



San Francisco

PRICELESS

# BAY CROSSINGS

Volume 7, Number 2

*"The Voice of the Waterfront"*

March 2006



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San Francisco

# BAYCROSSINGS

"The Voice of the Waterfront"

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ON OUR COVER

**Just another day in California.** Some of the world's best surfers had 24-hours notice to grab their boards and get thee to California to ride some of the most dangerous waves in Mavericks Surf Contest (see story p.15). How they did when they got there was purely up to them and their big piece of the Pacific. Photo by Jim Goldstein. For more of his Mavericks photos, see [www.jmg-galleries.com](http://www.jmg-galleries.com).



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### Shipping Container Revolution

Fifty years ago, one event changed the landscape—the first voyage of a ship with cargo in big metal boxes. The Port of Oakland would never be the same.



15

### Surfing, totally.

This month, in Waterfront Adventures, we premiere the year-round-in-California, symbiotic sport of surfing—meditative oneness and adrenalin rush.



26

### Antique Phoenix

Benicia retains the charm of its past lives and embodies unique history in its present-day community.



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### Port Story

Our love affair with the SF waterfront is an undying romance... the Port, the piers, the ships passing in the night... but what about the money, sweetheart?

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# Bay Area Ferries Proposed For Disaster Recovery Service

BY WES STARRATT, PE

In view of the Bay Area's vulnerability to natural disasters such as earthquakes, as well as terrorist attacks, State Senator Don Perata of Oakland, and President pro Tempore of the California State Senate, is considering an additional role for the Bay Area's regional ferry system — disaster recovery service.

As a first step, the senator has officially requested the Bay Area Council make recommendations to give bay area ferries a primary role in disaster recovery. This would include the transportation of emergency supplies and equipment, as well as victims, as soon as a disaster strikes. Even while bridges, trains and roads may be out of service, in its disaster recovery role, the regional ferry system would have terminals ringing the bay: from Alviso and Moffett Field in the South Bay to Port Sonoma and Benicia in the North Bay.

In response to the senator's request, the Bay Area Council has formed a "Blue Ribbon Task Force" of experts to make recommendations by Apr. 15. The Task Force will assess the needs for an expanded regional ferry system including the vessels, routes, and terminals, as well as the necessary legislation and funding.

The Task Force will be co-chaired by Ron Cowan, chief executive officer of Doric Development (one of those who first conceived of a regional ferry system). The other co-chair will be Bruce Spaulding, vice chancellor of University of California at San Francisco.

It was eight years ago that a bill authored by Senator Perata created the Water Transit Authority to establish a regional ferry system. That program has now moved from the design to the implementation stage, with new ferry systems being developed to serve to South San Francisco and Berkeley, as well as Richmond, Hercules, and other bay area communities. But, according to Wunderman of the Bay Area Council, "the Water Transit Authority has been given neither the funds, the authority, nor the mandate to establish" the full regional system now being contemplated. So, "It is time to correct that deficiency."

Steve Castleberry, the executive director of WTA, responded, "We appreciate the Bay Area Council's support of WTA's efforts to prepare for disaster response, and look forward to working with the Blue Ribbon Task Force." **BC**

## Bay Area Council's Blue Ribbon Task Force

The Bay Area Council's "Blue Ribbon Task Force" will assess the needs for an expanded regional ferry system and make recommendations for the system in a disaster recovery role.

### Co-chairs:

Ron Cowan, CEO, Doric Development  
Bruce Spaulding, Vice Chancellor, UCSF

### Members:

Jerry Bridges, Executive Director, Port of Oakland  
Carney Campion, General Manager (retired), Golden Gate Bridge, Highway & Transportation District  
Russell Hancock, President & CEO, Silicon Valley Network  
John Martin, Director, San Francisco International Airport  
Jim Wunderman, President & CEO, Bay Area Council

### Supported by:

Michael Cunningham, Vice President of Transportation, Bay Area Council  
Zane Gresham, Partner, Morrison & Foerster LLP

## Corrections & Clarifications

Advanced Diving Technologies (ADT) led a dive that we covered in *Waterfront Adventures* in Feb. We thank ADT for alerting us to some errors in the feature, and for allowing us to print the corrections below.

- We retract: "Nitrox allows divers to stay deeper, longer, with fewer decompression problems." What Nitrox does is permit extended bottom times for recreational divers.
- Mr. Callihan was not diving with Heliox, but rather with Triox, a hyperoxic mixture of Oxygen, Helium and Nitrogen that reduces the narcotic effects of Nitrogen.
- The photo caption referencing divemaster Jim Callihan should have been Gary Callihan.
- Capt. Les' last name is Wilkinson, and his father was not a fishing boat captain; however, his uncles, on his mother's side of the family, were sport-fishing boat captains or ship's wrights. That's where he obtained the bulk of his seamanship skills.

In the Feb. edition of BC, in "Medicinal, Exotic, Organic Mushrooms," the text should've read that Bulbous Reishi mushrooms have anti-tumor-cancer-arthritis properties.

Please send comments, letters or requests for corrections to [editor@baycrossings.com](mailto:editor@baycrossings.com)

## LETTERS

*Dear Bay Crossings:*

Kudos for your interview with State Senator Alan Lowenthal. It is about time that the word is spread about the working conditions of our Port truck drivers.

As a member of the Ship Clerks' Association, ILWU Local 34, I see it every day: the long lines on and off the terminals, lack of adequate toilet facilities and, most importantly, the lack of respect from the shipping and trucking employers. Their wages are a disgrace—below minimum wage after the cost of maintenance and insurance of their trucks. It is unfortunate that today's reliance of "On Time Delivery" has resulted in this type of treatment to Bay Area workers.

Our Port drivers made national headlines by taking action last year. Yes, there were some minor improvements, but there is more work to be done. Thank you for continuing to be "the voice of the waterfront".

Frank Riley,  
ILWU Local 34

# Global Shipping Revolution in Cargo

Oakland's dot on the map, nothing made it bigger, quicker, than McLean's boxes.

BY BILL PICTURE

**A**pril marks two important anniversaries for the Bay Area. San Francisco is pulling out all the stops for the first one, the centennial anniversary of the 1906 Earthquake. The second anniversary, however, while equally important in terms of the effect it had on both the region's landscape and its economy, is unlikely to be met with the same level of fanfare.

Fifty years ago next month, the first container ship sailed from New Jersey to Texas. No one knew it at the time, presumably, not even the so-called "father of containerization," Sea-Land Corporation founder Malcom McLean. But this method of shipping cargo inside huge metal boxes, as opposed to stowing cargo loose in a ship's hold, the way it had been done for centuries, would revolutionize the shipping industry and, eventually, help shape the entire Bay Area region.

Two years later, Matson Navigation Company, which, at the time, was based in San Francisco, loaded its first container ship in Alameda bound for Honolulu. Again, this hardly seemed noteworthy, much less history-making, at the time. But the eventual relocation of bulk cargo activity from San Francisco's northern waterfront to the then-emerging Port of Oakland can be directly traced to this maiden voyage.

It's easy to see why container shipping would eventually replace the traditional "break-bulk" method. First of all, packaging the cargo inside containers made it easier, faster, safer and cheaper to load and unload ships. It took a crew an hour to load less than one ton using the traditional method. That figure increased nearly seven-fold using the container method, which involves using large cranes to load and unload the metal boxes from a ship.

This meant that a ship's time in port was dramatically reduced, which, in turn, meant a ship could make more



Photo by Francisco Arreola

More trips in less time carrying more cargo resulted in a huge drop in shipping costs...  
Globalization, as it would later be deemed, was underway.

trips in less time.

Ships could also now carry significantly more cargo. According to Matson, before containerization, the average commercial vessel could hold about 10,000 tons. Container vessels, on the other hand, could easily hold four-times that amount.

More trips in less time and carrying more cargo resulted in a huge drop in shipping costs, helping put goods and products from overseas manufacturers within the budgets of American consumers. Globalization, as it would later be deemed, was underway.

There was a hitch in the plan, though, at least for San Francisco. The City, the Bay Area's busiest cargo port at the time, didn't have open space for the container yards, where the containers are stored temporarily before being re-loaded onto trucks and trains. Oakland, however, had plenty of room to spare.

By the mid-1960s, the lion's share of the cargo business had moved to Oakland, which, under the direction of Chief Executive Officer, Ben E. Nutter, had built a sprawling, 140-acre terminal to accommodate container business. That terminal, would later be renamed after Nutter, who is credited with converting Oakland into a container port.

Some might see this as a missed opportunity for the City of San Francisco, but port officials there prefer a more glass-half-full take on their predecessors' decision to let Oakland have container cargo.

The Port of San Francisco's Director of Maritime, Peter Dailey, believes that container shipping's headquartering in Oakland allowed the region's six remaining ports to focus on better serving other aspects of the industry.

"Each of the ports plays an important role in the [Bay Area's] economic well-being," he explains. "The Ports of Stockton and Sacramento serve the agricultural interests of the valley, Benicia handles auto imports, the Port of Richmond [serves] the oil refineries...and Redwood City handles shiploads of cement and building aggregates for the construction industry."

