



San Francisco

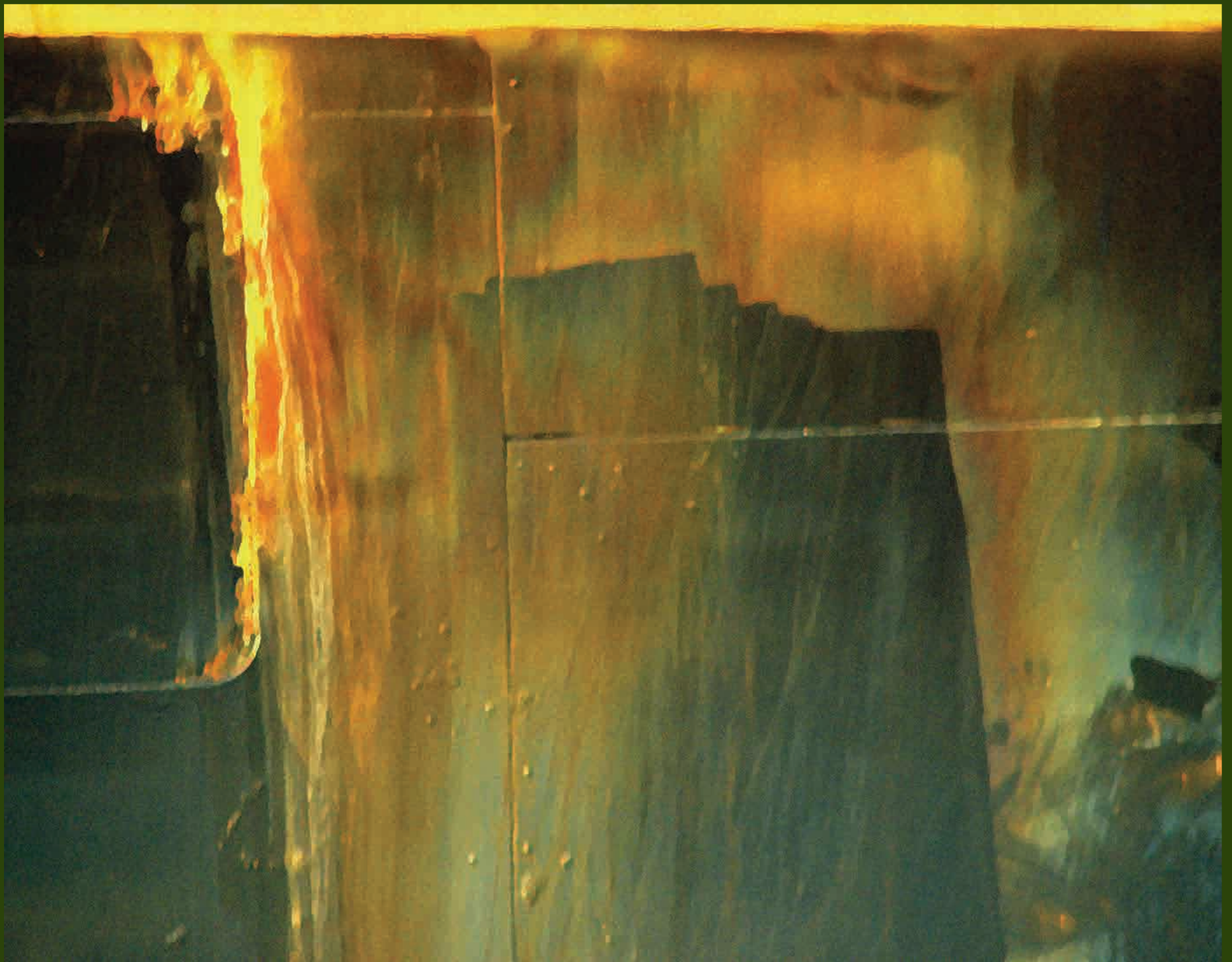
PRICELESS

BAY CROSSINGS

Volume 7, Number 3

"The Voice of the Waterfront"

April 2006



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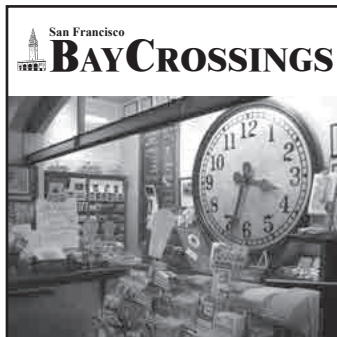
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Bay Crossings is the ferry ticket shop. It also sells nowhere-else-to-be-found post cards and greeting cards featuring the Ferry Building, helpful maps and guides and special edition books. Bay Crossings also publishes a monthly newspaper by the same name, which covers maritime, cultural, environmental and commuter issues and, moreover, celebrates the new urban waterfront lifestyle.

LETTERS

Subject: Why WTA Will Undermine New Ferry Service To The North From: In Hiding

Ah yes, so a Marin Supervisor, like all the rest from Marin, takes money from anti-transit interests, and then gets appointed to help promote mass transit? No, no, donors to the Kensey campaign oppose any good mass transit system, which is why Marin, allegedly a liberal county, has never funded mass transit, not one cent, not even right-wing counties in the Deep South can brag to such an anti-mass-transit state of affairs. Look at the Marin County budget and you will not find a dime to mass transit, and the official, and even more-so the unofficial, donors have made sure of that.

So now Steven Kensey is head of WTA? Here's what I promise. No ferry service and no rail service north of the Golden Gate will ever go in if Marin County Supervisors have any hand in it whatsoever. We know the head of the WTA takes money from a certain interests I can't name. But certain people see mass transit as negatively impacting their industry, and so they donate heavily, both on and off the books, to make sure nothing of the sort happens.

And now they, through a Marin Supervisor surrogate, have infiltrated and taken over WTA too. Don't you remember the "accidental" paving over of the main downtown link to San Rafael that was going to be the link to the mass transit rail line up North, and how the County allowed the tracks to be destroyed without a serious investigation? ...

The campaign donors and the Supervisors heaved a sigh of relief when they could say, "Oh well, darn, those tracks are ruined and now the plan to connect downtown San Rafael to the North is off. Oh darn. And note how all the former train tunnels got filled in, blown up, rezoned. There is so much money behind making sure that no rail or ferry transit gets as far as San Rafael, from the north or south.

Of course we all fear for our safety, so no one will look into these heavily donating industries in connection with Marin Supervisors and how they, together have systematically denied real mass transit to all the allegedly liberal counties north of the bridge.

And I note now that as advance insurance to disarm critics, that WTA has on it's website an anti-conspiracy theory article that just screams of pre-emptive denial. How ironic because WTA will do all it can to drag its feet. How funny, how Orwellian, the organization mandated with seeing these extra ferries come in, is actually headed by a guy literally paid to make sure no good mass transit ever gets to Novato, San Rafael or Petaluma.

I will admit I'm wrong if a ferry going north to Novato or Petaluma goes in, but they won't. They simply won't, and WTA will, with its "research" keep things nice and complicated so that delays keep happening. It's all about roads, roads, roads and people making money off them. Big donors. ...

Note that both the North Rail line and even one ferry line were in the final stages, only to be finally run out of business by lobbying groups, some alleging environmental concerns, others worried about their neighborhoods and others with enough technical concerns to put the projects down. But one thing in common with all the lobbying groups, even the allegedly pro-mass-transit groups, is a funding trail that will lead to those vested interests, and yes, all the mass transit agencies that never quite work, even GG Transit, yep, paid by this same industry group. It's all, you might say, one happy family. La Familia, they might say in a Latin tongue.

So until this is fixed, all this talk, and your magazine too, is a front for a lot of activity that will surely add to nothing. It's futile for me to write this, since your magazine is part of the front to make it look like mass transit is on the way to the north, when in fact, probably you will find among your donors, those very same folks. ...

By the way, the IRS has been curious about many of those same folks. Funny how the IRS investigation just got stopped in its tracks. But why take me seriously. I'm just an old secretary, and failed at that career too. See just an old secretary, and old bookkeeper. Now that I think of it, I could understand if you just ignored this letter altogether.

Subject: port of SF - parking meters From: Jaime Guerrero

Here's some interesting tidbit about Parking Meters under the jurisdiction of the Port (you talked about this in the Mar '06 Bay Crossings issue).

http://www.calstart.org/programs/cm/nn_detail.php?id=7984

Mr. Guerrero was kind to send some interesting excerpts from this article, which in-part, describe a venture between the Port of San Francisco and San Francisco startup Streetline Networks Inc. Essentially, it says that efforts are being made to monitor street parking around the waterfront by the Port. The technology being used is a battery-operated sensor. The sensor transmits data that the Port could use to determine future parking hours or rates. We will keep an eye on the situation, while wondering, what happens when the sensor's batteries run low?



San Francisco

BAYCROSSINGS

"The Voice of the Waterfront"

DEPARTMENTS

8 NEWS
1906 Earthquake and Fire

10 WORKING WATERFRONT
Heroic Fireboats

12 BOATING
From the Helm: Bay Fest
Opening Day on the Bay

18 WATERFRONT ADVENTURES
North Coast Surf Rider
Windsurfing

26 LIBATIONS
Beer
More Beer

29 WATERFRONT LIVING
Grand Central Spaces
SF Port Story, Part II

36 AROUND THE BAY
North Bay: Mare Island Exhibit

37 TECHNOLOGY
Travel Tech Options

DIRECTORIES

15 WATERFRONT ADVENTURES
Our activities resource guide

28 MARKETPLACE MERCHANTS
Ferry Building fare

38 WTA FERRY SCHEDULES
On-time for last call



"Tectonics," a photo by Klaus Lange, grabbed our attention for what it appears to be (a painting of an earthquake or other natural phenomenon), and for what it really is (the rusting side of a ship's hull). See story on page 23.



Ferries to the Rescue

By Wes Starratt

A giant shift in the Earth's crust gave the Bay Area a violent, devastating shake in 1906. Ferries came to the rescue.

8



Two Fireboats

By Wes Starratt

A salute to the two working fireboats in San Francisco.

10

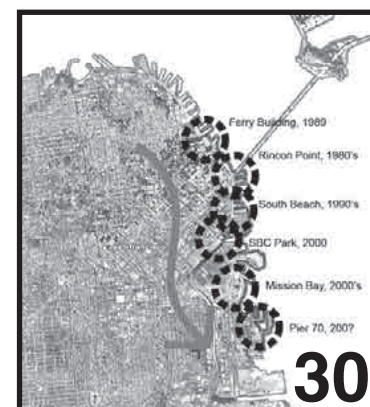


Distinct Palette

By Scott Hargis

Klaus Lange is a chef and a photographer. He cooks and creates his art at sea.

22



Port Story, Part II

By Kristen Bole

A spotlight on the bright ideas for preserving and building public spaces along the San Francisco waterfront.

30

Ferries to the Rescue

1906... 1979... 1982... 1989... 1997...

BY WES STARRATT, PE

The Great Earthquake of April 18, 1906, and the fire that convulsed the San Francisco afterward for four long days, created one of the largest civilian evacuations by water in history. The ferries never stopped running, carrying terrified residents, free-of-charge to the safety of the East Bay, which had suffered only minor damage from the quake.

According to one ferry captain, Southern Pacific ferries carried 70,000 people on April 19 alone. Add to that the Key Route ferries, Marin County and other bay point ferries, plus, refugees carried on the day of the quake and the other days when fires continued to burn; and it can be estimated that the ferries may have evacuated as many as 150,000 persons.

Inbound by ferry were medical and other supplies, including drinking water, that were in critically short supply. Richard Schwartz, author of "Earthquake Exodus, 1906," describes how water wagons used for Berkeley's dusty streets were filled and driven onto San-Francisco-bound ferries to provide drinking water to desperately thirsty people along the Embarcadero.

To keep out "sight seers" and "souvenir hunters", nobody was allowed onto the San-Francisco-bound ferries without a pass from U.S. Army Brigadier General Funston, the commanding officer at the Presidio, who had taken charge of the City's waterfront.

From Nancy Olmsted, author of "The Ferry Building," we learn that "General Funston, who realized that water provided the only dependable means of escape for multitudes of people fleeing down Market Street, gave orders to 'Save the Ferry Building and keep the

ferry boats operating.' Only in this way could he rescue fleeing citizens and bring in medical supplies, doctors, and nurses, and dynamite for the soldiers to use. Burn victims could also be carried by water to Oakland hospitals. So, he used the Navy's fireboat, *Leslie*, and the state-owned fireboat, *Governor Markham*, to spray bay water onto the Ferry Building and the important cluster of buildings at the foot of Market and Mission Streets."

Thus, the fire was stopped at the Embarcadero, leaving the Ferry Building and maritime facilities intact, and according to Olmsted, "Escape by water became the answer to urgent prayers."

Autos push out ferries

Following the 1906 Earthquake and its dramatic demonstration of the vital role that ferries can play, the Bay Area's fleet grew, reaching a total of some 50 ferry boats by 1935, carrying almost 60 million passengers. By then, a total of 250,000 passengers passed through San Francisco's Ferry Building every working day.

With the completion of the Bay Bridge and the Golden Gate Bridge in the late 1930s, dominance of the ferries began to wane.

For several years, Southern Pacific continued to operate ferries connecting its mainline trains at the Oakland Mole, but by 1958, there were no more scheduled ferries on the bay.

The Key Route, which operated an extensive rail system throughout the East Bay, connecting to its own ferry terminal offshore from Oakland, ceased ferry operations in the '30s after a fire destroyed its ferry terminal, and instead, began running trains across the newly constructed Bay Bridge. But, the dominance of the automobile eventually forced the trains off the bridge.

Key System was purchased, and its extensive rail system was dismantled

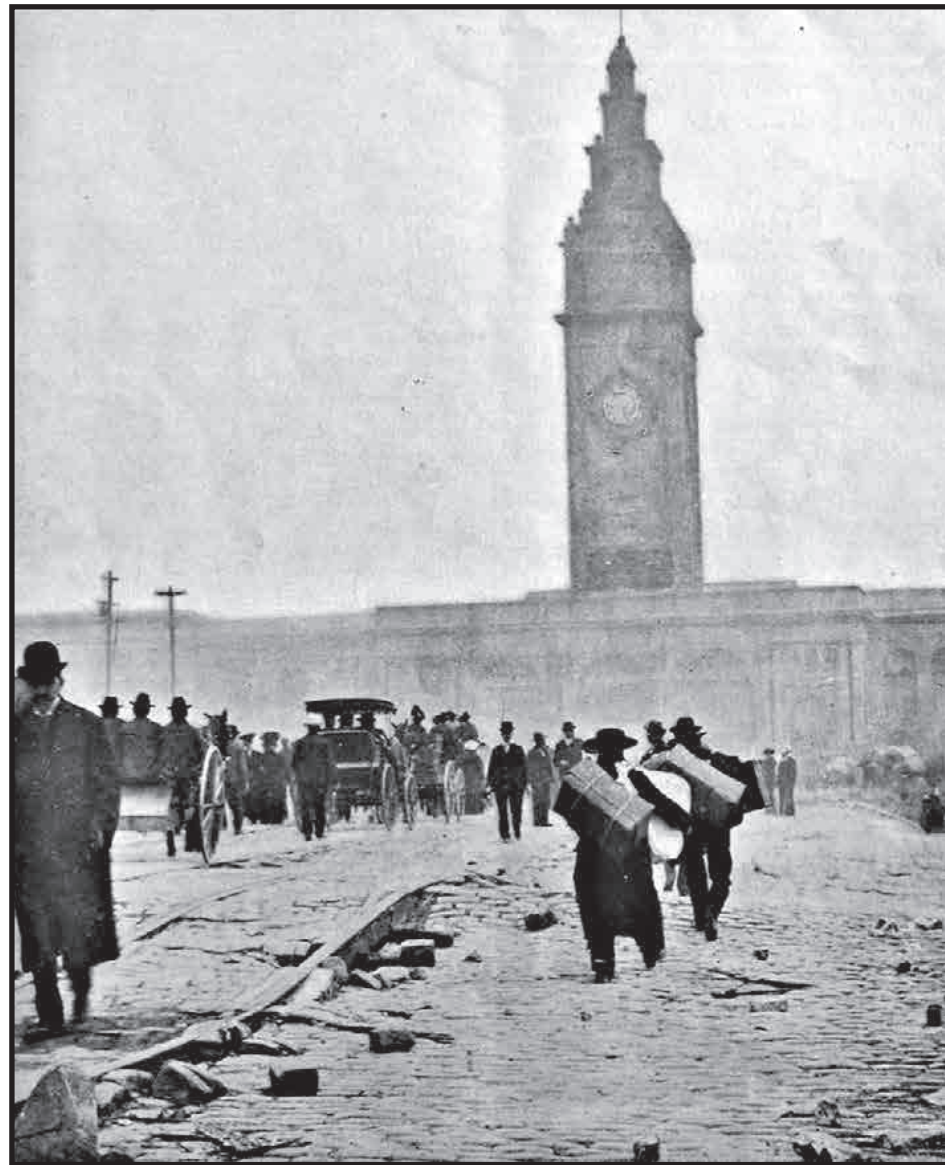


Photo from "Earthquake Exodus, 1906" with permission from the author, Richard Schwartz.

by National City Lines, an affiliate of General Motors.

