 Day Pass**..... \$17.00 Monthly Pass***..... \$215.00		<b>TIBURON</b> <b>DOWNTOWN S.F., FERRY BLDG.</b> Weekdays <table border="1"> <tr> <th>Leave Tiburon</th> <th>Arrive Ferry Bldg.</th> <th>Leave Ferry Bldg.</th> <th>Arrive Tiburon</th> </tr> <tr><td>6:00am</td><td>6:20am</td><td>----</td><td>----</td></tr> <tr><td>6:50</td><td>7:10</td><td>7:15am</td><td>7:35am</td></tr> <tr><td>7:50</td><td>8:10</td><td>8:15</td><td>8:35</td></tr> <tr><td>8:45</td><td>9:05</td><td>----</td><td>----</td></tr> <tr><td>----</td><td>----</td><td>4:25pm</td><td>4:45pm</td></tr> <tr><td>5:00pm</td><td>5:20pm</td><td>5:25</td><td>5:45</td></tr> <tr><td>5:50</td><td>6:10</td><td>6:15</td><td>6:35</td></tr> <tr><td>6:40</td><td>7:00</td><td>7:15</td><td>7:35</td></tr> </table>				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	<b>Weekends and Holidays</b> <table border="1"> <tr> <th>Leave Pier 41</th> <th>Arrive Tiburon</th> <th>Leave Tiburon</th> <th>Arrive Pier 41</th> </tr> <tr><td>11:00am</td><td>11:20am</td><td>11:25am</td><td>12:10pm</td></tr> <tr><td>12:15pm</td><td>12:35pm</td><td>12:40pm</td><td>1:25</td></tr> <tr><td>1:35</td><td>1:50</td><td>1:55</td><td>2:15</td></tr> <tr><td>2:45</td><td>3:05</td><td>3:10</td><td>4:00</td></tr> <tr><td>4:05 4:45</td><td>----</td><td>7:45</td><td>8:20</td></tr> </table>				Leave Pier 41	Arrive Tiburon	Leave Tiburon	Arrive Pier 41	11:00am	11:20am	11:25am	12:10pm	12:15pm	12:35pm	12:40pm	1:25	1:35	1:50	1:55	2:15	2:45	3:05	3:10	4:00	4:05 4:45	----	7:45	8:20																																
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<b>ANGEL ISLAND</b> Weekends and Holidays* to Angel Island <table border="1"> <tr> <th>Leave Oakland</th> <th>Leave Alameda</th> <th>Arrive Pier 41</th> <th>Depart Pier 41</th> <th>Arrive Angel Is.</th> </tr> <tr><td>9:00am</td><td>9:10am</td><td>9:35am</td><td>9:45am</td><td>10:10am</td></tr> </table>		Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.	9:00am	9:10am	9:35am	9:45am	10:10am	*DayPass offers a full day of travel on Baylink ferries and Vallejo Transit. Sold at Vallejo Ferry Terminal, local Safeways, and Pier 41. Validate the Day Pass before boarding by scratching current date. **Monthly Pass is valid seven days a week on Baylink boats, Vallejo buses, and MUNI. ^^ Service VIA BUS		<b>FARES:</b> One-Way      Round Trip Adult..... \$7.50..... \$15.00 Child (5-11)..... \$4.25..... \$ 8.50 20 Ticket Commute Book..... \$85.00 No service Thanksgiving Day, Christmas Day (Dec. 25), New Year's Day (Jan. 1), or Presidents' Day.																																																																																									
Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.																																																																																																			
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Weekends and Holidays* from Angel Island <table border="1"> <tr> <th>Leave Angel Island</th> <th>Arrive Alameda</th> <th>Arrive Oakland</th> </tr> <tr><td>3:10pm</td><td>3:45pm</td><td>3:55pm</td></tr> </table>		Leave Angel Island	Arrive Alameda	Arrive Oakland	3:10pm	3:45pm	3:55pm	<b>MONTEREY/CARMEL &amp; 17-MILE DRIVE</b> Visit the famed Monterey Peninsula by deluxe motor coach. A breathtaking journey along the rugged California coastline to Monterey and Carmel for a day you won't forget. Tour departs from Pier 43-1/2 at 9:15am. Call (877) 855-5506 to reserve. Offered daily except Tuesday and Thursday.		<b>SBC PARK SEVICE</b> Direct service is available from Alameda, Oakland, Tiburon, Vallejo, Sausalito, and Larkspur for selected Giants baseball games. For information, call (415) 705-5555 or visit our website at www.blueandgoldfleet.com.																																																																																													