San Francisco, Dailey boasts, has the most varied maritime business portfolio of any U.S. port. In addition to owning one of the largest floating drydocks on the west coast of the Americas, San Francisco is also home to the region's commercial fishing industry and the harbor service industry. It's also the regional port of call for the passenger cruise lines.

What Dailey very diplomatically

neglected to mention is that San Francisco also boasts one of the prettiest and most resident-friendly waterfronts in the Bay Area. While it was, no doubt, hard for city officials in the 1960s to kiss "goodbye" to the revenue that container shipping promised to generate, they must have recognized the opportunity before them to reclaim San Francisco's waterfront for residents and visitors to enjoy.

Matson, which relocated to Oakland in 1966, hasn't any plans for an official celebration of McLean's maiden container ship voyage. They did, however, cooperate with the authors of two new books that are coming out next month about the effect that containerization had on the shipping industry and the global economy.

Officials at the Port of Oakland say an event to commemorate McLean's trip is currently in the planning stages, and they tip their hats to his and Matson's shared vision, one that helped transform their bayside city into a bustling Pacific gateway.

"[Matson and Sea-Land] are the cornerstone for this innovation in goods movement," says the Port of Oakland's Director of Maritime, Wilson Lacy. "And Oakland is proud to be a part of that history." **BC**



## One Million Miles of Fun

The Pacific Cup Yacht Club (PCYC) announced this year's celebration of one million miles of fun racing to Hawaii. Race organizers will be providing a special set of awards to commemorate this milestone.

The West Marine Pacific Cup, the Fun Race to Hawaii, originally ran from San Francisco Bay to Kauai. The race now finishes at the Kaneohe Yacht Club, on the windy northern side of Oahu. The race is open to ocean-capable monohulls and, for the first time in 2006, multihulls.

Since 1980, over 600 boats have entered the race. When the mileage of the finishers was totaled up, race organizers found that around a million miles have been sailed in the event. To commemorate this milestone a "Million Mile Trophy" will be awarded to the yacht with the best performance on the day the millionth mile is officially sailed. The committee anticipates the official Millionth Mile to be sailed around July 8 or 9, five or six days after the first start of the race on July 3, 2006.

The racer doing the best on each other day will also be recognized. Performance will be calculated by generating a rating-corrected speed from

each day's run.

The official number of miles sailed will be somewhat less than the actual distance totaled by all entrants. The official course distance only considers the Great Circle course to Hawaii, but it is the rare competitor who sails that course. Boats that ignore this rule of thumb may spend a few extra days becalmed in the light winds of the high. Or, as for Ghost, the Morgan 38 skippered by husband and wife team Lou and Kim Ickler, winds may be adequate and the shorter distance provided the edge they needed to win their division in 2004.

The West Marine Pacific Cup currently has over 50 entries; there is plenty of room for more. Enter on-line at the West Marine Pacific Cup web site at [www.pacificcup.org](http://www.pacificcup.org).

Also available on the site is the Notice of Race (NOR), the race entry form, entrant inspection information, housing information in the Kaneohe area, and race preparation tips.

## Pacific Cup Race

The 2006 West Marine Pacific Cup marks the 100th anniversary of racing from California to Hawaii. The organizers of the first race originally planned a San Francisco start in 1906, but moved to Long Beach because of the earthquake that year. It became the Honolulu Transpac and is now held on odd-numbered years. The Pacific Cup revived racing from San Francisco to Hawaii in 1980, and now finishes at Kaneohe, Oahu, in even-numbered years.

The start dates for the 2006 West Marine Pacific Cup race are July 3 through July 7. For additional information on the Fun Race to Hawaii visit: [www.pacificcup.org](http://www.pacificcup.org).

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Chuck's new dream includes a larger vessel for more sailing adventures. The Pacific Seacraft 25, "Marika" is now available at [Yachtworld.com](http://Yachtworld.com)

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# From the Helm: White Holly's Purpose

BY ED & PAM MCGRATH

This is a true story about a Bay Area treasure ship. It's a story good for the soul about the proud vessel *White Holly*, and how she came full circle, from Bay Area and back again, over the course of her distinguished, service-oriented career.

The 133-foot *White Holly* was built in Napa in 1944. Christened on D-Day, she started life as a Navy yard freighter, serving her country by carrying ammunition from the shore to Navy warships anchored off shore. This grand vessel was converted to a buoy tender for the Coast Guard in 1947, and spent several decades in Alaska where she provided services such as search and rescue, law enforcement and environmental protection. Nov. 11, 1971 was proclaimed "White Holly Day" in Ketchikan in celebration of her valiant service. With the motto "Gotcha Covered" she continued serving in Louisiana, until her decommissioning in 1988.

*White Holly* was then sold to the Seamen's Training Center in Vallejo - back home to the Bay - and sailed on to earn more credentials by gaining Coast Guard status as an Oceanographic Research

Vessel. She continues to add to her legacy under the watch of Captain Vince Backen, current owner/operator, and Joanne Keune, executive director of The Seamen's Training Center.

Backen and Keune see *White Holly* as a vibrant community resource whose mission is to serve the community and the marine industry. They believe that every vessel has to have a purpose. They say *White Holly's* work is scientific research while her service is training mariners. Blending these two functions has worked well and created a mission for *White Holly* that does her and her Bay Area community proud. She recently completed an expedition for the Scripps Institute where the who's who of the oceanographic world was aboard surveying the Line Islands' coral reefs to determine what they looked like in prehistoric times, and to gain understanding about how man has transformed them.

More research projects are in *White Holly's* future as Backen and Keune work their magic to keep the cost of operations down to an amazingly low \$3,200 per day. But with limited funding for research, the work and service of *White Holly* continues only with support and involvement from her community.

Anyone, even you, could be a part of

the very exciting work and service of the vessel *White Holly*. For instance, The Seamen's Training Center offers internships aboard *White Holly* with programs that prepare students to work on cruise liners, tug boats, fishing vessels and more. There are opportunities to assist on special voyages cruising on the bay or volunteering with the non-profit Seamen's Training Center. Or, for more adventurous souls, there's shark diving at the Farallon Islands.

*White Holly's* career is well documented. We hope this heroic lady continues her work and service right here in the place where she came full-circle home. She represents another example of the rich heritage we enjoy around our beautiful Bay. Aren't we proud?! **BC**

*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.*

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### Piers 1½, 3 & 5

San Francisco Waterfront Partners, LLC (SFWP) has announced that Aperture Group, LLC, a San Francisco-based investment firm, has signed a 10-year lease with SFWP's historic rehabilitation development. Aperture, currently in the Ferry Building, is the first office lease to be signed on "The Piers", which is not yet officially on the market. SFWP will be offering high-tech waterfront office space, after a complete repair and seismic upgrade of the substructure. "The Piers", are located at piers 1½, 3 and 5, just north of the Ferry Building. For more information about The Piers 1½, 3 & 5 Historic Rehabilitation Project, go to [www.ThePiersSF.com](http://www.ThePiersSF.com)

### WTA Expands Staff

The WTA is off and running in 2006 and project delivery is definitely on the horizon. Planning for new terminals and service in South San Francisco and Berkeley/Albany, the design of two new ferry boats and development of an operating plan for the WTA's first ferry service is moving full speed ahead. The WTA is pleased to announce the addition of three staff members that bring the added experience and skills to the WTA team to make project delivery a reality: Shirley Douglas, Manager of Community Relations; Keith Stahnke, Operations Manager; Nina Rannels, Grants Manager

### High-tech Windmills at Pier 80

The Port of San Francisco continues to diversify its break bulk cargo mix with the arrival of the Rickmers-Hamburg, laden with windmill blades from Europe. GE Energy, importer of the blades, is one of the world's leading wind turbine suppliers. The windmill blades, were transported by Rickmers-Linie, and were destined for enXco, Inc.'s project to partially re-power an existing wind project near Rio Vista, CA, where 90 smaller wind turbines will be replaced by six 1.5 megawatt (MW) turbines. The project construction, expected to be completed in March, will result in nine MWs of wind energy, enough to provide approximately 2,700 homes with electricity for a year.

### Vallejo Ferry Busy

Ridership on the Vallejo Baylink Ferry has increased by 30 percent, according to a recent report on KCBS, and comments by Mark Mazzaferro, Vallejo city spokesman. In response to the increase in ridership, the number of vessels has increased by one, and there are four additional ferry runs per day. In addition, there is a plan to increase the amount of parking spaces for commuters at the ferry terminal.