Taking the place of Key Route's transbay rail system on the bridge was Bay Area Rapid Transit System (BART), a system that began running trains through a concrete tube under the bay. BART started operations in 1972 and has continued to grow to a system of 108 miles of revenue track with 43 stations.

Transbay tube fire 1979

On Jan. 17, 1979, BART experienced a serious transportation dislocation with a major fire in its transbay tube. Fire damaged or destroyed 10 cars and caused injuries to numerous passengers and employees. Service through the tube was shut down and did not resume until almost three months later. Bridges became gridlocked; transbay traffic had to find

alternative routes.

Unfortunately, there was no ferry service from the East Bay at that time. Regular ferry service to Alameda and Oakland would not be reborn until nearly 10 years later.

Storm emergency 1982

The role of ferries during disasters was again demonstrated in Jan. 1982 when a massive rainstorm hit the North Bay. Mary Currie of the Bridge District relates that "Residents, who were virtually cut off from San Francisco due to mudslides on the Waldo Grade and flooding at Corte Madera, had to rely on the Golden Gate Ferries as their only means of reaching San Francisco. After chartering additional vessels, over 12,000 passengers were carried on the Larkspur Ferry in one day alone."

Earthquake of 1989

The Oct. 1989 Loma-Prieta Earthquake was the strongest quake to hit San Francisco since 1906. It created extensive damage, collapsed a section of the east span of the Bay Bridge and put the bridge out of commission for several months. With the Bay Bridge out, commuters were forced to seek alternate transportation. During that time, the Larkspur-San Francisco ferry ridership jumped 40 percent.

With funding from Caltrans, tour boats on the bay and ferries from Washington state were put into service. The boats were slow, and emergency service to Berkeley and Richmond lasted only until the bridge re-opened. But, on the other hand, they served as a springboard for the rebirth of ferry systems, which continue to serve Oakland/Alameda and Vallejo today.

In Vallejo, there was already a fledgling ferry service, but with Caltrans funding, three boats were borrowed from Washington State Ferries and put into operation with service to San Francisco. Although the borrowed boats were returned when the Bay Bridge was back in operation, the feasibility of ferry service to San Francisco had been demonstrated.

Not long after, the Vallejo City Council approved the Vallejo Ferry Plan, which eventually led to Vallejo's successful BayLink ferry service, now with four high-speed catamarans providing 50-minute service to San Francisco.

For Alameda and Oakland, Caltrans provided boats borrowed from a Bay Area tour boat operator and temporarily funded operations. The City of Alameda set up a dock at Main St., and the Port of Oakland provided a docking facility adjacent to the Jack London Waterfront. Ernest Sanchez, general manager of the Alameda-Oakland Ferry Service said, "At first, the service proved to be quite popular, but several months later, when the bridge was put back in operation, ridership declined rapidly, since the schedule was limited and the boats were slow. Nevertheless, the City of Alameda and the Port of Oakland established a joint-powers agreement that eventually led to the present Alameda-Oakland Ferry Service."

Today, the Alameda-Oakland Ferry Service has four high-speed catamarans providing service to San Francisco from Alameda, the Jack London Waterfront and Bay Farm Island.

BART strike in 1997

Both Vallejo's BayLink ferry service and the Alameda-Oakland ferry service got a "shot-in-the-arm" several years later, in 1997, as a result of a BART system strike. Suddenly, some 275,000 week-day riders had to find alternative means of transportation. The press reported that "road traffic backed up 25 miles" and "ferries crossing the bay were filled to capacity." Fortunately for transbay commuters, the strike lasted only eight days. But, once again, ferries came to the rescue and provided transportation for frenzied commuters to cross the bay.

Ferry System Response Plan

Today, 13 ferries operate scheduled service on San Francisco Bay. Add to that 22 privately-owned tour and excursion boats, all of which that are all available to provide mutual assistance, and that makes 35 boats with 17,000 seats that are able to respond to emergencies. But, that's still not sufficient for the emergency service needed for a disaster.

It took 100 years of disaster response and rescue by bay ferries, and an exploding Bay Area population teetering on the brink of traffic grid-lock, to bring attention to the obvious—a need for an enlarged regional ferry system.

Finally, in 1999, the California Legislature, under a bill sponsored by Oakland's Senator and Senate President pro-Tempore, Don Perata, established and funded the San Francisco Bay Area Water Transit Authority (WTA) to create and implement a regional water-transit service. The WTA assembled a distinguished staff and completed an "Implementation and Operations Plan" for the Regional Ferry System, as well as a system-wide environmental impact report. Basic funding for the proposed ferry system was secured through the passage of a regional measure that raised bridge tolls.

Ever since, WTA has been moving toward the establishment of initial ferry services to South San Francisco and

Berkeley, followed by service to other Bay Area communities such as Richmond, Hercules and Redwood City.

"The initial WTA fleet will comprise eight vessels, which we are now in the process of building. And there are another 20 vessels in WTA's long-range plans," said Steve Castleberry, executive director of the WTA.

"A disaster response plan for ferries is now being developed and coordinated by WTA. It has been in the process for a little over a year. Called the 'Regional Maritime Contingency Plan,' it includes input from the U.S. Coast Guard and other key transportation agencies."

WTA's ferry plan is a part of a larger plan being prepared by the Metropolitan Transportation Commission (MTC) and the State's Office of Emergency Services (OES) that will ensure that the state's transportation elements work together in the event of an emergency.

As reported in the Mar. '05 issue of *Bay Crossings*, Perata requested that the Bay Area Council (BAC) make recommendations to give Bay Area ferries a primary role in disaster recovery. In response, a "Blue Ribbon Task Force" was formed to make recommendations by April 15. As of press time, the Task Force is reported to have held its first meeting. No news was available, but it should be noted that the governor's multi-billion bond plan for upgrading the state's infrastructure may appear on the Nov. ballot.

James Delassandro, author of "1906: A Novel," stressed that San Francisco's next major quake is likely to encounter major problems that didn't exist in 1906 "when there were probably only 200 automobiles in the city. Today, there must be several thousand automobiles in the city during weekdays. Those automobiles could be the biggest impediment to fighting fires and evacuating people. Intersections would be blocked, and people would abandon their automobiles. Streets would become impassable, and if the bridges are damaged, the problems would be even greater.

Evacuating people by water will be the only way; so, we need a massive ferry boat presence on the bay. The waterfront is the key to the survival of San Francisco in a major earthquake and fire."

Commemorate, Celebrate and Educate

On April 18, 1906 an earthquake "shook San Francisco like a wet dog." The shock waves were felt as far east as central Nevada and from southern Oregon to Los Angeles. The quake was estimated 7.9-8.25 on the Richter. The firestorm that came on its heels destroyed 28,000 buildings and leveled almost 500 blocks. Although initial reports indicated 674 individuals were killed, today's historians put the figure at closer to 3,000. A century later, San Francisco is remembering the 1906 earthquake and fire with commemorations, celebrations and educational programs.

Tue. April 18, 4:30PM

Lotta's Fountain

More than 50,000 spectators and survivors are expected to attend a commemoration at Lotta's Fountain, at the corner of Kearny and Market Street. Lotta's Fountain served as the communication point for thousands of deeply worried San Franciscans looking for news of their families and homes after the devastation. Call (415) 777-7400

Month of April, 10AM-Noon Walk the Barbary Coast Trail

In honor of the 1906 earthquake and fire centennial, special free tours of the Barbary Coast Trail will be held every Sat. in April. The tour is being led by the SF Museum and Historical Society. Meet at the Old U.S. Mint (Fifth near Mission Street). For more information: (415) 459-3434 or gnance2@sbcglobal.net

1906 Commemoration Events
<http://1906centennial.org/activities/calendar/>

Earthquake Maps in Real Time
<http://quake.usgs.gov>

Two Fireboats Save the Waterfront

BY WES STARRATT, PE

San Francisco is a city surrounded on three sides by water and on two sides by major earthquake faults. The City has two fireboats, the *Phoenix* and the *Guardian*. They are docked at Firehouse No. 35 at Pier 22½, which is located directly under the Bay Bridge. Between earthquakes, these fire engines of the Bay have extinguished countless waterfront fires and performed rescue operations.

Capt. Dennis Kennedy of the San Francisco Fire Department is not only an engineer for the fireboats, but also, a fireboat history buff. He says that in 1906, there were two state-owned and city-operated steam fireboats at Hose Co. #9 at the Broadway wharf: the steam-driven *Governor Irwin* and the *Governor*

Markham. Both were 86 feet long, with 1,200 feet of hose and a pumping capacity of only 65,000 gallons per hour, which translates into just a little over 1,000 gallons per minute.

During the 1906 fire, the two were joined by tugs and fireboats from Mare Island Navy Shipyard and two U.S. Army fireboats. Together, they fought a valiant battle against the fires that erupted following the earthquake and were instrumental in saving many parts of the City, especially areas lacking water due to broken water mains.

At the time, the Fire Department's Chief Engineer, Patrick Shaughnessy, reported that in some areas, "Not a drop of water was to be had from the hydrants, and the engines were forced to pump from the sewers," and, "had we possessed an adequate water supply, I am positive our



Department would have had every fire under control before night."

But water was not plentiful, and "at the waterfront all the fireboats were busily striving to check the incipient blazes that threatened to destroy valuable shipping and wharfage property."

Few details are available on the role played by fireboats in fighting the 1906 fires, other than a very dramatic and detailed report by Lt. Frederick Freeman of the U.S. Navy, found in the National Archives.

Summing up the work done by the Mare Island fire tugs, Freeman said, "I particularly lay claim to the work done in saving the waterfront from Howard Street to Telegraph Hill, and the stopping of the fire abreast Lombard Street wharf, thereby preventing the fire from sweeping the waterfront."

The waterfront certainly was a vital transportation and communications link that had to be kept open at all costs.

Ferry Building historian, Nancy Olmsted, wrote that Brigadier Gen. Funston of the Presidio of San Francisco realized that water provided the only dependable means of escape for multitudes of people fleeing down Market Street. The general used the fireboats to spray water on this important cluster of buildings at the foot of Market and Mission, and, by doing so, could rescue fleeing citizens and

bring in medical supplies and dynamite.

High-Pressure System

San Francisco has been called "the city that knows how," and that was certainly the case in 1906.

Capt. Kennedy says, "Out of the desperate experience of a lack of water to fight the 1906 fires, the city fathers floated a bond issue in 1908 for a high-pressure water system and two new fireboats, the *David Scannell* and the *Dennis T. Sullivan*, which were commissioned in 1909."

The high-pressure water system can be connected to the fireboats at five strategic locations on the waterfront, from Ft. Mason to Islais Creek, with one connection at Firehouse #35. The San Francisco Fire Department uses the high-pressure water system today, although upgraded and expanded.

Lone Phoenix

The SFPD opted for a new fireboat in 1954, the *Phoenix*, built in Alameda, later rebuilt and fitted with a new firefighting tower. The boat has a length of 89 feet and a speed of 15 knots. She has five engines, pumps 6,400 gallons of water per minute, and can connect with the city's high-pressure water system and portable hydrant system.

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For info: 877-64.FERRY or baylinkferry.com

continued on page 41

Bay Area “All Nighter”

A new late-night bus service called the “All Nighter” now connects most BART stations from approximately 1-5AM, when BART trains don’t run. The full network service began Sun., Mar. 19. The “All Nighter” serves as a convenient option for those who work late or go to social events that run after midnight when BART closes. The All Nighter service is operated by AC Transit, Muni, SamTrans, County Connection and Wheels.

Transit Connectivity

As part of its continuing effort to stitch together the Bay Area’s nearly two dozen transit systems into a seamless, passenger-friendly network, the Metropolitan Transportation Commission (MTC) is inviting residents throughout the nine-county region to weigh in on its newly released Draft Transit Connectivity Plan. The plan can be downloaded from the MTC Web site, www.mtc.ca.gov, or requested by e-mail, library@mtc.ca.gov, or by calling (510) 817.5836. Comments must be received by 4PM, Fri., April 14.

Container Fees

The PierPass board is expected to announce an adjustment to the peak-hour fees being charged per container. The fee adjustment was discussed at a recent meeting of the PierPass board. Although the exact amount of the new fee schedule is still being determined, it is expected to be minor adjustment upward. Meanwhile, PierPass is distributing 10,000 free Radio Frequency ID tags to trucking companies to help speed trucks through the terminal gates and to enhance security inside the terminal.

Enterprising Conference

The first Sustainable Enterprise Conference for Northern CA will be held on April 7. The theme is Practical Tools for the Transition with an emphasis on N. CA fostering sustainable development in the region. Keynote speaker, Paul Dolan, former Fetzer Vineyards CEO, will be describing how developing sustainable practices preserve the environment, strengthen community and enrich employees’ lives without sacrificing the bottom line. Regional sustainability leaders will lead workshops and talks. The conference will be held at Sonoma Mountain Village, 1212 Valley House Dr., Rohnert Park, CA from 8AM-5PM, a reception following. Register to attend, sponsor or exhibit by visiting www.sec2006.com

USS Hornet by Flashlight

For those who want a more in-depth look at an aircraft carrier, a Flashlight Tour of the USS Hornet begins at 8:30AM. on Living Ship Day. The tour includes areas not open to the public such as captain’s and admiral’s quarters, message center, brig, and catapult machinery room. Cost for this special guided tour is \$35 per person and includes Living Ship Day admission. For information (510) 521-8448, www.hornetevents.com.



New Rail Bridge

The Port of San Francisco is constructing a rail bridge to connect Pier 80 with the Port’s 10-acre rail yard on the southern waterfront. The project will provide on-dock service for break bulk shippers and allow direct inland delivery. The port expects the bridge to cost \$22 million and to be completed later this year. “The new bridge will open the door for cargoes that do not stay in the Bay Area,” said Jill Simpson-Rodby, the port’s maritime marketing manager.

“Coast Guard City”

The City of Alameda has been designated a “Coast Guard City” by the Commandant of the U.S. Coast Guard. Coast Guard City designation is an honor held by only six other communities in the United States. The 11th District headquarters oversees operations in CA and other Southwestern states, and thousands of square miles of Pacific waters, the Coast Guard’s Pacific Area Headquarters, Maintenance and Logistics Command Pacific are also based in Alameda.

Clean Bay Campaign

Palo Alto hosted the launch of the South Bay’s Clean Bay Campaign. City officials, environmental educators and media launched canoes provided by Save The Bay into San Francisco Bay from the Palo Alto Baylands Nature Preserve, while staff from the Regional Water Quality Control Plant provided a Bay health update. The Bay Area economy and quality of life depend on protecting the region’s waterways from further degradation. The campaign provides easy-to-access information on its Web site, and a multi-layered program of public outreach. For more information, visit www.cleanbay.org.