Leave Angel Island	Arrive Alameda	Arrive Oakland																																																																																																					
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Roundtrip fares -- Adult Includes park Admission and Pier 41 Transfer      Junior (13-18 yrs) \$13.50 Senior (62+ yrs) / \$10.50 Disabled \$10.50 Child (6-12) \$8.00      Under 5		<b>Departs 9:15am at Pier 43 Fares: Round Trip</b> Adult..... \$61.00 Child (3-11)..... \$40.00		<b>MUIR WOODS TOUR</b> <b>FISHERMAN'S WHARF, PIER 43</b> Muir Woods Tour does not operate during inclement weather. Check with booth on day of sailing for schedule. Motor coach departs immediately upon arrival at ferry dock. Service animals only.																																																																																																			
FREE All times are estimates. Purchase tickets onboard the ferry.		<b>SONOMA-NAPA WINE TOUR</b> <b>FISHERMAN'S WHARF, PIER 43</b> <b>FARES: Round Trip</b> Adult..... \$57.00 Under 21..... \$39.00		Daily 9:15am 11:15am 2:15pm <b>FARES: Round Trip</b> Adult..... \$48.50 Child (5-11)..... \$25.50																																																																																																			
* Angel Island Service operates on Saturdays and Sundays only, as well as on the following holidays: Memorial Day, Monday, May 30th; Monday, July 4th; and Labor Day, Monday, September 5th.		Includes round trip, motor coach, and winery tours. No service Christmas Day or New Year's Day.		Muir Woods Package includes round trip ferry and bus shuttle. No service Christmas Day or New Year's Day (Jan. 1).																																																																																																			
<a href="http://www.baycrossings.com/ferry_schedules.htm">www.baycrossings.com/ferry_schedules.htm</a>				<b>GENERAL INFORMATION</b> <b>Reservations:</b> Advance ticket sales are available for all services and highly recommended for Alcatraz. Please call (415) 705-5555 to charge tickets by phone or online at www.telesails.com. There is an additional service charge of \$2.25 per ticket for all individual phone and web orders. No reserved seating available. <b>Bicycles:</b> Bicycles load first and leave last unless otherwise instructed. On board, secure bike in bike rack provided. Bicycles are allowed on a first come, first served basis. Twenty-five bicycles are allowed on the ferries; space permitting at the discretion of the Captain. No bicycles or scooters allowed on Alcatraz, Muir Woods, or Wine Tour. No scooters, rollerblades, or skateboards on Angel Island. <b>Groups:</b> Special fares may be available for groups of 15 or more. Call (415) 705-8214. <b>Disabled:</b> All ferries are accessible by gangways and ramps for disabled persons. Ferries are accessible on the first deck only. (Boats are glass enclosed for sightseeing and snack bar service is available.) Restrooms are accessible on all boats. If you need help, please ask for assistance. ATM located at Pier 39 & Pier 41. Schedules, Services, and Prices Subject to Change. Alcatraz is part of the Golden Gate National Recreation Area. Blue & Gold Fleet is a concessionaire of the National Park Service.																																																																																																			

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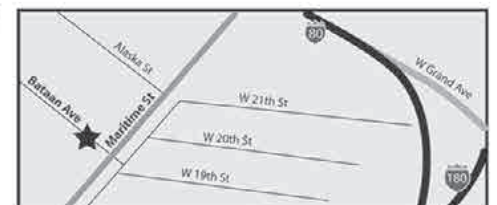
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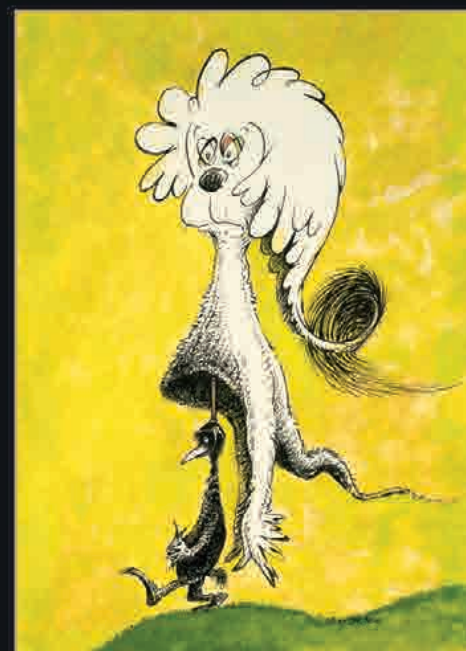
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