### St. Pat's Potluck at the YC

Master Mariners Benevolent Association host a St. Patrick's Day Corned Beef and cabbage feed at Pt. San Pablo Yacht Club, Richmond, CA. Please bring a dish or dessert to share. Corned beef and cabbage provided. This is a great event for those interested in learning more about Master Mariners and membership, so bring a friend. Call (415) 364-1656 for details or visit: [www.mastermariners.org](http://www.mastermariners.org)



### Barkitecture III

Benicia Vallejo Humane Society is holding the 3rd annual Barkitecture competition. Fun, fantastic, futuristic and just plain functional dog, cat and bird abodes will be on display at the Vallejo Historical and Naval Museum on Fri., Mar. 24 from 5:30-8PM. Come vote for your favorite in the People's Choice Awards. All entries, plus much more, will be auctioned on Fri., Mar. 31 at the Barkitecture Gala at the USA Classics Museum in Vallejo. Email [plepley@bvhumane.org](mailto:plepley@bvhumane.org)

### Whale of a Ship Found

The San Francisco Museum and Historical Society (SFMHS) recently announced plans to house the stern section of "Candace," in its future history museum, located in the City's Old Mint. This is the first ship, found under San Francisco's streets that will not be destroyed or buried. The 309-ton, three-masted ship was carrying 400 barrels of whale oil and 2,000 pounds of whalebone, when it made an emergency stop at the Port City of San Francisco on July 4, 1855. For more information about SFMHS, visit [www.sfhistory.org](http://www.sfhistory.org)

### Navigable Water Analysis

The U.S. Coast Guard is conducting a Waterways Analysis Management System (WAMS) study of existing aids to navigation on the navigable waterways in the San Francisco Bay Area, to determine the degree to which they facilitate safe commercial and recreational navigation. The study will continue through Mar. 24, and focuses on three specific waterways: Southern Approach to San Francisco, Gulf of Farallones and Approach to San Francisco. Additional waterways will be studied in the coming months. Any mariner interested in providing recommendations or comments can contact Chief Warrant Officer, Andrea Currie at USCG Sector San Francisco at (415) 399-3458 or [Andrea.F.Currie@uscg.mil](mailto:Andrea.F.Currie@uscg.mil) User Surveys are available to mariners on the new USCG Web page: <http://homeport.uscg.mil>.

### Richmond Bay Trail

2005 was a very good year for Richmond's Bay Trail. Not only did construction begin on three trail segments totaling 2.7 miles, but \$500,000 in new grants and appropriations were obtained for planning and designing three miles of trail in 2006. And, 33 new exhibit panels designed during 2005 will appear along the trail early this year. Richmond has 24 miles of completed Bay Trail and 17 miles of gaps remaining in the planned route. Planning and design work is still needed to fill three major gaps, including a gap of almost seven miles between The Plunge and the Pt. San Pablo Yacht Harbor. The Bay Trail report and the new Jan. 2006 Richmond Bay Trail map are available online. Please visit <http://rcvb-ca.com/baytrail.htm> or for more information, phone/fax (510) 235-2835.

### Movement in a Sustainable Region

Whether you are new to the Transportation And Land Use Coalition (TALC) or a longtime supporter, whether you are a citizen activist, a transit or planning professional or an elected leader, TALC's 9th Annual Summit is a great place to learn about key issues, hone your advocacy skills and take part in the movement for a sustainable region. This year's summit will feature strategy sessions to tap the power of planning and working together and training sessions to deepen and broaden your knowledge and effectiveness. This year's Summit is Sat., Apr. 1, 9:30AM-2:30PM at the First Unitarian Church (685 14th St.) in downtown Oakland, convenient to BART and many AC Transit routes. Pre-registration is \$10 (\$20 at the door), and includes breakfast, lunch, materials and free valet bike parking. <http://www.transcoalition.org/>

## March Waterfront Activities

- Mar. 4 9AM - 3PM - Kayak Cosumnes Preserve in the Sacramento Delta, Blue Waters Kayaking, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Step into the backwaters and enjoy a leisurely paddle on the Central Valley's last free-flowing river. We launch our kayaks from the Nature Conservancy's preserve and enter the riparian habitat of valley oaks, river otters and wood ducks. You will see birds galore this time of year, many in mating plumage! This is a very special trip that naturalists will love. \$ 99
- Mar. 4 9AM - 12PM - Paddle the Gate, Sea Trek Ocean Kayaking Center, Sausalito, 415-488-1000, [www.seatrekkayak.com](http://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.
- Mar. 5 10AM - 12PM - Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Fulton St., [www.sfsurfrider.org](http://www.sfsurfrider.org)**  
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Rivera Street and we'll provide gloves, bags and instructions. Rain cancels this event.
- Mar. 11 9AM - 2PM - Corte Madera Salt Marsh Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We paddle out in stable double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. \$70 including equipment.
- Mar. 11 9AM - 1PM - Marin Islands Rookery Kayak Tour, Blue Waters Kayaking, Inverness, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Four-hour kayak tour from Loch Lomand Marina in San Rafael to the Marin Islands; bird rookery accompanied by a naturalist guide. Eighty percent of the snowy and great white egrets in the Bay Area nest on these small islands, just a short paddle from shore. \$88 including equipment.
- Mar. 11 5PM - 8PM Full Moon Paddle, Sea Trek Ocean Kayaking Center, Sausalito, 415-488-1000, [www.seatrekkayak.com](http://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.
- Mar. 14 5:30PM - 8:30PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://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. \$45 including equipment.
- Mar. 17 6PM - 10PM - Moonlight Kayaking: Jack London Square, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. \$49 including equipment and guides.
- Mar. 18 8AM - Monterey Express, Captain Aqua, 510-728-0225, [www.captainaquacom](http://www.captainaquacom)**  
Board the Monterey Express for a magnificent view of the life within the kelp forests, canyons and submerged pinnacles of Monterey and Carmel bays. Call for details.
- Mar. 18 9AM - 3PM - Elkhorn Slough Wildlife Journey, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
We will spend the day exploring quiet waterways and enjoying the inhabitants of this preserve from a unique perspective. This is a great trip for novices or students who have recently completed our Beginning Sea Kayaking class. \$109 including equipment and guides.
- Mar. 18 9:30AM - 4PM Angel Island Crossing, Sea Trek Ocean Kayaking Center, Sausalito, 415-488-1000, [www.seatrekkayak.com](http://www.seatrekkayak.com)**  
Following our safety orientation, we'll paddle across Richardson Bay into the dynamic Raccoon Straits where we feel the power of the Bays currents while following in the wake of the Miwoks in their tule boats. We'll land on a remote beach for lunch and have time for more paddling or hiking depending on the conditions before returning to Sea Trek. No previous paddling experience necessary. \$110 includes all kayaking gear, guides and lunch.
- Mar. 18 10AM - 3PM - Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://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.
- Mar. 25 9AM - 3PM - Opening of Blue Waters Marshall Site - Party and Tour, Blue Waters Kayaking, Marshall, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Our Marshall site has been mostly closed for the winter. We'll celebrate the re-opening with a three-hour tour of the Point Reyes National Seashore and a gourmet oyster brunch. \$118
- Mar. 26 7AM - Monterey/Carmel Dive Aboard The DV Escapade, Advanced Diving Technologies, 925-432-2111, [www.adtscuba.com](http://www.adtscuba.com)**  
Come dive the third most popular dive destination in the world. Enjoy the kaleidoscope of the Monterey Seascape. \$85 includes two dives and refreshments. Nitrox available. Call for details.
- Mar. 26 7:30AM - Monastery Beach Dive, Captain Aqua, 510-728-0225, [www.captainaquacom](http://www.captainaquacom)**  
Dive Monastery, one of the most popular beach sites in the Monterey area. Just show up on time and ready to dive this famous site! Call for details.
- Mar. 26 9AM - FREE Fun Dive at Lake Don Pedro, Institute of Diving Technology, 925-551-8478, [www.divewithidt.com](http://www.divewithidt.com)**  
Come join us for a cool day of diving one of our foothill lakes. Call or email [divewithidt@comcast.net](mailto:divewithidt@comcast.net) for more information.
- Mar. 31 to Apr. 8AM - 5PM - Greenland Kayak Building Workshop, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
There is something magical about the construction of a skin-on-frame boat that is hard to describe, until you have built your own. Animal lovers don't worry — we use high-strength nylon cloth rather than real animal skin, yet construction of the frame still follows traditional ways very closely. Held over three consecutive weekends (Fri.-Sun), starting Mar. 31. \$1,200 including equipment

## Organizations, Associations & Clubs

**Bay Access** - San Rafael, 415-457-6094, [www.bayaccess.org](http://www.bayaccess.org) - Non-profit organization to create a water trail in San Francisco Bay for human-powered boats and beachable sail craft.

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

**Cal Adventures / UC Aquatic Center** - Berkeley, 510-642-4000, [www.oski.org](http://www.oski.org) - Windsurfing, sailing & kayaking lessons for UC students and locals.

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

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

**Dolphin Club** - San Francisco, 415-441-9392, [www.dolphinclub.org](http://www.dolphinclub.org) - Non-profit, public access athletic organization with a diverse membership of about 900 women and men.

**Kelptomaniacs** - San Carlos, 650-591-5641, [www.wallins.com](http://www.wallins.com) - SCUBA diving and adventure club.

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

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

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

**Surfrider Foundation (Marin Chapter)** - Larkspur, [www.surfrider.org/marin](http://www.surfrider.org/marin)

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

**Surfrider Foundation (Sonoma Chapter)** - Penngrove, [www.surfrider.org/sonomacoast](http://www.surfrider.org/sonomacoast)

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

**Western Sea Kayakers** - [www.westernseakayakers.org](http://www.westernseakayakers.org) - (Club dedicated to the safe enjoyment of the sport of sea kayaking.)

## Water Sport Shops, Facilities, Training & Resources

### Advanced Diving Technologies

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

### Anderson's Swim & Scuba

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

### Aqua Surf Shop

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

### Aqua Surf Shop

1742 Haight St.  
San Francisco CA 94117  
415-876-2782  
[www.aquasurfshop.com](http://www.aquasurfshop.com)  
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### Bamboo Reef Enterprises, Inc.