Living Ship Day

The Aircraft Carrier USS Hornet Museum commemorates the “Doolittle Raid” in an onboard, Living Ship Day demonstration. The museum comes to life as an operating aircraft carrier, with flight simulations between 11AM and 3:30PM. Visitors will participate in mission briefings, meet former crew, sit in the cockpit of a fighter jet, enjoy the sights and sounds of naval aviation and witness simulated flight operations as aircraft are lifted to the flight deck and placed into launch position. Admission: \$14 adults; \$6 children 5-17. Free parking. Sat., April 15, 11AM to 3PM, Pier 3, Alameda. For information (510) 521-8448, www.hornetevents.com.

Yacht Restoration School

Spaulding Wooden Boat Center of Sausalito has formed a partnership with the International Yacht Restoration School (IYRS) to will allow the Center to fulfill its mission: to restore and return to the water historically significant wooden craft, and to teach others the skill of traditional wooden boat building. Students will focus on restoring craft that are indigenous to San Francisco Bay. Spaulding Wooden Boat Center is located at the foot of Gate Five Road. For more information, contact John Colver (415) 435-4024.

New Commander, USCG

The U.S. Coast Guard appointed Adm. Jody A. Breckenridge, Commander of the Maintenance Logistics Command Pacific, as the new commander for the 11th Coast Guard District. The District includes the states of CA, UT, AR and NV, as well as thousands of square miles of coastal and offshore Pacific waters.

View from the Helm: A taste of the boating life at Boat Fest '06

BY ED & PAM MCGRATH

The boat business is really all about people. That's our philosophy.

We love boats, boating and boaters! We make our living finding boats for folks and finding folks for boats. In fact, twice a year, we gather our listings, power and sail priced from \$30,000 to \$2-million, and showcase them at a festive weekend event we call "Bay Fest".

During Bay Fest, we always have the grill going to feed lunch to hungry folks. We have live music and lively boat-oriented activities. It's a fun day, and it's a fun way to get a taste of life as a boater, or to enhance your life as a boater.

We also remember that some of our neighbors may not be doing as

well as we are, here at the helm; so, last Oct., we combined our festive event with a fundraiser for those affected by Katrina and Rita. Other great people pitched in: Oakland's Gingerbread House created uniquely beautiful cookies for the event, which were a big, delicious hit. Our Sausalito neighbors, Maritime Electronics, donated a Global Positioning System device (GPS) for the raffle.

After the event, we were grateful and proud to mail a hefty check to the Red Cross. It was the same pride we felt two years ago when we raised funds at "Bay Fest" to help with the purchase of a new fireboat for the Bay.

The pleasure of your company is requested at our next "Bay Fest" weekend (Apr. 29-30). This time, it's a Sausalito celebration, which will include food, music, art, boats, information and merchandise, and yes, lots of great

folks. Once again, we will be donating to a worthy cause. Please join us in the festivities. Our dock in Sausalito will be alive with waterfront charm. If it's a taste of Sausalito you're looking for, you can find it here. If it's a boat you're looking for, you just might find the boat of your dreams here, too! For more information, please contact us at (415) 331-5020.

Ed has been selling boats in the Bay Area for over 12 years. He and his wife, Pam, opened McGrath Pacific Yacht



Sales three years ago. Being at the helm of their 36' trawler is one of Pam's favorite activities.

"Mardi Gras Parade" of Boats

In patriotic affirmation and determination to stand tall and strong, up to 250 boats from Northern CA yacht clubs are expected to enter the "Opening Day" decorated boat competition, titled "Mardi Gras Parade." Any boaters wishing to participate can sign up at www.picya.org. Deadline to enter is April 11.

WHEN: Sun., April 30, Noon.

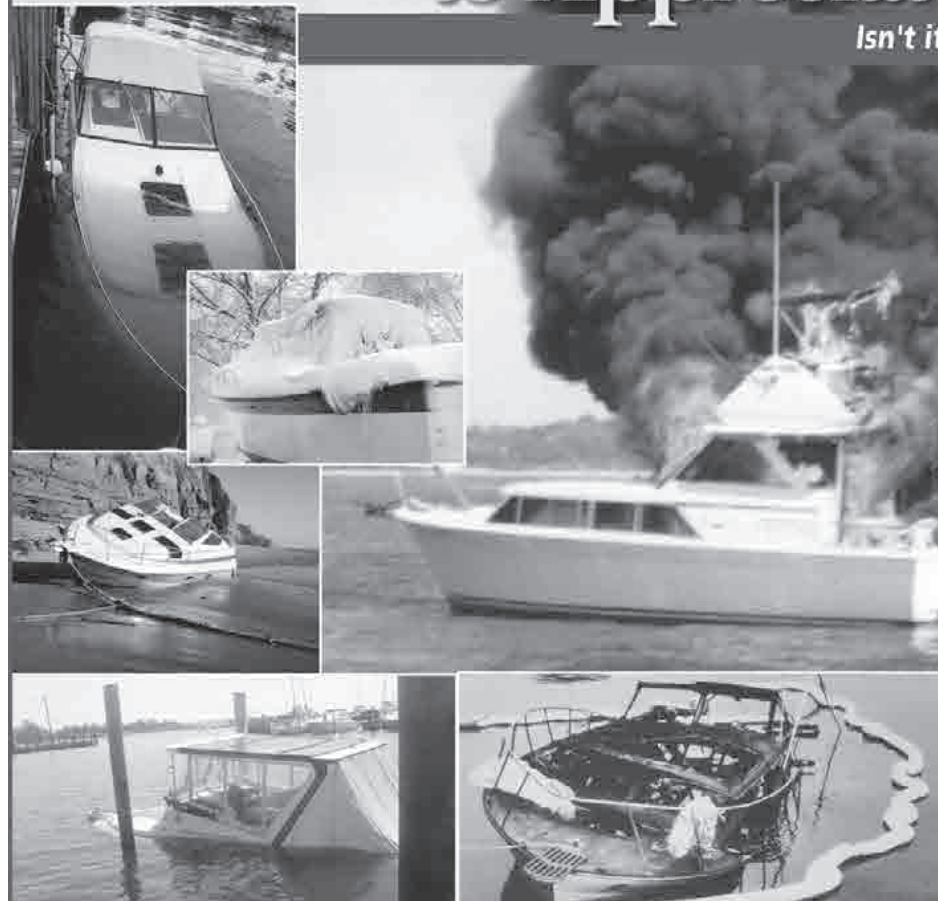
WHERE: San Francisco's Northern shore, from Crissy Field to PIER 39.

ADMISSION: Free

WHO: Pacific Inter-Club Yacht Association and members of 100 yacht clubs, sponsored by BoatU.S., as well as boaters from the general public.

Sometimes You've Got to Picture the Worst to Appreciate the Best.

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Boating for Bragging Rights

BY BILL PICTURE

A spot of bad luck kept Johnny Owens from participating in last year's Opening Day on the Bay, a judged parade of theme-decorated boats that helps kick off the official boating season here in the Bay Area every April.

The Walnut Grove resident, a member of the Encinal Yacht Club in Alameda and a delegate to the Meeks Bay Yacht Club in Lake Tahoe, had spent weeks transforming his family's boat into a Viking ship. He had even fashioned Viking costumes for his family to wear that day, complete with horned hats, warrior shields and axes.

"But, wouldn't you know it, my boat broke down on the way to the parade," he says.

This year, Owen, who took home the first-place trophy for Best Overall in 2004, says his boat is in tip-top shape. And, once again, he plans to give the other entrants a serious run for their money in this year's parade of boats, on April 30.

"My biggest competition is the Island Yacht Club [from Alameda]," he says. "We're all pretty competitive, but it doesn't get nasty or anything. It's friendly competition."

The annual event draws thousands of spectators each year, who line The City's northern shoreline (from Crissy Field to Pier 39) to watch the procession of decorated yachts.

"We started planning about four months ago," says Marcia Stern, commodore of the Presidio Yacht Club. "As soon as we found out this year's theme, which is 'Mardi Gras on the Bay', we started thinking about what we were going to do."

Stern's boat is one of three from San Francisco's Presidio Yacht Club that is entered in 2006 competition.

"You know, it's takes time to put something good together," she continues. "[My husband and I] won Best Decorated Sailboat last year. This year, we're really pushing for Best Overall."

Jerry Zanolli, commodore of the Emeryville Yacht Club, has his eye on the same prize.

"I can't tell you what we're planning. It's top secret," he jokes. Zanolli won Best Decorated Powerboat in 2004. "I mean, I could tell you, but then I'd have to kill you."

"Yeah, [Jerry] will be miserable if he doesn't win that," jokes Manuel Mier, commodore of the Pacific Inter-Club Yacht Association (PICYA), which organizes the event. "It's not really about the trophy or the prizes. It's about winning bragging rights for the next year."

Sausalito-based PICYA represents more than 100 yacht clubs and boating organizations, all of which participate in the Opening Day festivities each year. Even though the organization itself is 110-years-old, Mier says that this year's Opening Day on the Bay will only be the 89th because the event wasn't held during war years.

"Every year, it seems to get a little bigger," he says. "Last year, we had about 150 boats entered. This year, we're expecting about 200."

According to Mier, preparations for the festivities that mark the opening of the boating season, which runs from late-April through mid-October, begin every the fall for the coming year.

"We meet at least once a month to go over all of the details," he explains. "Coordinating an event of this size and just communicating to all of the clubs is a lot of work."

But Mier insists he enjoys every minute of it. And he says he's amazed every year by PICYA members' creativity: "Really, you would marvel at some of the things the clubs come up with."

"[Opening Day on the Bay] is a big deal for the [yachting] community," says Stern. "We look forward to it all year long."

"And it's a lot of fun," adds Zanolli. "It's a big party is what it is. But I'm telling you, I'd kill to win this year."

"Opening Day" begins at Noon on Sun., April 30. One of the SF fireboats will lead the way. For more information, visit www.picya.org

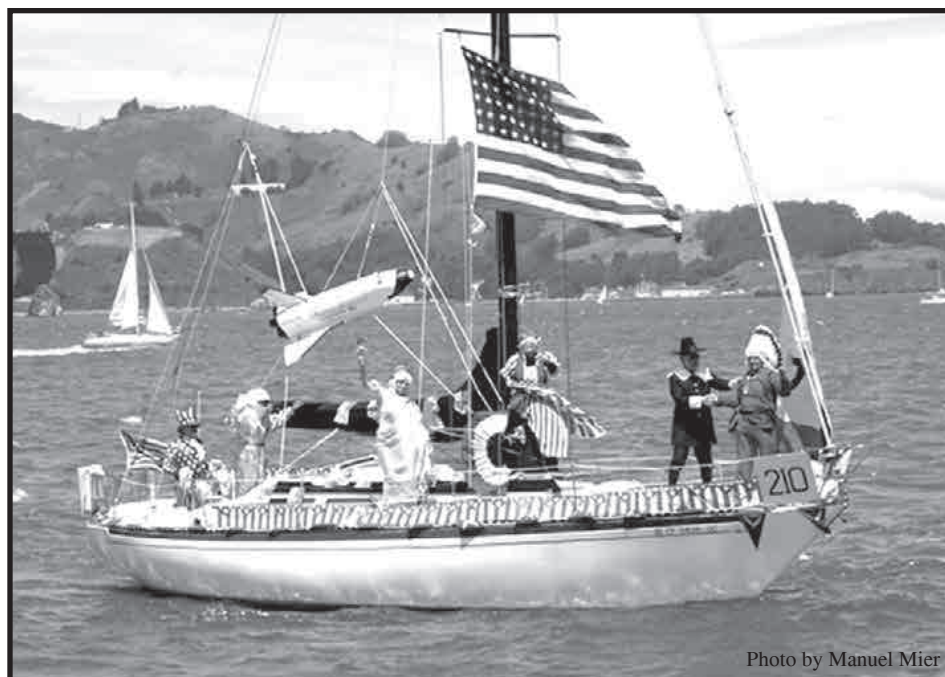


Photo by Manuel Mier

"Every year, it seems to get a little bigger. Last year, we had about 150 boats entered. This year, we're expecting about 200."

-Manuel Mier, commodore of the PICYA

SS JEREMIAH O'BRIEN



2006 Cruise Schedule

April 7 S.F./Sacramento

April 8 Open to public Sacramento

April 9 Sacramento to San Francisco

May 20 International Memorial Cruise

May 21 National Maritime Cruise

July 4 Fireworks Alongside Pier 45

August 26 National Reserve Fleet Cruise

Sept 16 Brews on the Bay Alongside Pier 45

Oct 7 Fleet week Oct 8 Fleet Week

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JACK LONDON SQUARE



Photo by John Ravnik

Bay Area Sailing Season Begins on the "Potomac"

Presidential yacht, *Potomac*, Franklin Delano Roosevelt's famed "Floating White House" will participate in Opening Day on the Bay on Sun., April 30.

Some 250 recreational and special interest boats will participate in this year's festivities.

Join us aboard the Potomac, which is a National Historic Landmark, for a 3 1/2-hour cruise (10:30AM-2PM) to celebrate the official opening of a new boating season on San Francisco Bay.

Prior to departure, a 15-minute video on FDR's presidency and his use of the Potomac will be shown at 10AM in the Visitor Center. Proceeds benefit the Potomac's educational programs. A portion of the ticket price is tax deductible. Tickets are \$80 per person, which includes a gourmet box lunch and beverage. Space is limited.

The Potomac is located at Jack London Square in Oakland. For more information or to purchase tickets please call (510) 627-1215 or check out our Web site at www.usspotomac.org

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Illustration is artist's conception only.

WATERFRONT ADVENTURES

April Waterfront Activities

- Apr 2** **10AM - 12PM – Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Sloat Blvd, www.sfsurfrider.org**
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Sloat Blvd and we'll provide gloves, bags and instructions. Rain cancels this event.
- Apr 8** **10AM - 2PM – Pillar Point Harbor Tour: Half Moon Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastside region of Pillar Point Harbor in Half Moon Bay. Get up close and personal with harbor seals, marine birds and other wildlife. \$49 including equipment and guides.
- Apr 8** **6:30PM - 9:30PM – Full Moon Paddle, Sea Trek Ocean Kayaking Center, Sausalito, 415-488-1000, www.seatrekkayak.com**
Explore the Sausalito waterfront with its houseboats and harbor seals. From our sleek, comfortable double kayaks we'll be watching the sun set behind Mt. Tamalpais and the colors of the sky and water change. We'll paddle back to the Sea Trek beach on a ribbon of pearls as we watch the moon rising over Angel Island. No previous paddling experience necessary. \$75 including all kayaking gear and guides.
- Apr 8 & 9** **10AM - 5PM – Bodega Bay Fisherman's Festival, The Real Paddle Race, Westside Park, 707-824-4360, www.coldwatersurfclub.com**
Come paddle out and show us what you're made of. Then join us as we enjoy music, food, and arts and crafts over the weekend. Call 707-824-4360 for details.
- Apr 9** **7AM – Monterey/Carmel Dive Aboard The DV Escapade, Advanced Diving Technologies, 925-432-2111, www.adtscuba.com**
Join us aboard the DV Escapade for the best Pacific Coast diving. Swim through the Kelp Forests; be amazed by the colorful seascape and diverse sea life. \$85 includes two dives and refreshments. Nitrox available. Reserve your space today.
- Apr 9** **9AM - 2PM – Corte Madera Salt Marsh Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. \$70 including equipment.
- Apr 9** **9AM - 3PM – Bair Island Kayak Trip: Redwood City, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Join us for an exploration by sea kayak of Bair Island and Corkscrew Slough! Launching from the public boat ramp on Redwood Creek in Redwood City, we cruise through a paddler's paradise of intimate waterways and tidal marshes within a national wildlife refuge. This is a fun day of easy cruising in a spectacular, calm-water wonderland right in your own backyard. \$100 including equipment and guides.
- Apr 13** **7:15PM - 10:15PM – Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. \$65 including equipment.
- Apr 14** **7PM - 11PM – Moonlight Kayaking: Jack London Square, California Canoe & Kayak, 800-366-9804, 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 a delightful evening. \$49 including equipment and guides.
- Apr 14 & 15** **Stillwater Cove Ranch Abalone Dive, Captain Aqua, 925-829-3843, www.captainaqu.com**
Located just south of Ocean Cove, "the Ranch" has an old dairy barn that has been converted to a bunkroom w/ bathrooms, full kitchen and exterior cleaning stations. Barn accommodates 10 with additional camping for 16 people. \$40 fee, includes a Saturday evening diner. Limited to 26 divers.
- Apr 16** **Bodega Bay Kayak Tour, Bodega Bay Kayak, 707- 875-3944, www.bodegabaykayak.com**
Tour the Bodega Bay area with a guide viewing leopard sharks, bald eagles, otters and more of the pure nature the Sonoma coast has to offer. We start early and go for 3 hours, this trip books fast, call 707-875-3944 for details. \$75 including equipment.
- Apr 16** **8:30AM - 11:30AM – Paddle the Gate, Sea Trek Ocean Kayaking Center, 415-488-1000, www.seatrekkayak.com**
Following our safety orientation and paddling session, we'll launch in our stable, two-person kayaks from Horseshoe Cove to follow the shoreline toward the Gate. As we leave the protection of the cove we'll feel the formidable currents sweeping between bay and ocean. We'll experience the thrill of paddling under the Golden Gate Bridge. No previous paddling experience necessary. \$75 including all kayaking gear and guides.
- Apr 16** **10AM - 3PM – Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. Specifically timed for optimal and safe paddling conditions, this trip is appropriate for beginner and intermediate paddlers alike. \$85 including equipment.
- Apr 22** **7:30AM – Monterey Express Dive, Captain Aqua, 510-728-0225, www.captainaqu.com**
Leave the beach behind aboard the Monterey Express for a magnificent view of the life within the kelp forests, canyons and submerged pinnacles of Monterey and Carmel bays.
- Apr 22** **9AM - 3PM – Elkhorn Slough Wildlife Journey: Monterey Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
The marsh habitat of Elkhorn Slough in Monterey Bay is one of the best places in North America to combine a day of quiet water paddling and wildlife viewing. An amazing variety and abundance of animals call it home: sea otters, harbor seals, herons, egrets, hundreds of pelicans and thousands of sandpipers. Our trip leader for this wonderful tour is naturalist and kayak guide par excellence, Greg Meyer. \$109 including equipment and guides.
- Apr 22 & 23** **Big Stick Logjam Old-Board Surf Contest, Pleasure Point, Santa Cruz, Big Stick Surfing Association, www.bigsticksurfing.org**
All boards must be made prior to 1970 and weigh more than 20 lbs. No cords! 7am to 5pm Saturday, plus the party Saturday evening, and 8am to 2pm Sunday.
- Apr 23** **10AM - 2PM – Pillar Point Harbor Tour: Half Moon Bay, California Canoe & Kayak, 800-366-9804, www.calkayak.com**
Kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastside region of Pillar Point Harbor in Half Moon Bay. Get up close and personal with harbor seals, marine birds and other wildlife. \$49 including equipment and guides.
- Apr 29** **8AM - 1PM – Monterey Boat Dive, Pinnacles Dive Center, 415-897-9962, www.pinnaclesdive.com**
Two dives on the Monterey Express. \$85 includes 2 tanks and continental breakfast. Call 415-897-9962 for details.
- Apr 30** **10AM - 1PM – Scenic Sausalito, Sea Trek Ocean Kayaking Center, 415-488-1000, www.seatrekkayak.com**
Explore the Sausalito waterfront, with its houseboats and harbor seals. From our sleek, comfortable double kayaks we'll cruise along checking out the views of Mt. Tam and the SF City Skyline. This trip is perfect for beginners. No previous paddling experience necessary. \$65 including all kayaking gear and guides.

WATERFRONT ADVENTURES

Organizations, Associations & Clubs

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

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

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

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

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

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

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

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

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

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

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

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

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

Surfrider Foundation (Sonoma Chapter) - Penngrove, www.surfrider.org/sonomacoast

(Non-profit, environmental organization dedicated to the protection and enhancement of our local waves, water and beaches through conservation, activism, research and education.)

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

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North Coast Wave Rider

Can't catch a wave if you're not fit to paddle

BY ALEX KOLOVYANSKY

If you haven't noticed, the last couple months it's been raining cats, dogs and even a few snowmen in the usually fair city of San Francisco. That doesn't bode well for a chance to hit the water and surf. What can we do then to stay in (or get in) shape, so that the time we have to surf is the most enjoyable?

Whether you're still renting boards or come to the beach with five of your own, there are plenty of activities that can make surfing easier and all-around more enjoyable.

For those who keep regular work hours, there is often a lot of sitting involved. This tends to weaken, what is called, our "core," the muscles that help keep good posture and stability.

Core muscles are probably the most important for surfing because they help with balance and reacting to changing positions. Keeping them in shape helps prevent injuries and makes it easier for your body to respond to the rigors of the sport. Combining core strength activities with upper body strengthening exercises will keep you surfing longer and feeling better.

Simple exercises can be done in the

comfort of your own home, including push-ups and sit-ups.

More advanced athletes may want try holding the push-up in the "down" position for an extended period of time. Or try using flex balls or bosu balls to strengthen and improve balance. Several personal trainers actually recommend doing lifting exercises at the same time as balancing exercises with these accessories, because it offers the body a "two-for-one" deal—it strengthens the muscles around the spine while working the arm muscles. That's exactly what you need out in the waves.

Surfing is a physical sport that requires aerobic, balance and strength conditioning in and out of the water. If you want to learn more or customize a workout routine for yourself, and enjoy the benefits it can have on your surfing ability, read. "SurfFlex" is a great book. It details lots of exercises that do not require a gym membership and can be done anywhere.

Yoga and Pilates complement surfing, too. In fact, any of these balance and strength-training suggestions will benefit other activities we do, like catching our balance if we slip while walking on dry land. And they will definitely help make surfing more enjoyable, rain, shine or snow.

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RIDING THE SAIL

BY WHIT POOR

As the winter season loosens its grip on the northern hemisphere, we wait in anticipation of the coming seasons. Clothes are bought and houses are cleaned, as the gloom of winter is replaced by wild, warming, ever-changing spring. Daydreams take flight. Our bodies become restless in their quest for activity, and we find ourselves exploring new venues of adventure.

Imagine yourself flying across the water at speeds of up to 30mph, with the sun on your face and the wind in your hair. Now picture never having to fill up a tank, stop at a dock or tow a trailer. This is windsurfing—one of the most exciting sports to be blessed with the Bay Area.

Those interested in getting into windsurfing will be happy to know that innovation has made the sport much easier than it used to be. Modern technology has changed the face of the industry. The equipment has evolved so much that given the proper instruction,

one can be up and sailing in less than a week. The early years of neon wetsuits and triangle sails are gone. Sails are no longer cloth, but a clear plastic called monofilm that is tough, yet light. Boards are made out of carbon and epoxy resin, oftentimes having a full deck pad for beginners and intermediates alike. Rather than the traditional 40-pound rig, today they weigh less than 20 pounds. Furthermore, the Bay Area is full of qualified instructors who will teach you.

If you have never tried windsurfing before, it is a challenge well worth the learning time, because once you reach an intermediate skill level, the entire Bay becomes your playground. Afterward, adventures await; perceptions change; traveling on board from Crissy Field to Sausalito now takes less than five minutes.

While some may find it difficult to get into the sport, here are some tips to keep in mind that will greatly reduce frustration.

1. As a beginner, make sure you have the time to practice the things you learn. This takes patience, but the first lessons learned are the building blocks



Photo by Whit Poor

of the sport. Also, keep in mind that it is generally not recommended to buy beginner equipment. The reasons for this are simple. For one, beginner equipment tends to be bulky and slow, and you only will use it for a limited amount of time. The best thing to do is find a place that rents beginner equipment for a good price.

2. Windsurfing is a fun, physically demanding sport. The challenge of windsurfing is great exercise and provides a complete body workout, in addition to being a lot of fun. Many windsurfers spend roughly two hours out on the water.

During this time, one does not simply hold on to the sail, but uses the aid of a harness as well. This saves strength and prolongs the experience.

3. The key to windsurfing is to let the sail do the work and simply go along for the ride. Trust me, you will find that not only is this true, but it will allow you to excel at the sport at a much faster rate.

For all who want to give windsurfing a shot, you have nothing to lose and everything to gain. This is an exciting sport and an adventure for the body and the mind.



Photo by Whit Poor

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Klaus Lange's Distinct Palette



BY SCOTT HARGIS

Klaus Lange was having lunch recently at Z Café, on Auto Row in Oakland. Lange, who is a merchant seaman, a chef, and a photographer, has an exhibit of his photographs in the café through April. The images of the scraped and weathered sides of ships' hulls are remarkable works of abstract art. And, in addition to the exhibit in Oakland, his work has shown, or is currently on display, in Hamburg, London, Tokyo, Toronto, and soon Panama.

Lange is a tall, 64-year-old man with an imposing presence. This day, he was dressed all in black. With his salt-and-pepper beard and soft German accent, he looks and sounds every bit the crusty sailor; except that his conversation flows back and forth between art and cooking to the point that one wonders if he distinguishes between the two. Before placing his order for lunch, he described for the waitress a menu idea for baked salmon filets. "Sounds great, Klaus," she said. After ordering a grilled cheese sandwich and a bowl of tomato soup, he looked around the restaurant and remarked, "I liked their attitude with the menu, so I had no problem linking up with them."

Lange works four-day turnarounds as a chef aboard a station boat that cruises back and forth, 24-hours a day, about halfway between the Farallons and the Golden Gate, waiting for a ship. When one approaches, Lange's vessel moves alongside it, and a pilot scrambles up a rope ladder to guide the freighter in past the large sandbar and through the various currents that mark the entrance to the San Francisco Bay. When a ship leaves the bay, Lange's boat (and, since 9-11, a federal sea marshal as well,) moves in to take the pilot off. The transfer is made while both vessels are underway. "Sometimes it gets pretty hairy; everything is moving up and down, you know."

While the two ships are within a few feet of each other, Lange makes art: "I just look out the window and say, 'Yeah... I like this shape,' grab my camera, which is lying right on the windowsill there, step outside, 'click, click, click,' come back inside. Fifteen seconds, it's done."

When asked how he chooses which portion of the gigantic hull to photograph, he said, "That's just pure inspiration at the moment. Because I don't have time to think—I only have fifteen seconds." Around a bite of his sandwich, he added, "I don't have time to ponder."

Throughout the meal, Lange kept up a constant stream of recipes and sea lore. As he ate, he rattled off recipes for warm scallop salad with ginger dressing, salmon



tartar, chicken breast with lemon zest, blackened striped bass and club sandwiches.

Interspersed with this, he spoke of his photography. “I have to be out there, and picking my groove. Of doing the art that is at sea, that nobody else gets to see—motifs that travel years and years around the world without anybody paying attention to them, until they show up in front of my camera. And here they are. And they would have been in oblivion still, if it hadn’t been for me out there.”

Lange began photographing the sides of ships about four years ago. As the freighters criss-cross the ocean, their hulls scrape past wharfs, against tugboats and are weathered by storm and seawater. The ships are painted and repainted; the layers exposed by wear and tear and the resulting shapes and colors form the basis of Lange’s art.

He made his image “Journey To Soft Places” in 2004. “I see definitely a person, looking over his or her shoulder, wandering into something that is, uh, there’s still adventure ahead. But it’s not a static picture. So, finding scenes like this, that’s my joy right now.”

After lunch, on the way to his Emeryville apartment, Lange mentioned that he recently returned from Panama where he was photographing vessels passing through the canal. “The beginnings of my soon-to-be-famous Panama Collection,” he said, smiling.

In his home, prints of his photography are hung side-by-side framed menus from the many places he has cooked. This year Lange has an exhibit scheduled aboard the cruise ship *Europa*, and he’s going along as a sort of celebrity chef.

Aboard the station boat, Lange is free to prepare whatever he likes for the crew. On this day, the weather outside was foggy and cold. “If I need to write a menu for today, I look out the window. What does it tell me? Well, that looks, if I’m out on the ocean, this looks like split pea soup, it looks like baked ham, roast chicken, garlic mashed potatoes, a nice grilled fish. Totally simple. There’s nothing festive about this; there’s nothing exotic about this weather. This is like, comfy. Sometimes I wake up, and it’s like somebody poured oil on the ocean, not even a ripple on there, and blue sky. I say, “Hey, man, Jamaica! Is this Jamaica on the horizon?” They say, “No,

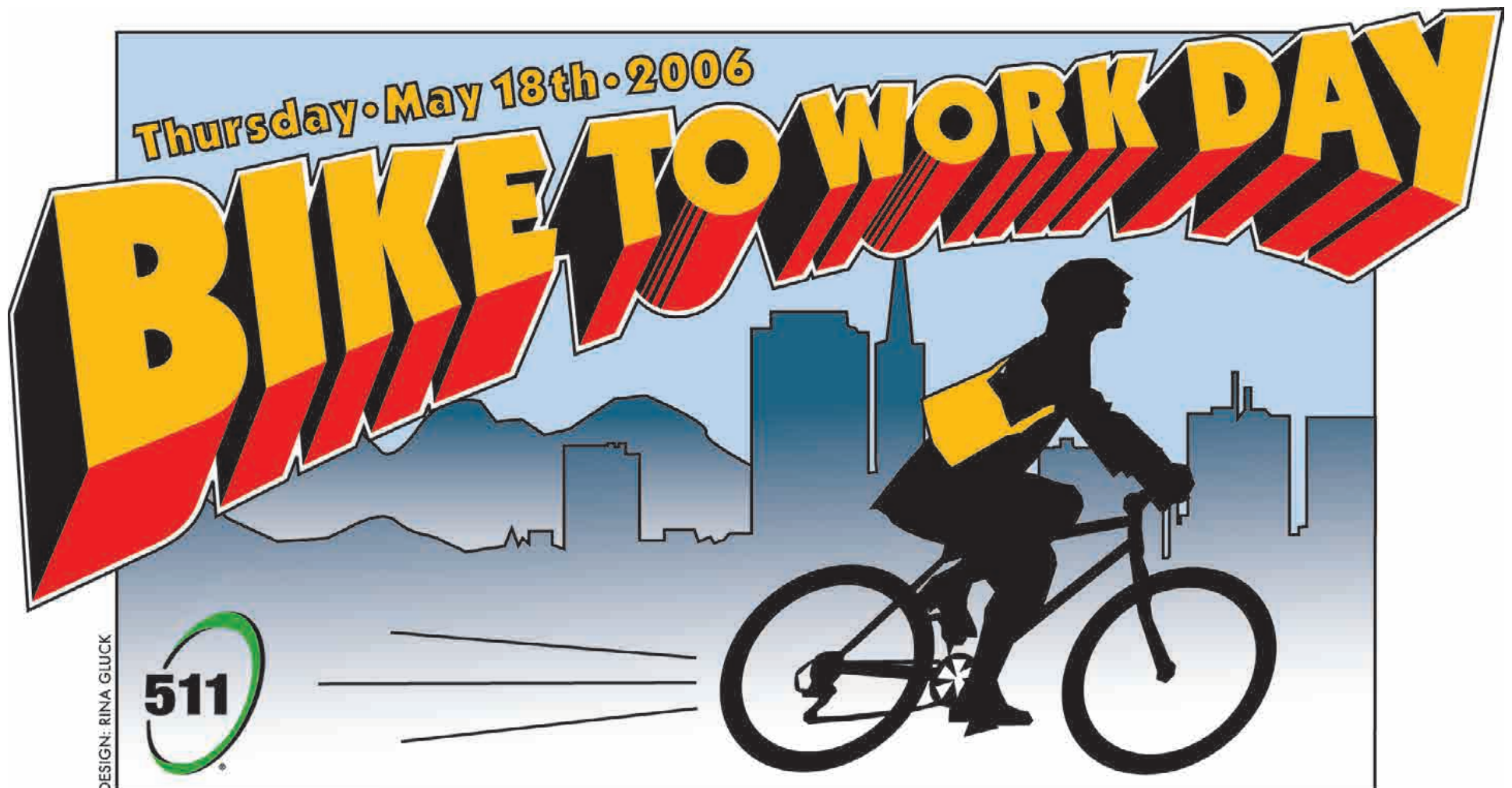
Klaus, it’s...’ ‘No, it’s Jamaica,’ I say. So now we’re going into jerk chicken and stuff where I’m borrowing from Cajun cooking, blackened stuff, good, blackened fish.”