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

### Blue Waters Kayaking

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

### Bodega Bay Kayak

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Kayak sales, rentals, tours & classes.

### Bodega Bay Surf Shack

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

### Cal School of Diving

1750 6th St.  
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CA 94710  
510-524-3248  
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### California Surf Shop

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510-893-7833  
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### California Dive Center

715 El Camino Real  
San Bruno CA 94066  
650-588-4998  
[www.cadive.com](http://www.cadive.com)  
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### Institute of Diving Technology

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

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

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### California Windsurfing

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

### Captain Aqua's Scuba Diving Center

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

### City Kayak

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

### Clavey River Equipment

409 Petaluma Blvd. South  
Petaluma  
CA 94952  
800-832-4226  
www.clavey.com  
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### Demo Sport

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### Dublin Dive Center

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### Harbor Dive & Kayak Center

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### Kite Wind Surf

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Alameda  
CA 94501  
510-522-9463  
www.kitewindsurf.com  
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### Mako Marine Outfitters

536 Soscol Ave., Suite 2  
Napa CA 94559  
707-251-5600  
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### Nautilus Aquatics

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### Outback Adventures

1158 Saratoga Ave.  
San Jose  
CA 95129  
408-551-0588  
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### Pacific River Supply

3675 San Pablo Dam Rd.  
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510-223-3675  
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### Proof Lab

254 Shoreline Hwy.  
Mill Valley CA 94941  
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875 Grant Ave.  
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### Scuba San Francisco

650-873-7321  
www.scubasanfrancisco.com  
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### Sea Trek Ocean Kayaking Center

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www.seatrekkayak.com  
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### Stinson Beach Surf & Kayak

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### Wallin's Dive Center

1119 Industrial Rd., Suite 7  
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650-591-5641  
www.wallins.com  
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dive travel.

### Wet Dawg Water Sports Incorporated

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# Mavericks is ON!

BY SCOTT HARGIS

**P**eter Mel of Santa Cruz spent much of January and February on-call. He could spend his time doing whatever he wanted, but he knew that at any moment his cell phone could ring, and when it did, he would drop everything and respond.

Being on-call isn't exactly an unusual thing in this modern world. Doctors, nurses, firefighters, police officers and other emergency responders are accustomed to spending at least part of their time off with their pager or cell phone on. The high seriousness of their work, the consequences if they can't respond quickly to a call to duty, makes this irritating arrangement easier to tolerate.

Peter Mel, however, is a surfer. Not just a run-of-the-mill, Saturday-morning at Ocean Beach kind of surfer, but a big-wave surfer; one of only a handful of people on the planet that can challenge waves seven or eight times his height.

Mel was on-call with 23 other elite surfers in locations around the world, waiting for three words to appear as a text message on their phones: "Mavericks is On." Mon., Feb. 6, the message arrived.

Mavericks, the annual surf competition held at El Granada, CA (just north of Half Moon Bay) boasts some of the highest waves anywhere in the world. This year's contest was held on Tue., Feb. 7.

Mavericks is an invitation-only event. Organizers identify 19 participants in advance, and the remaining five are selected by surfing fans who voted online for their favorite competitors. The competitors, who come from as far away as Brazil, wait for that message: "It's on." When it comes, they have only 24-hours to buy a plane ticket and show up on the beach at Pillar Point for the contest. They aren't the only ones; the event draws as many as 30,000 or more passionate spectators who crowd the beaches and the high bluff overlooking the waves. Still more line the bulwarks of a small fleet of boats bobbing in the surf just outside the big-wave zone, and at least two helicopters buzz overhead following the action with

TV cameras. NBC, Sports Illustrated, Surfer Magazine and many more news organizations now cover the event, which has grown exponentially in the seven years of its existence.

Event organizers, headed by Jeffrey Clark, monitor storms originating in the Sea of Japan, using satellite images, a network of observers and a series of deep-ocean buoys across the North Pacific. Clark is looking for the perfect combination of conditions: wind, tide, the size of the waves, frequency, fetch and duration. He knows that sometime between January and March, it'll happen. When it does, the call goes out worldwide, and a chain of events is set in motion, culminating in one of the most prestigious surf competitions in the world.

Among the world-class surfers participating in this year's contest was Grant "Twiggy" Baker, a 31-year-old from South Africa who joined the competition as one of the "write-in" candidates chosen by fans. He would go on to win this year's event, pocketing the \$30,000 in prize money offered by Mavericks.

The surfers compete six at a time, in heats, much like a track and field event. Each heat lasts 45 minutes. During this time, the athletes can ride as many waves as they like. A panel of judges scores each ride, with the best ride and/or biggest wave counting double. Three surfers from each round advance to the next, and by 1:30PM it's down to six finalists. Peter Mel was eliminated in the first round, after a controversial scoring by the judges.

"The Twentyfour", as they're known, are towed out to the waves by jet-skis. The action takes place about half a mile off shore, where the undersea geography creates the right conditions for the giant swells to build and make 40 and even 50-foot walls, which crash onto a jagged reef called Sail Rock. A squad of rescue craft hovers nearby, ready to rush in and lift a surfer out before he slams into the rocks.

If you're on the 2nd or 3rd floor of a building, look out the window at the street below. You're about 20 or 30 feet up. This is the view from the peak of a big wave. The face of the wave, below you, is nearly vertical. Now imagine you're balanced on



Photo by Scott Hargis

Nathan Fletcher of San Clemente CA, heads for the water for Heat 4 of Mavericks Surf Contest.

a narrow board, pointed straight down and dropping. When you reach the bottom, if you haven't wiped out, you'll execute a high-speed, sharp right turn, and ride across the face of the wave, with a rooster tail of foam flying out behind you. The crest of the wave is now arching over your head; the noise is deafening. You can feel the thundering power of the wave through your entire body. Lose your nerve, or your balance, and you'll be crushed under several hundred tons of foaming chaos before being swept over the sharp rocks of the reef.

"Most surfers are out of their comfort zone in waves higher than two times your height," says Thomas Bottari, manager of O'Neill Surf Shop in Mill Valley. "Seeing an event like this really gives you respect for what those guys can do." Events like Mavericks are a big source of inspiration for local surfers, according to Bottari, who is an avid surfer himself.

"These are A-plus conditions," gushed an event organizer who identified himself as 'Wingnut'. "The waves are even bigger than last year, and the weather is just beautiful."

Indeed, the warm, windless day seemed ideal, bringing out a larger-than-expected crowd to enjoy the spectacle. Although dominated by locals, there were some who had traveled several hours to watch.

As the news helicopter swept down the

beach, its camera trained on the crowd, the most common remark was "Oh, my God, I hope my boss isn't watching!" Further down the beach, a woman was overheard asking her friend, "Did you put on sunscreen? You can't show up at the office tomorrow with a tan." **EC**

## Top Notch 2006 Mavericks Surfers

- 1<sup>st</sup>: Grant Baker, South Africa
- 2<sup>nd</sup>: Tyler Smith, Santa Cruz
- 3<sup>rd</sup>: Brock Little, Hawaii
- 4<sup>th</sup>: Matt Ambrose, Pacifica
- 5<sup>th</sup>: Grant Washburn, San Francisco

## Mavericks Goes Green

This year, Mavericks was promoted as being a "green" or "climate neutral" event. Promoters and sponsors encouraged spectators to be eco-conscious — to take out what they brought in and "leave no trace" — an effort to minimize the impact that 30,000 people can have on the environment, and to preserve the beauty of the California coast.

<http://mavericks.bolt.com>

# Surfing! Northern California's Great Big Water Sport

BY ALEX KOLOVYANSKY

It's cold, it's foggy, there are sharks and the waves are unpredictable, but sunrise to sunset there are people out surfing along the Bay Area beaches. What is wrong with these people?

Everyone has their own reason for taking the plunge into a set of ocean waves, but the most common seems to be for the adrenalizing fun and the parallel calming effects. Most feel rejuvenated even after a short session in the water. It's a wonderful feeling being connected to the ocean and riding waves produced by its majestic power. Surfing is a great work out, too. Although most surfers don't put it in the same category as going the gym, they may practice yoga, run and do push-ups to get into surfing shape.

It seems that more and more people are taking to the saltwater, so luckily, surfing an easy sport to get into. Really, there are two things you need—waves and a board...

and, unless you're a member of the Arctic Club, a wet suit might come in handy around here. Once you get over the water temperature (currently about 51-55°F), you can enjoy one of San Francisco's most popular water sports.

Beginners should head to Linda Mar in Pacifica, which is right off of the gorgeous Pacific Coast Highway. It's considered to be a safe area to learn, with two surf shops nearby that rent both wetsuits and surfboards. The beach has shower facilities (not common in most surf spots) to rinse off the sand and salt. This all makes for a great way to end a day at the beach.

As with anything new, it takes time to master the surfing basics. When learning, bigger is better. It's recommended that folks who are starting out learn on a long board. Long boards tend to be more forgiving and easier to stand-up on, and are better for catching and coasting on smaller waves closer to shore. Long boards let you catch just about anything, including "ankle biters", which, in the end, is the

point. Catch more waves and learn to surf quicker.