Then, looking at an image on the wall, he said, “My images are very approachable. A ship’s hull is like a great expressionist canvas. Through my work I offer a new way to see abstract painting, and at the same time, a new way to see photography.” He paused and added, “No ship owner wants to know that their ship looks like this. They’d be insulted. They don’t want to know. They’re in denial about that.”

Lange has gotten to know the ships that make regular runs in and out of San Francisco quite well. Has he seen the same image twice? “Oh, yes. Sometimes the ship comes by, ‘Oh, my God, it’s an old friend,’ you know. I just recognize it. And I can see how it’s changing.”

Photos (opposite page) top: *March of the Squids*; bottom: *Leviathans*; (this page) top left: *Kandinsky Palette*; top right: Lange behind the lens on his ship; below: *Sternsweep*. See more of Klaus Lange’s photography on his Web site: <http://seaklaus.myexpose.com>





Mark your calendar!

Thursday, May 18

is the San Francisco Bay Area's 12th annual Bike to Work Day—a celebration of bicycling as a healthy, fun and viable form of transportation.

Throughout the Bay Area, dozens of local events taking place during the months of April and May will get people excited about bicycling, and the benefits it provides for public health, traffic reduction and our environment.

Stay tuned to 511.org to find out about local events happening in your community, such as the group bike ride and party in Marin County, or the “Bike Home From Work Party” in San Francisco.

Ride to Win

On the morning of Bike to Work Day, hundreds of energizer stations will be located throughout the Bay

Area to provide free beverages, snacks, bike messenger bags (while supplies last) and encouragement to bicyclists. A list of energizer station locations will be posted on the bicycling page at 511.org. Those who register to ride their bikes to work on May 18 are eligible to win one of three bicycles, plus a range of other prizes—just enter online at 511.org.

Another way to participate and win is through the Team Bike Challenge. Teams ride as often as possible during the month of May, and the team that rides the most wins the grand prize. Details are on the opposite page, and are also available on 511.org. Bike to Work Day updates will be available on the Website, or dial 511 and say “bicycling” at the main menu.

Nominate a Bike Commuter of the Year

Do you know someone in your county who is committed to making every day a Bike to Work Day? Does this person epitomize and actualize the health, environmental, social and economic benefits of bicycling? Please share their story with us!

We are now accepting nominations for Bike Commuter of the Year, and one person from each of the nine Bay Area counties will receive an award.

Nominations are due by April 17. Visit the bicycling page at 511.org to get your nomination in today.

The San Francisco Bay Area's Bike to Work Day 2006 promotions are being organized by the Metropolitan Transportation Commission (MTC), the Bay Area Bicycle Coalition, county congestion management agencies, local bicycle coalitions and hundreds of volunteers. The event is funded by MTC and sponsored by Mike's Bikes.

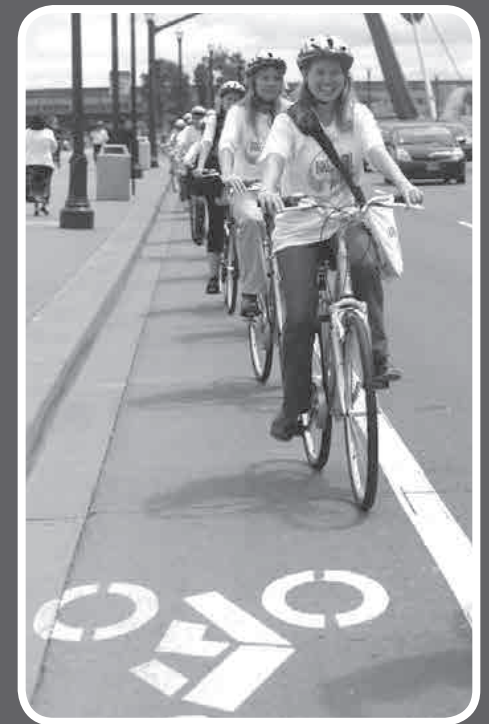
Attention Reality Show Fans: This is your chance to start pedaling your way to fame!

Are you a fan of reality shows like Survivor or Amazing Race? Ever think about trying out for one? How about going for the next best thing—participating in the Bay Area's Team Bike Challenge!

Team Bike Challenge is a month-long event in which teams ride their bikes as much as possible, while competing against each other for the most trips and points during the month of May. "Now's the time to form your teams, as the Challenge begins May 1," says Cole Portocarrero, the Bike to Work Day and Team Bike Challenge coordinator.

Participants in the Challenge form teams of five, choose a creative name for their team, sign up at 511.org and log the days they bicycle on a personalized calendar on the site. Teams do not have to ride together, and each team member earns a point every day they use a bike for transportation purposes. "We're hoping that the Challenge will inspire people to use their bikes for many more days than they would otherwise," says Portocarrero.

Teams can track each other's progress online on the 511.org bicycling page. Plus, every week, the Website will provide a team status report so they can stay competitive with other teams in their county. The highest scoring teams in each county will be eligible for a range of prizes, and the top team in each of the nine Bay Area counties will be honored with a bike rack and an honorary plaque to be placed at a location of the members' choice.



Photos by Noah Berger

When is the Team Bike Challenge?

Team Bike Challenge takes place during National Bike Month: May 1 to May 31.

How to enter:

It's simple: Form a five-member team and sign up at 511.org. Your team must have exactly five members including: a team captain, at least two novices and one optional "Big Wheel" teammate. All team members must live and/or work in the same county.

Novice: A novice is new to riding, or an infrequent rider who uses their bike only two times a month or less. Novices are great teammates because for every day they pedal around town they earn double points for your team. Each team can have two to five novice riders.

"Big Wheel": A "Big Wheel" is an elected official, media person, company executive or manager. They are an optional addition to your team, but earn triple points for each day they ride. Each team may have only one "Big Wheel."

How to score points:

Use your bike to pedal about town or to work during the month of May. Points are accrued by the number of days you use your bicycle, and only for trips with transportation purposes.

How to log points:

Individual team members will log on to a personalized calendar at 511.org to record the days they ride within the month of May. Even if a team signs up mid-month they can win!

Prizes:

The team that scores the most points will win a grand prize: a bike rack to be placed in a public space of their choice in their county. The bike rack will include a plaque dedicating the rack to their team. Each team member will also win a prize. Stay tuned to 511.org for more prize information.

For more information visit the bicycling page at 511.org, call 511 and say "bicycling" or e-mail us at btwd@511.org.

So, You Want to be a Brewer?

BY JOEL WILLIAMS

Prior to 1978 it was illegal to brew beer at home for personal consumption. We can thank California Senator Alan Cranston for introducing legislation to legalize homebrewing, and President Jimmy Carter for signing it into law. “Homebrewers brew home beer because domestic beer lacks the rich malty taste they like,” Cranston said when the measure passed Congress. “Homebrewers share a creative desire to concoct beer to their own personal taste.”

My brother was a homebrewer. He’s the one who introduced me to the myriad of beer brews—a pleasant departure from the bland, mass-produced, American beers



that dominated the market in the ’80’s.

As a result, my taste and interest in microbrews began to grow, along with the microbrewing craze that spawned a slew of new and interesting beer products available for consumption.

I first entered the beer industry in 1992 when I accepted a sales position with a microbrewery in Nashville, TN. One of the first things I did was to learn as much

as I could about the brewing process so I could understand what was unique about the handcrafted beer I was selling. I was fascinated by all that went into producing a product that I had taken for granted for so many years. I soon gained enough knowledge to guide brewery tours for clients and visitors. I was also frequently called upon to work on the bottling line; and yes, occasionally, we would put a glove on a bottle and wave at it as it headed down the line à la Laverne & Shirley.

A revelation came to me when I went to my first brewfest, representing our product to hundreds of beer savvy consumers. I accompanied the Head Brewer and soon found that he was the most popular person at our booth. Everyone wanted to talk brewing to the brewer.

That evening, all of the brewery representatives gathered around the pool at our hotel and shared each other’s products and swapped stories. The camaraderie amongst the brewers reminded me of my fraternity days in college. It soon dawned on me that I’d be much happier making beer than selling it. I wanted to join the fraternity!

It wasn’t long before I cornered the Head Brewer and asked him how I could get to where he was. He said I needed to get some on the job experience and then go to brewing school, if I wanted to do it right. Now, there are quite a few brewers out there making very good beers with no formal education at all. I have also tasted some very nasty concoctions at brewpubs made by brewers whose only previous experience was making a few gallons of homebrew in their kitchen or garage. This was much more common in the ’90’s when brewpubs were incredibly popular but very

inconsistent. Today, the public has a much more discerning palette and is less likely to tolerate a poor product.

So, I took the advice and traded in my sales book for a pair of rubber boots, began working in the brewery and applied to the Siebel Institute of Brewing Technology in Chicago. Siebel has been in existence for over 130 years and boasts alumni from more than 60 countries, many who can be found in almost every major brewery on earth.

I was a bit concerned about the whole classroom scene, being 10 years out of college, but hey, how hard can brewing school be? It turns out that it can be pretty damn hard. The curriculum was loaded with advanced chemistry, microbiology, engineering and physics, complete with lab work.

My classmates included people from South America, Vietnam, Canada, and a very flamboyant trio from Holland representing Heineken Brewery, along with representatives from numerous microbreweries within the U.S.

Trying to reestablish long lost study habits was hard enough, never mind the onsite Bier Stube, an open beer bar located right across the hall from the main classroom, always beckoning with samples. No one was discouraged from imbibing during the 10-minute breaks between classes, and many brought a frosty one back to enjoy during class.

Although, at times, I thought I was in over my head, I earned my diploma in brewing technology and embarked on a professional brewing career in Chicago.

Next month, before you throw caution to the wind and head down the brewing path, find out why I continue to sip, but no longer schlep suds for a living.



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Cheers for Beer

BY DIANNE BOATE AND ROBERT MEYER

Some people are quite content to buy their necessities and luxuries, but there is another part of the population that enjoys the process of making things themselves. With Dianne being part of the latter group, it is no wonder she was attracted to find out about how to make beer, remembering that someone had said, "If you can make bread, you can make beer." So, we took that a step sideways and made some bread with beer. This is not a new idea.

In the mid '70's a man in San Francisco created beer-bread kits to sell. You can do it yourself with just 3 ingredients: biscuit mix, beer and sugar, but if you search online for "beer bread" you will find some other interesting recipes. We tried two batches made with Gordon Biersch Marzen lager. Delicious! Also, if you look in your cookbooks under beer, you will find quite an array of other beer ingredient recipes, from soups to batters to marinades and stews.

Passion for beer

It took a few years of walking and driving by, but at last, Dianne's curiosity about the intriguing store on the corner of San Francisco's 17th Ave. and Clement St., propelled her through the front door of Brewcraft.

Everything you need to make beer, wine, cider, mead, vinegar is here. That means 60 barleys and grains, 50 kinds of yeast, bottle caps, brushes, books and buckets. This could startle a novice like me, but not to worry. Kits are available in three price ranges (starting at \$25) that contain recipes, ingredients and instructions. What is even better is that, with the purchase of a kit, you receive an invite to attend Mon. evening brewing classes. Beginners

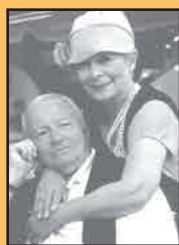
are talked through the process, and given written information. Note: *We found out that brewing refers to the cooking process. Next comes the fermentation period, the clarification, and finally, the bottling. It takes 30 days to get to the first sip.*

The owner of the store, known as "Griz", invites students to get their own intuitive feel about making beer, probably not that different from flying a plane by the seat of your pants, and offers valuable tips from his years of experience. His store is a statement, he said, against the "encroaching plastic fantastic of the world of super chain stores." He is strong on an individual's creation of their quality of life, and for him, hand crafting beer is part of that. His philosophy really brings attention to the homebrewer's passion for making beer. This is the feeling we have experienced so many times in the world of fine, handcrafted wines and spirits.

Wine Country brews

Mendocino is a hot bed of wineries and we go and discover breweries. The breweries are mostly local community microbreweries. The exception is Mendocino Brewery Co., which makes brands that are shipped out of the area. It is California's first brewpub, and maker of the popular Red Tail Ale, which can be found all over the Bay Area. More Mendocino breweries can be found online: www.lakemendocino.com/brew.htm

Dianne Boate is a San Francisco-based writer, photographer and designer. Her work can be seen at www.danielakart.com. Robert Meyer is a consultant to the wine and spirits industry. He recommends, she writes; she talks, he listens. He talks, she ponders; he wonders, she knows.



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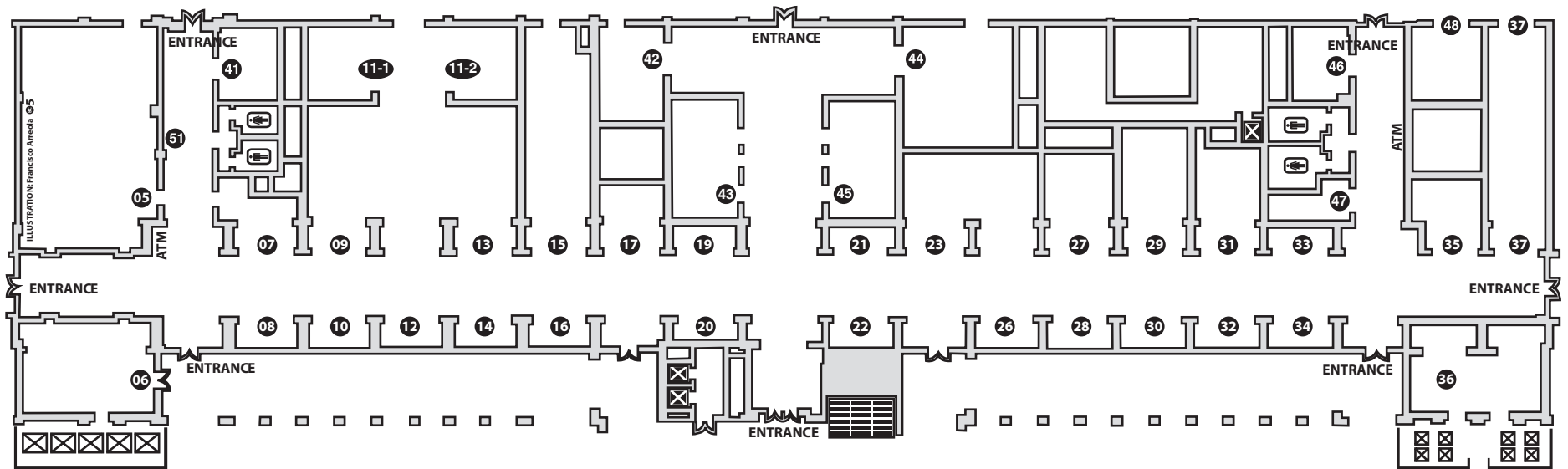
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| 06 Taylor's Refresher | 11-1 Ferry Plaza Seafood | 15 Acme Bread | 22 Bay Crossings | 28 Stonehouse California Olive Oil | 33 I Preferiti di Boriana-Montepulciano | 41 Mistral Rotisserie Provencale | 46 Frog Hollow Farm |
| 07 Oak Hill Farm of Sonoma | 11-2 Hog Island Oyster Co. | 16 McEvoy Ranch | 23 Ferry Plaza Wine Merchant | 29 Village Market | 34 Far West Fungi | 42 Book Passage | 47 Mastrelli's Delicatessen |
| 08 Ciao Bella Gelato | 12 Tsar Nicoulai Caviar | 17 Cowgirl Creamery | 26 The Gardener | 30 Recchiuti Confections | 35 Culinaire | 43 Peet's Coffee and Tea | 48 Boulette's Larder |
| 09 Farmer's Garden | 13 Golden Gate Meat Co. | 19 LuLu Petite | | 31 San Francisco Fish Co. | 36 Market Bar | 44 Mijita | 51 Mill Valley Candleworks |
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Far West Fungi, Store #34
www.farwestfungi.com
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Hog Island Oyster Company, Shop #11-1
www.hogislandoysters.com
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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.