Shorter boards are faster, more agile and typically used for bigger waves, but they don't perform as well on smaller (wave) days. In the end, it's really a matter of preference. Over time, surfing enthusiasts build a quiver of boards and pick one, depending on the prevailing conditions.

There is a plethora of shops in the Bay Area to buy new or used boards. Look for a local shop with a reputation for friendly, helpful and knowledgeable staff, who can help pick the best board for your skill level. It really makes sense to buy the right board as a beginner, since it will only make your learning experience much more pleasant.

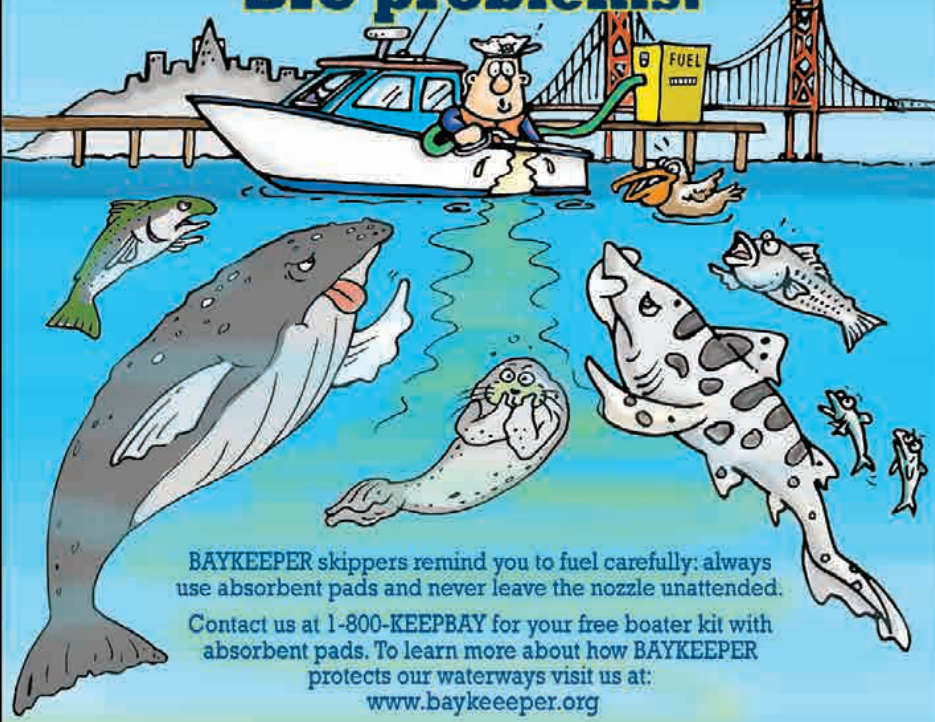
Surf season in Northern California typically starts in the fall and runs through the winter—the time of year characterized by larger waves and lighter winds. Waves range is substantial, depending on location, but can be 2-4 feet on small days and two-story-building big on others. Unless

you can run 400 meters Carl Lewis style and then hold your breath for a minute, I wouldn't recommend going out during the later. Check out any of the write ups from the recent Maverick's Surf Contest and you'll get a good idea. Conversely, spring and summer in the Bay Area tend to have smaller waves and windier conditions, but it's the best time to learn, particularly in the mornings before the wind picks up. Wave range can be as manageable as 1-3 feet; and, if the weather is nice, it makes for a great, day escape. **EC**

## Weather & Waves

Surf conditions in Northern California vary almost as much as our weather, so check them before heading out. Two sites with good information are [www.surfpulse.com](http://www.surfpulse.com) and [www.surflife.com](http://www.surflife.com), which have daily write-ups on conditions for most of Bay Area's spots, as well as other surfing spots around the world.

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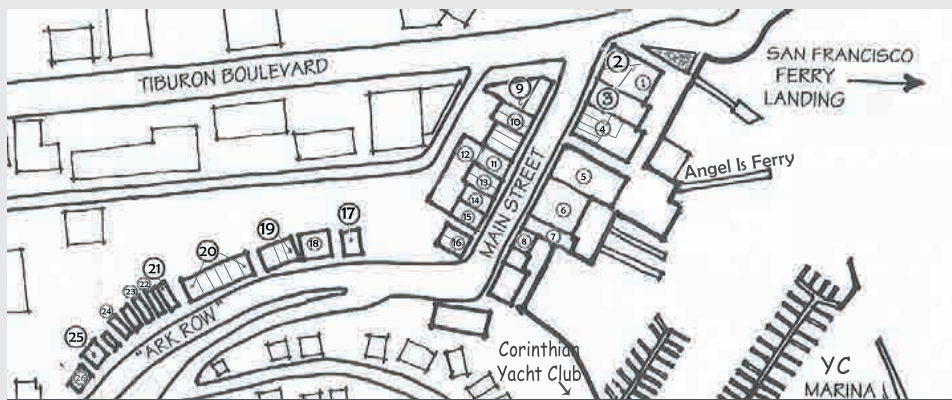
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Map design courtesy of Michael Heckmann, AIA.

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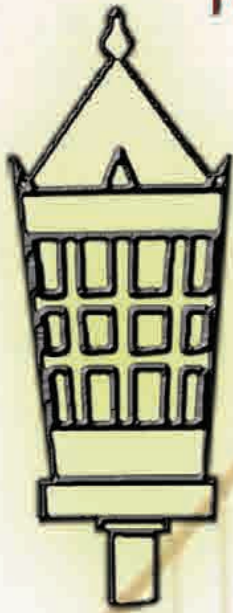
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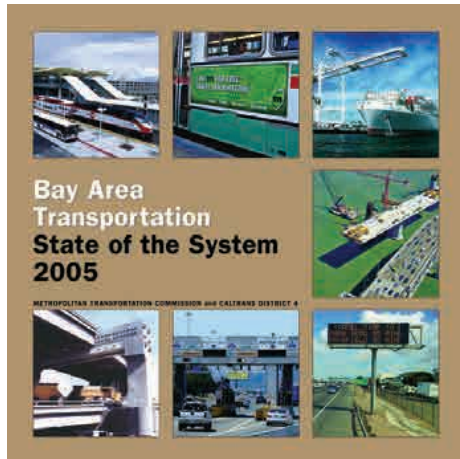


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# Rebounding Economy Prompts Rise in Freeway Congestion

## Morning Commute Along I-80 Still Most Congested Freeway Segment



For order information, see bottom of page 21.

**B**rake lights could be proof that the Bay Area economy has begun to bounce back from the high-tech meltdown of recent years. Traffic congestion on Bay Area freeways increased last year for the first time since 2000, according to the latest congestion-monitoring data released by the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

The daily number of vehicle hours of delay due to congestion in the nine-county region rose by 2-percent in 2004, after dropping 18-percent in 2003, 5-percent in 2002 and 12-percent in 2001. Among the “Top 10” list of Bay Area congestion hot spots, the morning commute along westbound Interstate 80 from Hercules to the Bay Bridge retained its longtime hold on the top spot in 2004 with an average 10,080 daily vehicle hours of delay.

The congestion statistics are part of the Bay Area Transportation: State of the System 2005 project spearheaded by MTC and Caltrans. This annual initiative tracks the performance of the region’s transportation system and the condition of its facilities.

“The increase in congestion largely reflects a general uptick in the Bay Area economy in 2004,” said MTC Chair Jon Rubin. “A brighter employment picture put

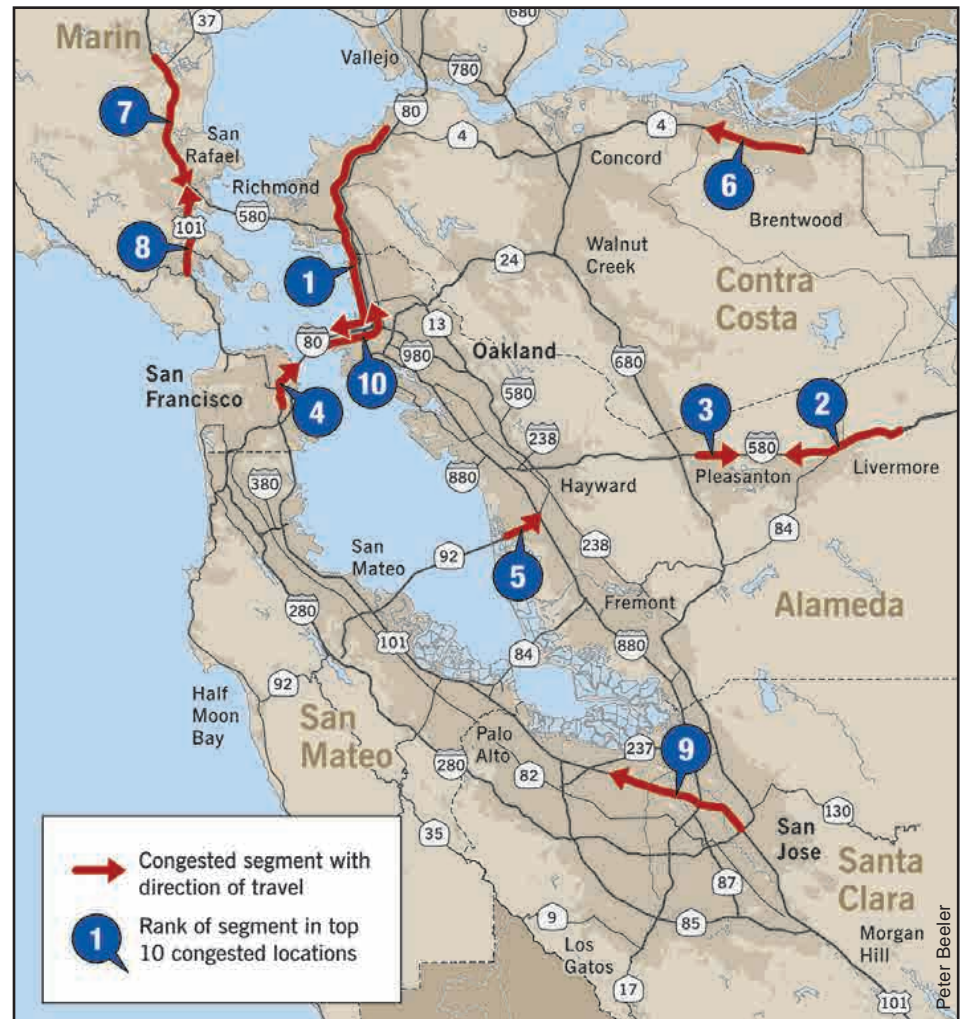
more workers onto Bay Area freeways.”

The overall increase in Bay Area traffic congestion was accompanied by a fresh shakeup in the annual list of the Bay Area’s top 10 traffic hot spots. While the morning approach to the Bay Bridge on Interstate 80 remained the region’s most notorious congestion location in 2004—with daily vehicle hours of delay up a whopping 53-percent from 6,570 hours in 2003—one commute returned to the top 10 list after a lengthy absence and three moved into the top 10 for the first time.

Three of the Bay Area’s 10 worst congestion locations now involve the Bay Bridge, including the morning approach along westbound Interstate 80 (a segment that also carries traffic bound for eastbound Interstate 580 and southbound Interstate 880), the eastbound afternoon commute across the span and the afternoon approach on eastbound Interstate 80 and northbound U.S. 101 in San Francisco (number 4).

“Due to the fact that the congestion decline is reversing in the Bay Area, we need to manage our regional system more efficiently through intelligent transportation system (ITS) strategies,” said MTC Commissioner and Caltrans District 4 Director Bijan Sartipi. ITS improvements include ramp metering, changeable message signs with accurate travel times, FasTrak™, carpooling and transit interconnectivity, as well as mechanisms—such as the 511 traveler information system—that help the public make informed travel decisions.

Regionwide, the congestion data show that vehicles typically spent 124,190 hours per weekday in congested conditions (defined as average speeds below 35 miles per hour for 15 minutes or longer) on Bay Area freeways in 2004. While this marks a 2-percent increase over 2003 figures, it is far below the 177,600 hours per day recorded in 2000 at the height of the region’s technology-charged economic boom.



**Ranking of Commute-Period Bottlenecks Along Bay Area Freeways, 2004**  
(Number 1 indicates the most congested freeway)

2004 Rank	Location (numbers correspond to map)	2004 Daily (Weekday) Vehicle Hours of Delay	2003 Rank
1	Interstate 80, westbound, a.m. — Alameda/Contra Costa County State Route 4 to Bay Bridge metering lights	10,080	1
2	Interstate 580, westbound, a.m. — Alameda County North Flynn Road to Airway Boulevard	5,120	3
3	Interstate 580, eastbound, p.m. — Alameda County Hopyard Road to west of El Charro Road	4,320	3
4	U.S. 101, northbound and Interstate 80, eastbound, p.m. — San Francisco Cesar Chavez Street to west end of Bay Bridge	3,840	2
5	Route 92, eastbound, p.m. — Alameda County Clawiter Road to Interstate 880 interchange	3,760	15
6	Route 4, westbound, a.m. — Contra Costa County Lone Tree Way to west of Loveridge Road	3,600	5
7	U.S. 101, southbound, a.m. — Marin County North of Route 37 to Interstate 580	3,110	6
8	U.S. 101, northbound, p.m. — Marin County Route 1 to north of Interstate 580	2,680	20
9	U.S. 101, northbound, a.m. — Santa Clara County Interstate 280 to north of Trimble Road	2,560	14
10	Interstate 80, eastbound, p.m. — San Francisco and Alameda counties West of Treasure Island to east of Powell Street	2,430	18

**Notes:** Rankings are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays, but where congestion is broken into several segments, may rank lower in this type of congestion listing. Congestion is defined as average speeds below 35 miles per hour for 15 minutes or more.  
**Source:** Metropolitan Transportation Commission, Caltrans District 4

# Report Tracks Travel Safety & Pavement Condition

## Fatal/Injury Crashes Fall for Fourth Straight Year

The Bay Area is steadily becoming a safer place for motorists and pedestrians alike.

Across the nine-county region, the number of reported auto and truck collisions that resulted in death or injury—and the number of motor vehicle collisions involving pedestrians—dropped for the fourth straight year in 2004. The number of injury/fatal motor vehicle collisions fell by 5-percent to just under 34,000, while the number of collisions involving pedestrians dipped by 3-percent to fewer than 2,800. And while the number of auto/bicyclist accidents involving injuries rose 5-percent last year to nearly 2,400, this figure is still 16-percent below the 2000 tally.

These statistics and dozens of other key indicators can be found in Bay Area Transportation: State of the System 2005, a digest of data on the performance of the region's transportation network and facilities produced annually by the Metropolitan Transportation Commission (MTC) and Caltrans District

4. In addition to safety statistics and the 2004 freeway congestion data (see adjacent story), the State of the System 2005 report features previously unreleased data about pavement conditions, transit ridership and reliability, measures of air travel and goods movement, and much more.

Using easy-to-understand tables, graphs and maps, State of the System 2005 details and briefly comments on how the Bay Area transportation network performed in 2004 (the last full year for which data are available), and discusses trends going back up to five years. Taken together, the many pieces of data paint a comprehensive picture of the state of transportation throughout the region.

The State of the System 2005 report's assessment of pavement conditions on local streets and roads includes a ranking of Bay Area cities and counties based on each jurisdiction's pavement condition index (PCI) score. MTC uses a scale of 0 to 100 to measure pavement quality and assigns a "very good" rating for PCI scores of 75 or higher. Not

**Injury and Fatal Motor Vehicle Collisions on Bay Area Roadways, 2000–2004**

	2000	2001	2002	2003	2004	Percent Change	
						2003–2004	2000–2004
Injury Collisions	39,609	38,322	37,167	35,089	33,524	-4%	-15%
Fatal Collisions	444	449	451	468	426	-9%	-4%
<b>Total Injury and Fatal Collisions</b>	<b>40,053</b>	<b>38,771</b>	<b>37,618</b>	<b>35,557</b>	<b>33,950</b>	<b>-5%</b>	<b>-15%</b>

Source: California Highway Patrol

**Injury and Fatal Motor Vehicle Collisions in the Bay Area Involving Pedestrians or Bicyclists, 2000–2004**

	Collisions					Percent Change	
	2000	2001	2002	2003	2004	2003–2004	2000–2004
<b>Collisions Involving Pedestrians</b>							
Injury Collisions	3,173	3,080	2,910	2,740	2,648	-3%	-17%
Fatal Collisions	134	103	111	104	100	-4%	-25%
Subtotal	3,307	3,183	3,021	2,844	2,748	-3%	-17%
<b>Collisions Involving Bicyclists</b>							
Injury Collisions	2,810	2,566	2,321	2,254	2,357	+5%	-16%
Fatal Collisions	17	20	19	14	20	+43%	+18%
Subtotal	2,827	2,586	2,340	2,268	2,377	+5%	-16%
<b>Total Involving Bicyclists or Pedestrians</b>	<b>6,134</b>	<b>5,769</b>	<b>5,361</b>	<b>5,112</b>	<b>5,125</b>	<b>&lt;1%</b>	<b>-16%</b>

Source: California Highway Patrol

**Bay Area Jurisdictions With Best and Worst Pavement Conditions, 2004**

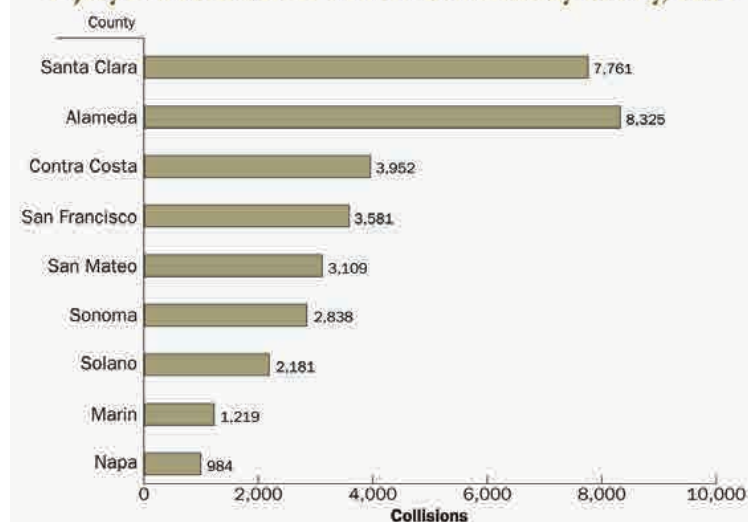
Best	2004 PCI <sup>1</sup> (out of 100)	Worst	2004 PCI <sup>1</sup> (out of 100)
1. Brentwood	87	95. Lafayette	54
2. Contra Costa County (unincorporated)	85	San Mateo	54
Los Altos	85	Vallejo	54
4. Dixon	84	98. Monte Sereno	53
Oakley	84	Rio Vista	53
Santa Clara	84	100. City of Napa	52
7. Belvedere	83	101. Marin County (unincorporated)	50
Sunnyvale	83	102. Colma	47
9. Gilroy	82	Richmond	47
10. Campbell	80	104. Orinda	46
		105. Sonoma County (unincorporated)	44