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I Preferiti di Boriana, Shop #33
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.



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.

GRAND CENTRAL SPACES

SAN FRANCISCO'S WATERFRONT IS NOW PERFECTLY POSITIONED TO ACCOMMODATE, OR EXPAND ON RECREATIONAL, ENTERTAINMENT AND SOCIAL ACTIVITIES.

BY ANDREW WOLFRAM

Imagine it: The Ferry Building as an amazing intermodal transit hub, with ferries pulling up to wide, mobile ramps that take disembarking passengers into a beautiful naturally lit concourse. A wide pedestrian bridge connects directly to Market Street, as well as the central hub and connection point for an extensive light rail system that transports passengers to every corner of the City. Imagine the Embarcadero roadway running through a tunnel beneath the Ferry Plaza, keeping car traffic moving and out of the way of pedestrians, and the City's largest public food market bordering all of it, with its scents, sites, sounds and bustling activity.

A vision for the future? Actually, it's San Francisco's past - circa 1930 - when the Ferry Building was the central connection point in an incredibly convenient, seamless and efficient transit network—the crossroads for the City and the Bay Area.

By the late 1950's, after the opening of the Golden Gate and Bay Bridges, much of the Bay Area's mass transit infrastructure was dismantled in favor of the automobile. With the Ferry Building's original use no longer central to its existence, its grand spaces were chopped into small offices and its eastern façade completely buried in concrete. A double-decker freeway wrapped the City's waterfront, further isolating and disconnecting the Ferry Building from city life. Dramatic physical, social and economic changes along the waterfront in the last three decades have given San Franciscans the opportunity to re-think its place

in the City, including the 1989 Loma Prieta earthquake critically damaging the Embarcadero freeway. Thankfully, San Franciscans wisely voted not to rebuild it. Social and economic changes related to the way shipping is handled have meant that most of the historic maritime industries are no longer viable.

So, what does the future hold for San Francisco's waterfront, and what role does the Ferry Building play in its transformation from an industrial port into a recreationally focused district?

With its adjacencies to multiple neighborhoods, San Francisco's waterfront is now perfectly positioned to accommodate, or expand on recreational, entertainment and social activities. To succeed as a vibrant active place, this linear neighborhood that wraps the Financial District needs hubs that draw people to the widest variety of activities. Some of these hubs are purely recreational, like bike riding along the Embarcadero, or seasonal, like the ballpark.

The Ferry Building works as a hub for multiple reasons. At one of the City's most highly visible locations, at the axis of Market Street and the Embarcadero, the Ferry Building is visible from the water, the Bay Bridge, all along Market Street and from the hills to the north, south and west. The recent renovation of the building has built on the dramatic character of its historic features, but also altered the building's circulation patterns, integrating the building more effectively with the streets and water surrounding it. Historically, the ground floor was devoted to service and baggage handling, and offered no views of the grand space above. Now the ground floor nave, parallel to the water and to the street, acts like an interior street, crossed in numerous paces with passageways that provide spectacular views of the

water and access to waterfront promenades. People come to experience this beautiful, naturally lit interior "street", flooded with light through a 660 foot-long skylight, a gathering space in a city with few grand spaces.

Although popular with tourists, locals in particular are drawn by the Ferry Building's restaurants and stores and by the Ferry Plaza Farmer's Market. They come to experience the authentic and local character of the building's stores, so unlike the typical slick and packaged offerings in most retail settings.

By its very liveliness, the building draws people to it. Its redevelopment has spurred adjacent development of Piers 1 ½ through 5, currently nearing completion. The next test is whether this revitalization can spread south along the waterfront as the many tall towers in Rincon Hill increase the population of that area. Maybe then the restaurants slated for the park across from the Gap headquarters will finally be built.

The success of the Ferry Building is due to its central position, its location parallel to the water, which also maximizes street frontage and the high quality of the renovation. Adjacent developments along the water will need to imitate this quality in order to compete, which will have a long lasting benefit for waterfront's future.

Andrew Wolfram, AIA, Senior Associate at SMWM, was the Project Architect for the renovation of the Ferry Building. He is President of the Northern CA chapter of DOCOMOMO US, a national organization dedicated to raising awareness of significant works of modern architecture and design.

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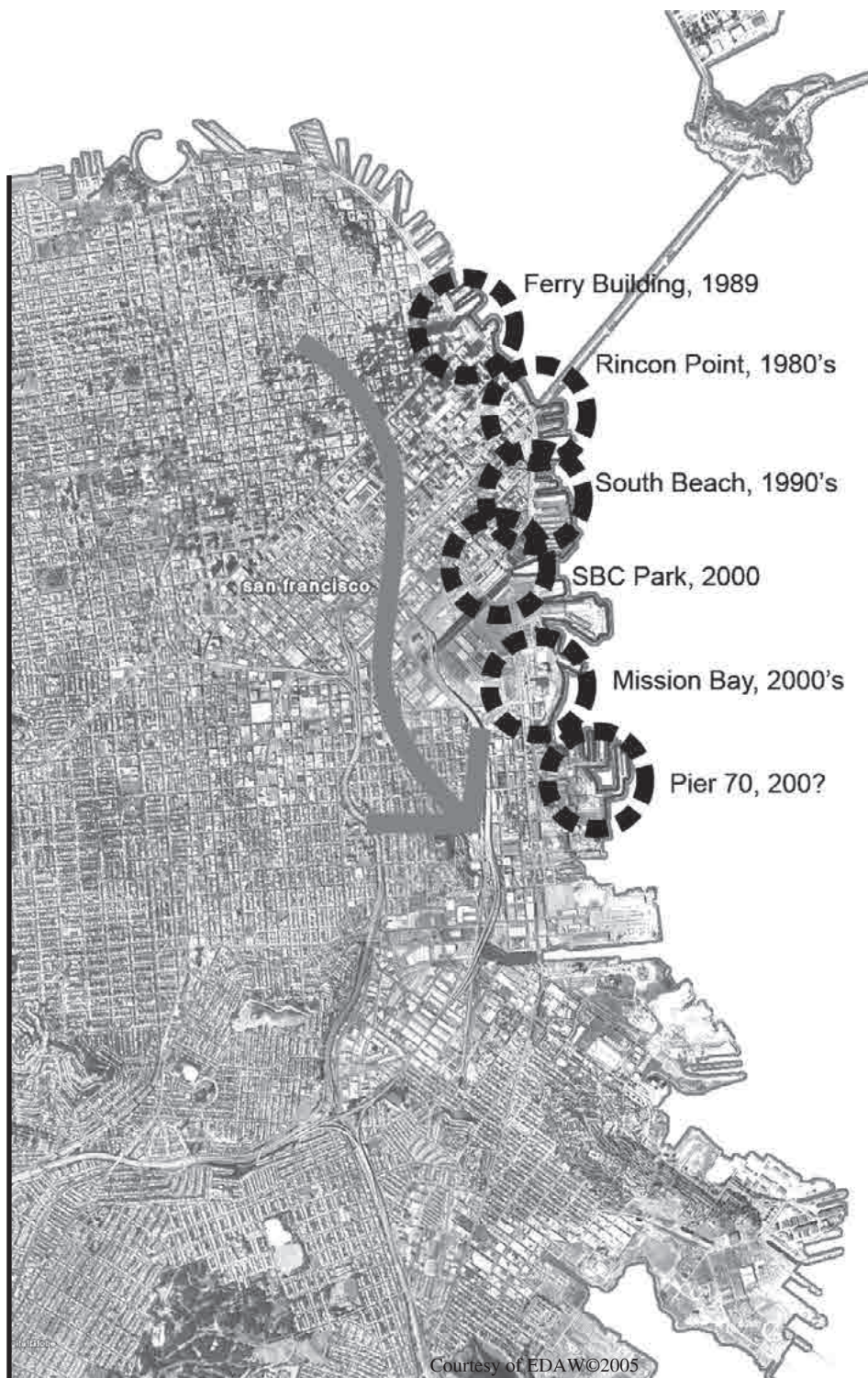
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PORT STORY

Building a Beacon of Trust



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Part I of of Port Story detailed the romanticized vision and real-life condition of San Francisco's waterfront blight. Part II shines a light on those rising to the challenge, those who are planning ways to preserve and build public spaces, without compromising integrity or stability.

BY KRISTEN BOLE
SPECIAL TO BAY CROSSINGS

Just south of the Bay Bridge stands a sleek, 22-story tower, rimmed with glass and balconies. Inside, The Watermark's 136 high-end condominiums represent the essence of luxury living for the well-heeled of San Francisco, with an Olympic-sized pool, spa, concierge and floor-to-ceiling windows offering expansive views of the Bay. For the Port of San Francisco, it represents a new lease on its future.

Not only has the project already generated substantially more revenue to the Port than the expected \$20 million, even before its projected opening in April, it also has managed to clear some critical hurdles in both waterfront development and San Francisco approval.

Part of the \$400 million project to develop the James R. Herman International Cruise Terminal at Piers 30-32, The Watermark is one of a handful of projects that promise to spread the beauty of the Port's new Ferry Building and northern developments southward from the Bay Bridge.

That's not an easy prospect in the wake of the failed Mills Project on Piers 27-31. But in this case, it might offer not only a ray of light for the cash-strapped Port, but also a lesson of how to do it right. "It's the only entitled development project we've got to upgrade our piers," Port Executive Director Monique Moyer said in an interview late last year. "It's our beacon."

Great Reason for Optimism

The Port, which announced a \$1.1 billion, 10-year capital plan in mid-March to bring its piers into working order, is struggling to raise its head above its own high-watermark of debt and neglect. As Bay Crossings

reported last month, the Port's \$55 million annual budget includes only \$7 million for capital expenses, to serve 7.5 miles of aging waterfront, while its trademark finger piers have gone so long without repair that 31 of its 39 pile-supported piers face roughly \$20 million apiece in renovations to be suitable for public use.

But while it doesn't have cash, the Port does have one possession that's envied the world 'round: Almost every inch of San Francisco's waterfront real estate. It is battered real estate, to be sure, but it is 1,000 acres, nevertheless.

That real estate offers huge promise. Following the successes of the Ferry Building, Pier 1, the Pier 7 walkway and SBC Park, the Port has a number of projects underway to provide the waterfront access that San Franciscans crave:

- Pier 14 is being transformed into a public pier similar to Pier 7;
- Piers 1 1/2/3/5 are under renovation for new office space, restaurants and part of a Bayside walkway that will run from Mission to Broadway;
- The Brannan Street Wharf, a \$15 million, 57,000 square foot public park is moving into the next stage of the Cruise Terminal project and extending that open space into South Beach, and the Third Street light rail is improving public access.
- The Exploratorium is in discussions over moving into Piers 15 and 17 and already has gained approval from the Board of Supervisors to explore that further.
- Two new restaurants are projected at Rincon Park.
- Future developments include: a 13-mile "Blue Greenway" to run the length of the Waterfront, and a bold, mixed-use project around the ship dry docks at Pier 70.

“There’s great reason for optimism,” said Paul Osmundson, development director for Lend-Lease Communities, which is developing the Cruise Terminal. “You’re seeing a modern day renaissance of the Port.”

Once the province of boaters and dwindling maritime, the waterfront is finally open to the people of San Francisco, and they’re realizing it’s a treasure. Unfortunately, that treasure is not only restricted by the Port’s financial status, but also by state waterfront laws that severely limit its use.

“The Public Trust Doctrine was designed to save places like Mono Lake,” explained San Francisco Supervisor Aaron Peskin. “It isn’t designed in a way that makes sense for a highly urban waterfront like the Port of San Francisco.”

Among its limits are restrictions on private development on all Port property, waterfront or otherwise, including residential uses. The Port was able to get those limits waived for The Watermark by transferring “like-value property” into the Trust, but that’s not always possible.

Soon, the Port is expected to present draft legislation to the Port Commission, in an attempt to get the state to release non-waterfront Port properties from the Trust without having to transfer other property into it.

Other than that, it’s just the money. “There are good development ideas that can convert this waterfront to make it more of a resource for San Francisco. Not just public access, but also jobs,” said Byron Rhett, the Port’s deputy director for planning and development. “The biggest concern we have is whether there really are the resources out there to deal with the major infrastructure costs to make this a reality.”

There’s one other concern, too. For those projects to work, we all need to learn the hard lessons from the Mills Project.

Portrait of a Failure

When San Franciscans voted in 1990 to develop a Waterfront Land Use Plan, they created a new vision for the Port, with open space and public access, alongside industrial and commercial space that would enable the projects to pay off.

That plan included a mixed-use recreational area at Piers 27-31, which

drew two bidders: mall developer Mills Co. and recreational developers Chelsea Piers. There are many tales of backroom deal making that purportedly led to the final handshake with Mills. What’s significant now is not how they won, but how they lost.

Jon Golinger heads Citizens to Save the Waterfront, a coalition of more than 100 groups and individuals, ranging from property developers to Pier 39 shopkeepers to environmentalists, who very vocally opposed the Mills project. Golinger said the project was far from the recreational center the community had been promised, and ultimately failed due to Mills’ inability to develop an appropriate plan, accurately gauge the Supervisors’ response or collaborate with the public.

“It’s true the Mills plan changed in the last few years, but it never overcame its flaws,” he said, calling Port staff the “unsung heroes” for their attempts to

make something work. “It remained a mall with far more retail and restaurant space than any groups in our coalition thought was good.”

As Board of Supervisors President Aaron Peskin said, when asked what lessons we learned from Mills: “Don’t get cute with the electorate. Don’t make promises and change mid-way.”

While local activists had real concerns, much of the failed project’s problem was, ultimately, its image, and its inability to garner public trust and support. Moyer, from the Port, said the Port, too, learned some lessons.

“The port has extremely limited resources, so we’ve relied on our developers to build consensus on their projects,” she said, shortly before the project officially ended. “That, essentially, turns over the port brand to a third party, and we won’t do that again. We need to control our brand.”

Going Forward

In Feb., a new solution surfaced: A \$9



“Concept Vision Plan” proposes open space while preserving the original historic character of Pier 70. Courtesy of EDAW©2005

million deal in which two San Francisco companies, Shorenstein Development LLC and Farallon Capital Management

Museum, Exploratorium and current Cruise Terminal projects all submitted proposals to the Board of Supervisors during

“There’s great reason for optimism. You’re seeing a modern day renaissance of the Port.”
 – Paul Osmundson, development director for Lend-Lease Communities

LLC would pay Mills for the rights to the project. The Port Commission voted Mar.14 to transfer those rights.

To some, that’s the perfect solution: They’re local, experienced with public input, and are planning to move their own headquarters to the site. That’s likely to create something that will mimic the other renewed properties at Piers 1 to 5: beautiful but not high-traffic.

That doesn’t mean the Mills impact has ended. Overturned after nearly a decade of Port work, the failure sends a clear message to prospective developers that this is not an easy city in which to do business.

“This is very discouraging for quality developers,” said Osmundson. “In most real estate, the risks are a question of when, not if, you’re going to get your project entitled... At the end of the day, the number of qualified developers who will take that on gets reduced to zero.”