Source: Metropolitan Transportation Commission

105 of 109 jurisdictions reporting

<sup>1</sup> PCI = pavement condition index; PCI of 100 = Excellent

**Injury and Fatal Motor Vehicle Collisions by County, 2004**



Source: California Highway Patrol, California Department of Finance

surprisingly, the best pavement conditions typically are found in newer communities where streets and roads have not yet been subjected to decades of weather and heavy traffic. Topping the Bay Area pavement rankings for 2004 was the eastern Contra Costa County city of Brentwood, which registered an average PCI score of 87. The lowest-rated streets and roads were found in unincorporated Sonoma County, which had a "poor" pavement rating and an average PCI score of 44.

Due to a new stream of

revenue from the Measure M transportation sales tax approved by Sonoma County voters in Nov. 2004, motorists from Sea Ranch to Sears Point can look forward to significant investment in pavement upgrades during the months ahead. Expenditure plans for the transportation sales taxes approved in 2004 by voters in Contra Costa, Marin and San Mateo counties made local street and road maintenance a high priority as well. A half-cent transportation sales tax being considered for the June 2006 ballot in Napa County also

would direct much of the new revenue to local streets and roads.

State of the System 2005 can be found on the MTC Website at: [www.mtc.ca.gov](http://www.mtc.ca.gov).

### Report Now Available

For a printed version of the complete State of the System 2005 report, contact the MTC Library: [library@mtc.ca.gov](mailto:library@mtc.ca.gov)  
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Sat. & Sun. March 18 & 19 - Two seatings each day; \$30 each  
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### BARKITECTURE III

Benefits the Benicia Vallejo Humane Society  
People's Choice Voting & Preview Party  
Fri. March 24 - Vallejo Museum 5:30 pm - 8 pm  
Gala & Auction - Fri. March 31  
USA World Classics Event Center, 6 pm  
707.645.7905 or visit [www.bvhumane.org](http://www.bvhumane.org)



MARTIN WYATT

### 3RD ANNUAL VALLEJO SPORTS HALL OF FAME

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Special Guest Host: Martin Wyatt, ABC Ch 7 News  
Foley Cultural Center, Sat. March 25 - 4:30 pm;  
\$40 per ticket. [www.gvrd.org](http://www.gvrd.org)

### SOLANO COUNTY FAIR YOUTH AG DAY

Solano County Fairgrounds  
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to experience agriculture first hand.  
Tues. March 28; 9 am - 1 pm.  
Volunteers contact [pskelton@scfair.org](mailto:pskelton@scfair.org)  
For more info 707.551.2000 or [www.scfair.org](http://www.scfair.org)



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## Ahoy, Tall Ships in Oakland!

**B**rig *Lady Washington*, a full-scale replica of the first American vessel to explore the Pacific Northwest coast, will be sailing into Oakland this month (Mar. 8-20) for the Tall Ships Tour.

She is accompanied by the *Hawaiian Chieftain*, a replica of a typical European merchant trader at the turn of the 19th Century.

*Lady Washington*, the original, sailed from 1750-1798. The replica, launched in Mar. 1989, is certified by the U.S. Coast Guard to carry passengers, and is as close to the original as historical records and Coast Guard regulations allow.

She also played the role as the HMS Interceptor in the Disney

movie "Pirates of the Caribbean." She has sailed the Pacific Coast from Panama to Alaska, usually sailing the southern coast of the US in winter and the northern coast in the summer.

Launched in 1988, *Hawaiian Chieftain* is a 103-foot long topsail ketch (two masts). Her hull shape and rig are similar to those of the European explorer's ships used in expeditions along the California Coast. The *Chieftain* has sailed Pacific waters, with its crew conducting education programs on marine science, sail training and history.

Both, *Lady Washington* and *Hawaiian Chieftain*, will be open for dockside tours. Visitors can on-board for special activities such

as the Battle Reenactment Sails or the hands-on Adventure Sails program. **BC**

### Tall Ships

#### Dockside Tours:

Weekdays 4-5PM

Saturdays 10AM-1PM

#### Battle Reenactment Sails:

Weekends 2-5PM

#### Adventure Sails:

Sundays 10AM-1PM

For more information, please contact (800) 200-LADY.



Picture by Robert Esposito



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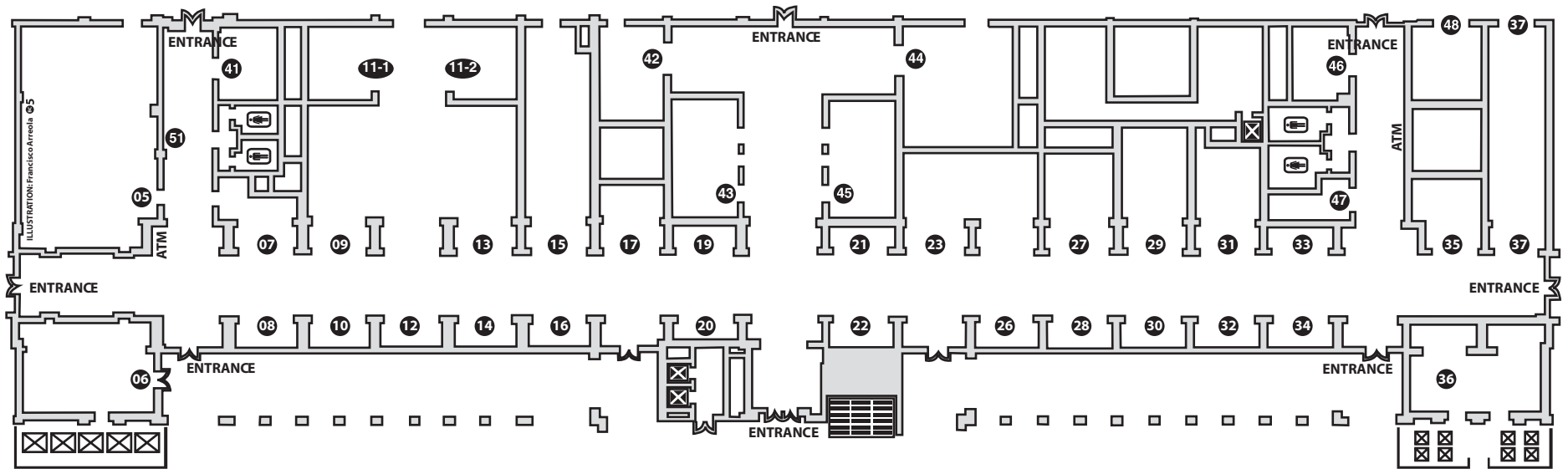
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- |                            |                            |                     |  |                                    |   |                                  |                             |
|----------------------------|----------------------------|---------------------|--|------------------------------------|---|----------------------------------|-----------------------------|
| 05 Slanted Door            | 10 Miette                  | Chocolate Maker     | 21 Capay Organic Fruits and Vegetables | 27 Imperial Tea Court              | 32 Prather Ranch Meat Co.               | 37 Sur La Table                  | 45 DELICA rf1               |
| 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. | 17 Cowgirl Creamery | 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    | 19 LuLu Petite      | 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.    | 20 Kingdom of Herbs |  | 31 San Francisco Fish Co.          | 36 Market Bar                           | 44 Mijita                        | 51 Mill Valley Candleworks  |



**Far West Fungi, Store #34**  
[www.farwestfungi.com](http://www.farwestfungi.com)  
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**Far West Fungi** is a one-stop destination for mushrooms. The shop carries culinary mushrooms, medicinal mushroom supplements, and even mushroom logs to grow your own at home. Shop owners, John and Toby Garrone, have grown and sold mushrooms for over 20 years.



**Prather Ranch Meat Co. Store #32**  
[www.pratherranch.com](http://www.pratherranch.com)  
 Phone: (415) 378-2917

**Prather Ranch** is a self-sustaining ranch located in the shadow of Mt. Shasta. We specialize in organic, sustainable, pasture-raised meats. The ranch has the distinction of being home to a "closed beef herd," which means extremely healthy animals.



**MIJITA, Shop #44**  
[www.mijitasf.com](http://www.mijitasf.com)  
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**MIJITA** is a cocina Mexicana with a Bay Area flavor. Here Chef Traci Des Jardins cooks from her roots using local, seasonal ingredients. Whenever possible, organic ingredients are used. Traci is well-known nationally as the Chef/Owner of Jardiniere and Consulting Chef at Acme Chophouse.