The good news is that several of the current projects and proposals have already learned those lessons: The Women’s

initial stages in their planning, saving years of effort if they were to be turned down. None were. The Port Commission also required Shorenstein to immediately obtain the Supervisors’ approval once the Port gives the initial OK.

The Cruise Terminal also suggests an innovative – and transparent – solution to financing the project. Not only does it limit the developer’s returns to 12.5 percent of its investment, but also provided \$9 million in cash up front to the Port, for the land. Extra condo sales proceeds will go straight to the Port, earmarked specifically for the Cruise Terminal project.

Most importantly, projects are including community input much earlier in the process.

“We listened very carefully to what South Beach wanted to see in a development,” Osmundson said, noting the unanimous support by the Supervisors as a result. “We engaged them up front

continued on page 32

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Port Story continued from page 31

and we've constantly adjusted our plans to what the neighborhood wanted."

The Pier 70 plan, while early, also offers some good examples. One of the Port's few remaining maritime sites, Pier 70 is home to BAE Systems Ship Repair, NorCal Recycling and the City's car tow-yard, as well as decrepit Victorian-era buildings. Those are all part of a bold, \$460 million plan, developed by San Francisco environmental design firm EDAW Inc., for a working waterfront that includes offices, parks, artist lofts and studios and esplanades around the gigantic ships under repair.

Through a collaboration with SPUR, the Port contributed \$250,000 to sponsor EDAW's summer internship program last year, in which it brought the "best and brightest" graduate students, plus world-renowned mentors, to tackle the project.

That led to a complete design and financial analysis for Pier 70, which the group released a few weeks ago. The result is a 56-acre plan that includes broad public input.

"The key advantage to the students is they listen better," explains EDAW's Alma De Solier, who co-managed the internship last summer. "All they want to do is the right thing, so the stakeholders around them participate in a more open way. They're not suspicious."

Perhaps that's the real lesson from Mills.

"I think trust underlies it all," said Golinger. "Before the Port's going to be able to really get out of their hole, they'll have to reestablish trust with the community."

"This is one of those watershed moments," he said. "It's got to include asking the people of San Francisco to help. It's got to include asking the state legislature. And it's got to include re-establishing trust with the community and the Board of Supervisors."

After that, the bottom line is very positive.

"The future looks incredibly bright for the waterfront, despite the challenges they're facing—and they're huge," said Osmundson. "It's incredibly bright, though. It just comes down to money; and a lot of it."



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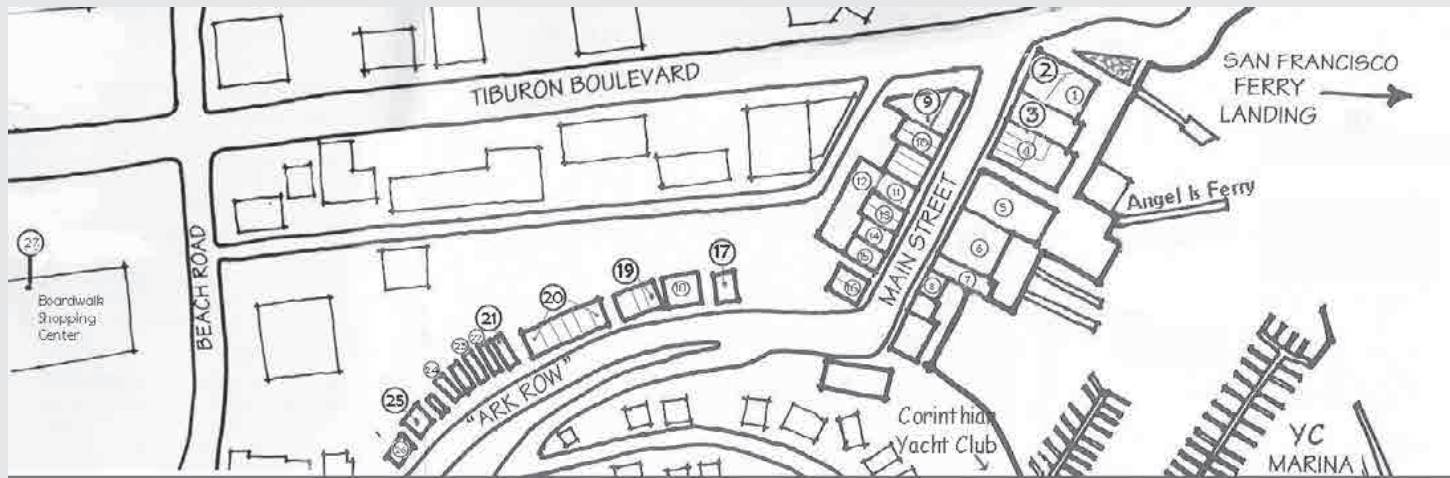


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Map design courtesy of Michael Heckmann, AIA.

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Located on the Boardwalk, just 3 blocks from the Ferry dock on Tiburon Blvd., Shorebirds has many little things that bring elegance to your home. Enjoy browsing among distinctive accent furnishings and decorations. Stunning hand made museum quality platters, pottery, vases plus a fine selection of pieces by Annie Glass, Nambe, Arthur Court, Casafina.

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Gallery 108 is located on the corner of Tiburon Blvd. and Main Street, across the street from the Ferry docks. It offers a well-appointed collection of Asian art, antiques and artifacts effortlessly combined with contemporary works of art, large and small, by local craftsmen. You will not want to miss the fabulous jewelry. Price ranges to suit every gift list with gift-wrap, shipping and delivery services.

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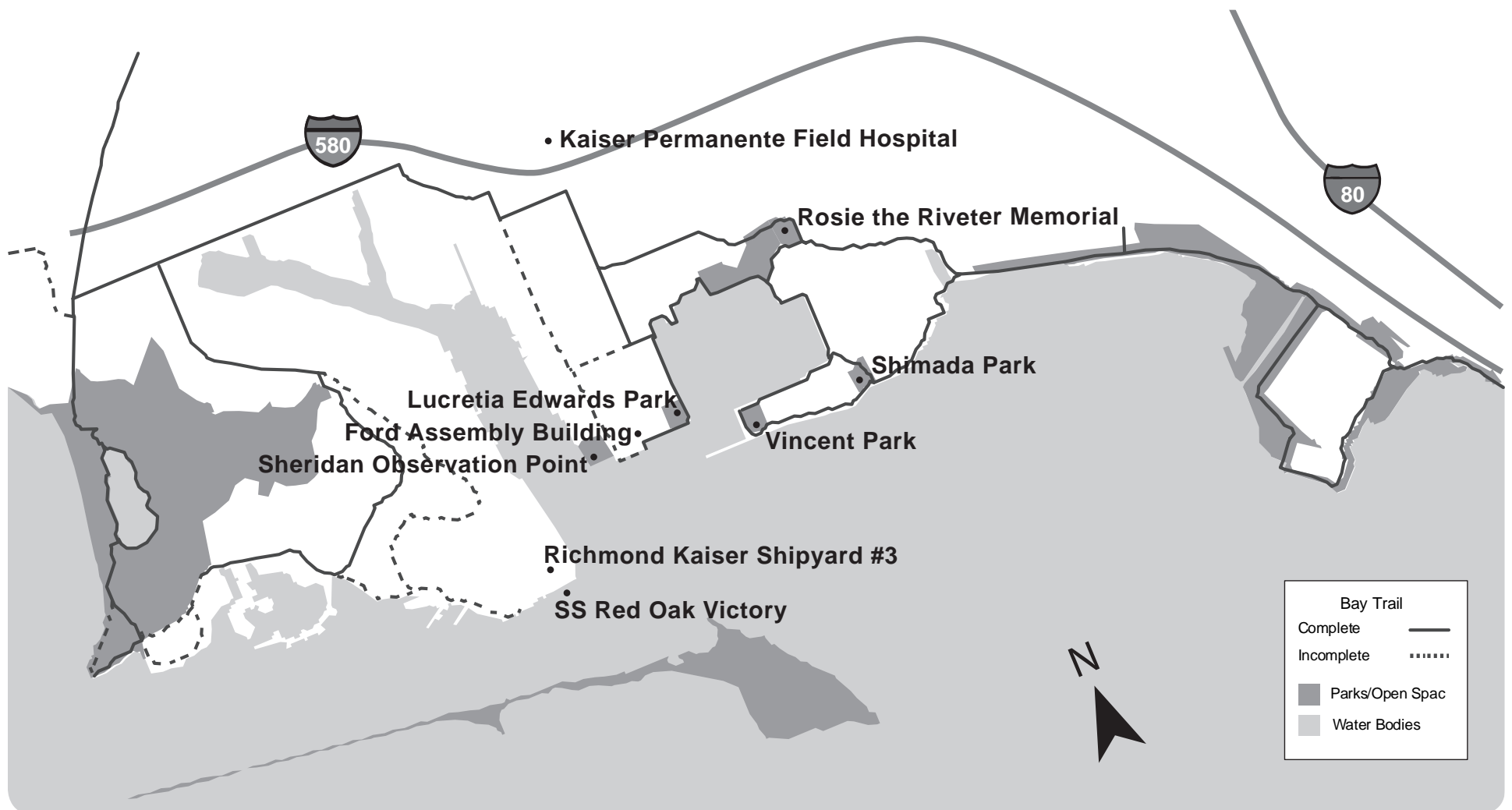
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Richmond Rivets Unique Home front History to future Economic Prosperity



The Rosie the Riveter WWII Home Front National Historical Park comprises numerous distinct sites throughout the city of Richmond. Altogether, they tell the story of a community's war effort and production on a massive, unprecedented scale.

During WWII, 10 million civilians departed the workforce for active military service, leaving a dangerous void in home front production capabilities. In response, industry aggressively recruited and trained women and men, including minorities, who had limited job opportunities before the war, to take

up the slack. They answered the call.

During WWII, Richmond's population grew from just under 24,000 to over 100,000. "Rosie the Riveter" was the phrase that was used to help recruit female civilian workers and, nationwide, 6 million women were mobilized to enter the workforce during WWII.

Richmond was also perfectly situated to become a strategic hub of war effort production. Many home front industrial centers were located where railroad lines met the harbors; from here, assembled and finished war material could easily be shipped overseas. Richmond Kaiser Shipyards became the largest shipbuilding

operation in the U.S., producing 747 war ships with a workforce that swelled to 90,000. The Ford assembly building was converted from auto to military vehicle production, and processed over 60,000 tanks and other combat vehicles.

Today, 10,000 square feet of open space in the Ford building at Richmond's revitalized waterfront is slated to be home to the WWII Home Front Visitor's Center, replete with restaurants and retail establishments, similar to San Francisco's ferry building.

A feasibility study, commissioned by the National Park Service, determined that national designation of Richmond

"would be a significant catalyst to make the WWII Home Front and Rosie the Riveter a unifying theme for the waterfront and city; [a way to] attract national and international visitors, and serve as a national education center on these important themes."

The study also found that it was not feasible for the National Park Service to acquire and manage the massive structures along the Richmond waterfront, and the open spaces, parks, trails and memorials. Therefore, unlike most National Parks, Rosie the Riveter WWII Home Front National Historical Park is made up of sites that are not owned by the National

Park Service. It involves a partnership between The National Park Service, the City of Richmond and private developers and citizens. “We all have to hold hands and work together in a really unique way

to make it happen,” said Martha Lee, the park’s general superintendent.

Indeed, the National Park Service offices are located smack-dab inside City of Richmond offices, where park service

staff members work side-by-side with the city’s workers to preserve and document these historic sites. According to Lee, “The City of Richmond clearly is our most important partner here.”

Another goal of the National Park Service is to work closely with the community to increase awareness of the historical value of the sites that surround them.

“One of the other things we are moving towards is working more closely with the schools in this area so that kids can understand the significance of this national story and their place in it.” Lee said. “These kids now can identify their family stories; the story of the place they live as a place the whole country is looking to, to tell that significant national story. That’s a huge sense of pride. The story of Richmond’s past is the promise of its future.”



Photo courtesy of National Park Service

“Rosies” prepare a tank for shipment to the WWII theater of operations.

The National Park Service Wants You!



Donate your WWII Home Front memorabilia to the National Park Service. If you or someone you know has a WWII civilian home front story, photos, videos or other memorabilia about life on the home front, please contact the National Park Service. Call (800) 497-6743, or visit www.rosietheriveter.org

Photo courtesy of National Park Service



Photo by Donna Graves

The craneway of the Ford Assembly building on Richmond’s waterfront is slated to be the location of the WWII Home Front Visitors Center as well as restaurants and shops.

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Shooting Mare Island

Fetterly Gallery of the Vallejo Community Arts Foundation presents "Shooting the Island: Photographers View Mare Island." This exhibition features nearly 50 evocative and atmospheric color and black and white photographs from eight contemporary artists, all of whom have photographed Mare Island over the past three years.

These artists, each with their own unique, individual vision, capture the industrial and naval history of the Island, from its abandoned dry docks to the Tripoli aircraft carrier anchored in front of the Coal Shed.

Artist Pearl Jones Tranter states her photographs "seek to view the ruins of the former work site of the past in a serene and enigmatic moment of transition in its history." Tom Paiva and Tim Baskerville are members of the Nocturnes, a photography

group who specializes in night photography. Their photos of Mare Island at night are especially intriguing.

"Shooting the Island: Photographers View Mare Island" runs through April 29. Featured artists: Tim Baskerville, Michael Halberstadt, Pearl Jones Tranter, Miriam Nathan-Roberts, Michael Narciso, Tom Paiva, Matthew Neubauer, Timothy Rose.

Tom Paiva shot the above-right photo. Admittedly, it is absolutely stunning in color.

Paiva is a nature photographer whose corpus has an emphasis on waterfront themes. Bay Crossings has featured his work (June '05).

He was also the official photographer for the rebuild of the Ferry Building. See more of his sublime photography at: www.tompaiva.com



The Fetterly Gallery

3467 Sonoma Blvd., Ste. 10, Vallejo

Phone: (707) 648-4035

Web site: www.vallejoarts.org

Hours: Wed., Noon-6PM;

Thu.-Sat., Noon-4PM

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Communications "To Go"

Tech keeping travelers in touch with home and business

BY MARY E. SHACKLETT

Worldwide Internet cafes, the U.S. metro WIFI revolution and "disposable" phone numbers are facilitating low-cost mobile communications around the world, making it easier for travelers to stay in touch with home and work.

A forerunner in metro WIFI, San Francisco launched its initiative for public wireless access in late 2004, and received a proposal from Google and Earthlink to build a citywide network that would provide Internet access to users at no cost to the city. Other key players on the San Francisco WIFI project are Cisco, IBM and Seakay, a non-profit organization of technology professionals committed to technology contributions that further national and international progress.

The SF metro plan is for Earthlink to furnish a subscription-based service with 1M bps (bits per second) access speeds with Google offering a free service at around 300K bps. Both services would utilize an industry-standard IEEE 802.11 gigabit network. Google and Earthlink would build and operate the SF metro WIFI, using industry-standard components from Cisco, Motorola and others for network infrastructure. The SF metro WIFI will support traditional Internet access—but it will also support other types of devices, such as music players or location tags.

The WIFI revolution is hitting more metropolitan areas—Philadelphia and Cleveland are working on WIFI plans, and, just recently, Cisco announced a suite of new products that will facilitate WIFI deployment by municipalities.

The new products use "wireless mesh networking," a technology that capitalizes on wireless capabilities in order to transmit traffic from point to point and out to the Internet. Wireless mesh networking allows users to roam anywhere there is a signal, making it possible to be continuously

connected, while traveling through a large area. Look for most major metropolitan areas in the U.S. (as well as some secondary and rural markets) to add area-wide WIFI access to their repertoires within the next three years.

Widespread WIFI will make communicating while traveling in the U.S. easier. Communications options for the international traveler have improved as well. In the past, offshore cell phone communications have been complicated, and confounded by the inability of countries to agree on a common mobile phone communications standard. Although most countries have a GSM (Global System for Mobile communications) standard, there are adaptations. Consequently, a U.S. cell phone will most likely not work well in Japan, to cite one example.

While email and Internet are great communication options, just as exciting is the concept of free and disposable phone numbers, which users can add, change or delete, as their lifestyles and privacy needs dictate. Disposable numbers work for domestic travelers who are interested

in beating the rates of traditional mobile plans. And, because the service operates over the Internet, computer and phone devices can receive the same messages, via email or voicemail. A home number can be forwarded to a disposable number; and that number can be changed at whim. For a monthly fee, users can custom-design their own area code.

Now more than ever, there is a host of communications choices available to travelers. Most importantly, there's no need to worry about staying in touch with family and important business contacts, because they're literally just a few digits away.

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

Free Speech, Technically Speaking

To bypass cell phone connectivity problems, traditional telephone charges and high-charge international calling rate, travelers have options.

- **SIP-supported (session initiation protocol) device:** Allows a PDA (personal digital assistant), or a VoIP-based (Voice over Internet Protocol) phone set, to directly access the Internet.
- **Laptop "soft phone":** Transforms the laptop into an Internet-powered telephone.
- **WIFI hotspots:** Public places where a computer user can access the Internet on an open connection. www.wi-fihotspotlist.com
- **Internet cafés:** Cafés that provide free, or fee, access to a computer and the Internet. Frequent one of over 4,200 Internet cafés in over 140 countries. www.netcafes.com
- **Disposable phone number:** Users sign up online to obtain a free, random phone number in an area code of their choosing. Then, while traveling, they have a local number where friends and family can reach them. www.FreeDigits.com

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Golden Gate Ferry

LARKSPUR *

Weekdays (excluding Holidays)				Weekends and Holidays			
Leave Larkspur	Arrive S F	Leave S F	Arrive Larkspur	Leave Larkspur	Arrive S F	Leave S F	Arrive Larkspur
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----
6:35	7:05	7:10	7:40	11:00	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	One-Way Ferry Fares			
10:10	10:45	10:55	11:30	LARKSPUR SAUSALITO			
11:10	11:45	11:55	12:30pm	Daily Daily			
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare \$6.45 \$6.45			
12:40pm	1:15	1:25	2:00	Frequent Rider Ticket (Book of 20 Tickets) \$4.05 \$3.45			
2:15	2:50	3:00	3:30	Seniors (age 65+) with Medicare or approved I.D. \$3.20 \$3.20			
2:50	3:25	3:35	4:05	Youth (ages 6-18) \$3.20 \$3.20			
3:40	4:15	4:25	4:55	Children (age 5 & under) FREE FREE			
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				

INFORMATION CONTACTS
511 (toll-free) or 711 (TDD)

E-mail/Comments to ferrycomments.goldengate.org
For Larkspur and Sausalito website: www.goldengate.org

HOLIDAY SERVICE: Larkspur & Sausalito

In effect on Martin Luther King, Presidents', Memorial, 4th of July, Labor Day, modified Holiday service is operated on the Day after Thanksgiving.

NO SERVICE: Larkspur & Sausalito

No ferry service on New Year's, Thanksgiving, and Christmas Day.

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

No service on weekends

Angel Island - Tiburon Ferry

Wednesday - Friday	
Tiburon to Angel Island	Angel Island to Tiburon
10, 11, 1pm, 3pm	10:20, 11:20, 1:20, 3:20
Weekends	
Tiburon to Angel Island	Angel Island to Tiburon
10am - 4pm hourly	10:20am- 4:20pm hourly
*Monday Thru Tuesday Flexible Schedule. Call (415) 435-2131 www.angelislandferry.com Bicycles \$1.00	
Schedule Subject to change w/o notice Adults \$10.00 Child \$8.00	

Red & White BAY CRUISE SCHEDULE

PIER 43 1/2		California Sunset Cruise Schedules 2-Hour California Sunset Cruise Departures at 7:00PM every Thursday, Friday, and Saturday. Fare: Adult (18+) \$48, Child (5-17) \$33, Children under four ride Free! Includes one drink ticket (good for beer, wine or soda) and appetizers.
Weekday		
10:00am	10:00am	Fare: Adult \$21 Senior (62+)\$17 Youth (12-17)\$13 Child (5-11)\$13 Under 4.....\$Free
10:40	10:45	
11:15	11:15	
12:00pm	12:00pm	
1:15	12:30	
1:45	1:15	
2:30	1:45	
3:00	2:30	
3:45	3:00	
4:15	3:45	
	4:15	
	5:00	

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			
Leave Oakland	Leave Alameda	Arrive Ferry Bldg.	Arrive Pier 41
10:00am	10:10am	10:30am	10:45am
11:30	11:20	12:00pm	12:15
1:45pm	1:30pm	2:20pm	2:35pm
4:45	4:05	4:45	4:55
5:45	5:35	-----	6:25
7:10	7:00	-----	7:50

Weekend Ferry Service Will Resume Beginning March 4, 2006

Weekends and Holidays from San Francisco

Leave Pier 41	Leave Ferry Bldg.	Arrive Alameda	Arrive Oakland
9:15am	9:25	10:10	10:00
10:50	-----	11:20	11:30
1:00pm	1:10	1:30	1:45
3:30	3:45	4:05	4:15
5:00	5:15	5:35	5:45
6:30	6:40	7:00	7:10

ALAMEDA/OAKLAND FARES:

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

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

Seniors must show valid I.D., Regional Transit Connection, or Medicare Card.
Military personnel must show military I.D.

PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.

Schedule information harvested online.
Schedules are subject to change. April 2006

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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.		FARES: Round Trip Adult (18-64)..... \$23.50 Junior (12-17)..... \$20.75 Senior (62+)..... \$20.75 Child (5-11)..... \$14.25 Under 5..... FREE		Weekend direct return to Alameda and Oakland 3:10pm 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>11:05am</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	11:05am	12:20pm	----	3:45pm	3:50pm	4:55pm	Weekend and Holidays <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>11:50am</td> <td>11:55am</td> <td>12:20pm</td> </tr> <tr> <td>12:30pm</td> <td>1:20pm</td> <td>1:25pm</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	11:50am	11:55am	12:20pm	12:30pm	1:20pm	1:25pm	1:50	2:00	2:45	2:50	3:15	3:20	4:25	4:30	4:55																																																												
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BAY CRUISE Leave PIER 39 <table border="1"> <tr> <th>Weekdays</th> <th>Weekends and Holidays</th> </tr> <tr> <td>10:45</td> <td>10:45</td> </tr> <tr> <td>12:00pm</td> <td>11:30</td> </tr> <tr> <td>1:15</td> <td>12:00pm</td> </tr> <tr> <td>2:30</td> <td>12:45</td> </tr> <tr> <td>4:00</td> <td>1:15</td> </tr> <tr> <td></td> <td>2:30</td> </tr> <tr> <td></td> <td>4:00</td> </tr> <tr> <td></td> <td>4:30</td> </tr> </table>		Weekdays	Weekends and Holidays	10:45	10:45	12:00pm	11:30	1:15	12:00pm	2:30	12:45	4:00	1:15		2:30		4:00		4:30	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.		SAN FRANCISCO CITY TOUR FISHERMAN'S WHARF, PIER 41 Leave Pier 41 Daily 9:15am 11:15 2:15pm																																																																																	
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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.		Weekends and Holidays <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>8:45am</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>4:20</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	8:45am	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	4:20	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	FARES: 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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FARES: All prices include audio tour. Adult..... \$21.00 Junior (12-18)..... \$17.00 Senior (62+)..... \$17.00 Child (5-11)..... \$13.00 Special Rates On Line		VALLEJO/SAN FRANCISCO FARES: 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***..... \$230.00		TIBURON DOWNTOWN S.F., FERRY BLDG. 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																																																												
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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		DEPARTS 9:15am at Pier 43 Fares: Round Trip Adult..... \$61.00 Child (3-11)..... \$40.00		MUIR WOODS TOUR FISHERMAN'S WHARF, PIER 43 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.		SONOMA-NAPA WINE TOUR FISHERMAN'S WHARF, PIER 43 FARES: Round Trip Adult..... \$57.00 Under 21..... \$39.00		FARES: Round Trip 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).																																																																																																			
www.baycrossings.com/ferry_schedules.htm				GENERAL INFORMATION Reservations: 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. Bicycles: 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. Groups: Special fares may be available for groups of 15 or more. Call (415) 705-8214. Disabled: 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.																																																																																																			

BIKE TO WORK

May 18, 2006



FREE FERRY RIDES! Bicyclists ride free on Bike To Work Day on the Alameda/Oakland and the Alameda Harbor Bay Ferries. For more information, visit 511.org.
On the phone. 511 On the web. 511.org On your way.



Fireboats
continued from page 10

Soon after her arrival at Pier 22½, the *Phoenix* was baptised in a four-alarm blaze that broke out in April 1955 at the Ferry Building, a fire that did an estimated \$750,000 in damage and all but destroyed the north end of the building. There followed numerous other fires for the *Phoenix*, including the 1980 blaze at Pier 70 and the all-night fire at Piers 30-32 in 1984.

Perhaps the greatest achievement was her ability to almost single-handedly put out the fire that broke out in the Marina District following the 1989 Earthquake.

An entire block of apartment buildings burst into flames. There was no water, since the high-pressure water main had broken in the sandy soil of the area. Within a few minutes, the *Phoenix* had moved into the marina of the St. Francis Yacht Club, and was joined by a hose tender truck with a portable hydrant system and almost a mile of hose, which was connected to the *Phoenix's* powerful pumps. Volunteers helped firefighters extend the hose to surround the fire. Within minutes, the *Phoenix* was pumping water and extinguishing the fire before it could spread any further.

The *Phoenix* was praised for saving the Marina from a devastating fire that could have wiped out the area. But what if more fires had broken out in the

1989 Earthquake? There was no other large fireboat to come to the rescue. The *Phoenix* was the only one.

The Guardian

The *Guardian*, built in Victoria, BC, in 1951, was retired by the City of Vancouver in 1987. The 88-foot, modernized vessel pumps 20,000 gallons of water per minute. Capt. Kennedy said, "We were given the *Guardian* after the 1989 Earthquake, thanks to an anonymous donor who came up with \$300,000 and to a gift of \$50,000 from property owners in the Marina, whose property was saved by the *Phoenix*."

The *Phoenix* and the *Guardian* are now docked side-by-side at Firehouse 35 at Pier 22½, along with Fire Engine #35. Firehouse 35 has a crew of seven at all times—four to operate Fire Engine #35, and three for the boats. In the event of an emergency, all seven would be available to man one fireboat, while an additional crew of seven, residing in the City, or the bar pilots, could be called to operate the second fireboat.

Oakland's Seawolf

In 1906, the Navy was instrumental in putting out many of the waterfront fires, but all of the Bay Area's Navy facilities have been closed.

Today, the entire Bay Area, with its vast marine terminals, oil refineries, and shore facilities, has only two full-scale fireboats providing protection from major fires, earthquakes and

other emergencies. There are also two small boats in Sausalito and Alameda; and there was one in Oakland.

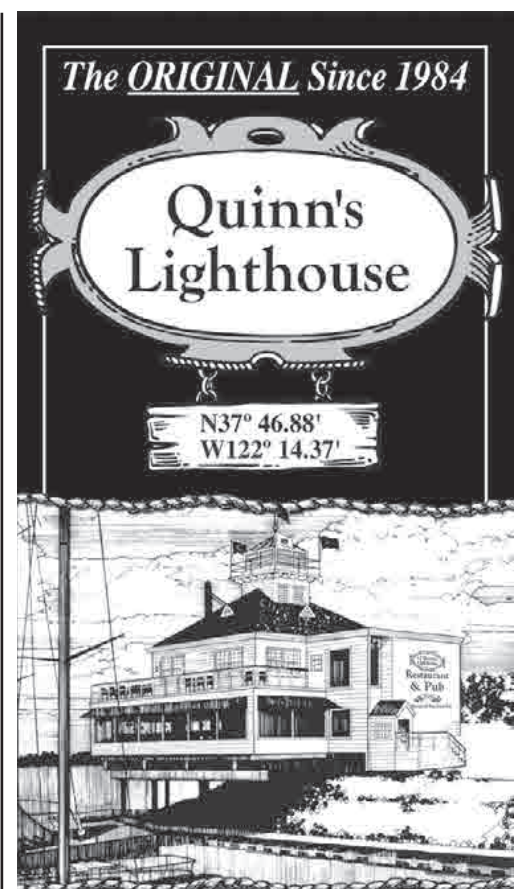
Shortly after the *Phoenix* demonstrated her ability to put down a major conflagration, Oakland floated a bond issue and bought the *Seawolf*, a 60-ft long, aluminum-hulled fireboat. In addition, Oakland's fire department purchased a portable water supply system with hoses that could be extended from the fireboat all the way up Broadway to City Hall.

For almost 20 years, the *Seawolf* succeeded in keeping small fires from becoming big ones and performed numerous rescue operations along Oakland's waterfront, which ranks as the fourth largest container port in the U.S. But, faced with budgetary problems, the city tried to transfer the fireboat to the port, which "doesn't believe that a fireboat is necessary for the port's maritime operations," according to a port spokesperson.

Now, it appears that the city has decommissioned the boat, but according to Capt. Kennedy, "they have hung onto it and are putting money into it. Otherwise they would lose a good boat."

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Read Lt. Frederick Freeman's detail of the firefighting efforts following the 1906 earthquake. www.sfmuseum.org



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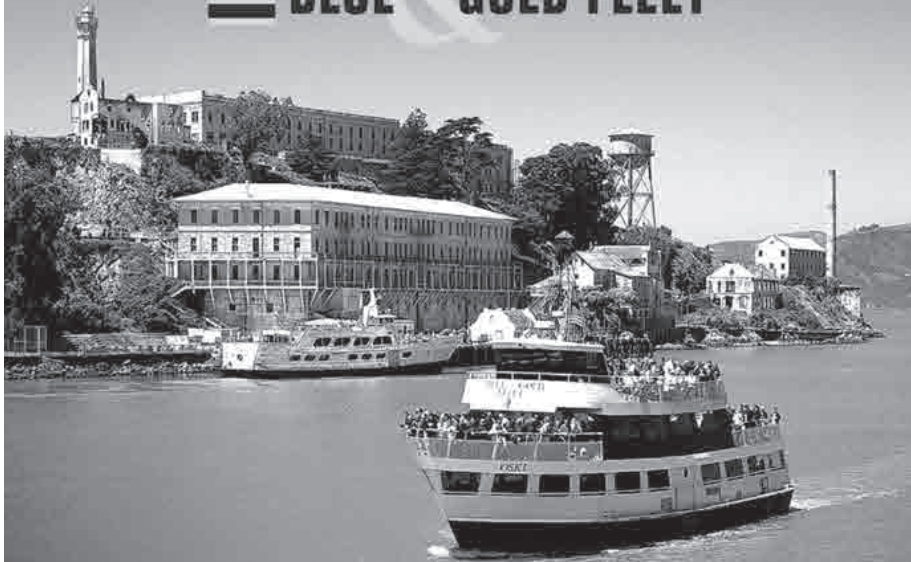
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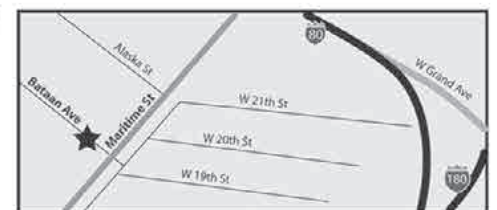
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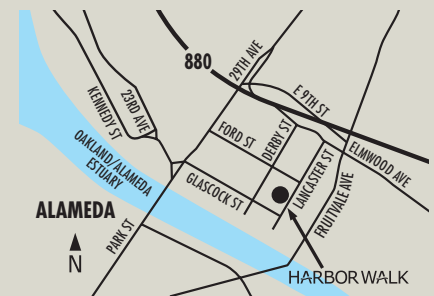
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