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

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



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

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



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

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



# Mistral Rotisserie Provencale

BY MICHELLE MODAY

Most people, when they think of French cooking think of rich sauces. Mistral Rotisserie Provencale is a company with food prepared in the classic style in the south of France.

"In Provence the food is lighter in flavors and textures. A lot of it is warm-weather food (tomatoes, peppers, garlic), which is associated more with Italy than France," says Betty Mistral.

Betty and her husband, Fabrice, opened their Ferry Building store Dec. 1993. "The food we serve is very natural and not hidden in a lot of sauces," she says. Mistral's food has an earthy factor, rustic even. "The rotisserie allows us to stick to the natural flavors of the

food, and the gas-fired rotisseries adds a visible warmth to the cooking."

Betty began her career in the culinary arts as a pastry chef. Fabrice Marcon apprenticed in the culinary arts starting at age 14. He learned cuisine from masters in three and four star restaurants in cities such as Cannes, France and Geneva, Switzerland. Both of them were working in the kitchen of the Grand Hotel in Stockholm, Sweden when they met. It was in the Grand Hotel where they would also marry.

Betty says that Fabrice is the one who had the idea for Mistral. He knew that "people wanted less complicated, unadulterated food that paid tribute to the original flavors."

When the Ferry Building first opened, the Marcon's went down to take a look, then decided to inquire about tenancy. Betty shared Fabrice's idea, which was very well received. She says one of the reasons is because "We're not really just a restaurant (that brings all their food in); but we prepare our food on site."

Mistral serves fresh, high quality, all-natural foods, and is a great option for residents, visitors and commuters. Enjoy one of their meals on the waterfront or take dinner home. You can pre-order by phone, and their Website should be live this spring, allowing customers to view the menu and order online. There are options for single serving orders (\$6.75-12.50), and they prepare dinner boxes (\$18-36), which can satisfy the palettes and fill the tummies of three to four people. Mistral needs about an hour of notice to prepare a hearty meal of roasted meat with choice of side dishes, choices that include fresh cauliflower, creamed spinach and macaroni & cheese. Plus, they always have ratatouille, and roasted potatoes are the specialty. **BC**



## 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.



## Fifteen Minutes of Stop and Shop

Providing a convenient parking option for the Ferry Building customer on the go

One of the best incentives for locals to stop and shop at the Ferry Building Marketplace is the 15-minute white zone in front of the building. Customers can run in for call-ahead, pre-orders or shop for last minute groceries, and not have to park in the lot and walk to the building.

To accommodate our Ferry Building visitors using

this convenient stop-and-shop method, we ask that the tenants and employees refrain from parking in the white zone (unless you are dropping by the Marketplace for a quick purchase).

How the 15-minute stop-and-shop zone works: Drive to the white zone. Leave your keys with valet and get a parking stub (valid for 15 minutes).

If customers stay over 15 minutes, then their vehicle will be driven to the parking lot, and brought back on their return. Valet parking rates apply. **BC**

Please note: On Farmers' Market days, 15-minute white zone parking is available after 3:30pm.

# Antique Phoenix

## Genuine charm of historical Benicia

BY TS OWEN

Filled with friendly merchants and lively music, world-famous artists and palate-pleasing cuisine, Benicia, just 37 miles from downtown San Francisco, is one of the worst-kept secrets in the heart of the Bay Area.

Its citizens are dedicated to preserving its rich heritage, as more and more visitors stroll First Street, stopping to shop at buildings steeped in the history of three centuries. Walking guides describe the unique sidewalk tiles and dozens of 19<sup>th</sup> Century buildings and museums that commemorate the city's colorful past, the modern spas, and spots to sip tea or enjoy a full repast at the restaurants lining the

street where local legend says the secret of gold at Sutter's Mill was first spilled.

Past the pristine First Street Green and imposing Promenade - center of parades and community parties - is a fishing pier and public restroom. This is Benicia Point, where once Pony Express riders galloped and intercontinental trains rolled onto the world's largest ferry to cross the Carquinez Strait. California's third and only, still standing capitol boasts top hats and local newspapers from the 1853-4 legislative session. While up in the hills, the Benicia Arsenal has some of the finest examples of the stonecutters art in the sandstone buildings of the Benicia Historical Museum, the Clocktower building and the Jefferson Street and Commandant's mansions. A

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4728 East Second Street, Suite 16, Benicia

tour of the Arsenal's colony of renowned artists and glassblowers is a rare treat.

Benicia abounds in the authentic and boasts award-winning shops and heart-pleasing sunsets reflected in the Carquinez Strait. Nestled between two bridges with a port and marina, it perches on the waterfront; its beaches and watersports adding to its unique character, which is celebrated in the annual Waterfront Festival. It is a rare and genuine city that has retained its antiques and a unique place in California history.

The phoenix of Bay Area cities, Benicia is proof of the adage: If at first you don't succeed, try, try again. Plans to be the premier deep water port on the west coast, the capitol of the state, a manufacturing hub, the Athens of the West with abundant schools and colleges, and an important military arsenal were all big dreams that turned to pipelines,

sponsoring Farmers Markets, First Fridays on First and the Waterfront Festival, plus parades from the Fourth of July to Christmas. The efforts have been noticed. Nick Jr. Family Magazine named Benicia one of the most playful cities in America, with its First Fridays on First, street banners designed by local school children, camel races, the Holy Ghost parade, plus, a plethora of parks and outdoor activities.

Recognized for its outstanding schools, unique shopping district, community spirit and world-famous artists, the City on the Strait is low in crime and high in charm. Called quaint by some, it was named one of the Best Places to Live on the Coast by Coastal Living Magazine in 2005, one of the Top 10 Arts Destination Cities in America in a reader's poll in AmericanStyle Magazine in June 2005, one of the Great American Towns in CNN/Money Magazine in July



Photo by Joel Williams

that is, in the form of the 25-year-old oil refinery, the crown jewel of a thriving industrial park that fuels the economy while downtown attracts visitors.

Main Street has been an integral part of preserving that past while revitalizing the spirit of the founders of this once-bustling rival to San Francisco, encouraging celebratory events such as Benicia in Bloom in April, artists' open houses in May and December, the Mardi Gras Festival and Arts in the Park, the Peddler's Fair and Handicraft Festival; and

and featured as a North Bay Getaway in December in Sunset Magazine. The Downtown Tea Room was named a leader in the trendy new tea market by VIA Magazine in January-February 2006.

The New York Times named Benicia a top place for antiquing, and the San Francisco Chronicle a number one place to raise a family as well as a one of 15 "Good Hoods" for being "hipper, cheaper and more neighborly than anyone knew."

What remains is a pristine slice of California's colorful past from the Gold

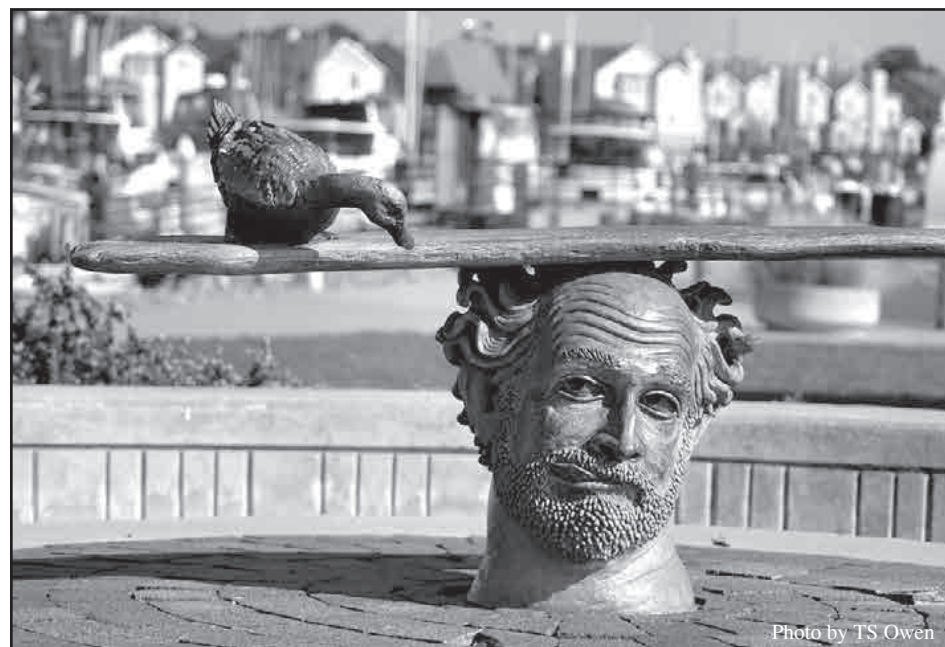


Photo by TS Owen

A bronze statue by local and nationally-known artist, Robert Arneson, stands in the Benicia marina.

Rush to Jack London's Fish Patrol that still bustles with new development both downtown and in the hills. Not exactly as its founders envisioned when they

named it after the wife of the last Mexican commandant and made it the second city incorporated in the new state of California, but a modern jewel nonetheless. **BC**



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# Richmond Welcomes Anchor Cove to the Waterfront

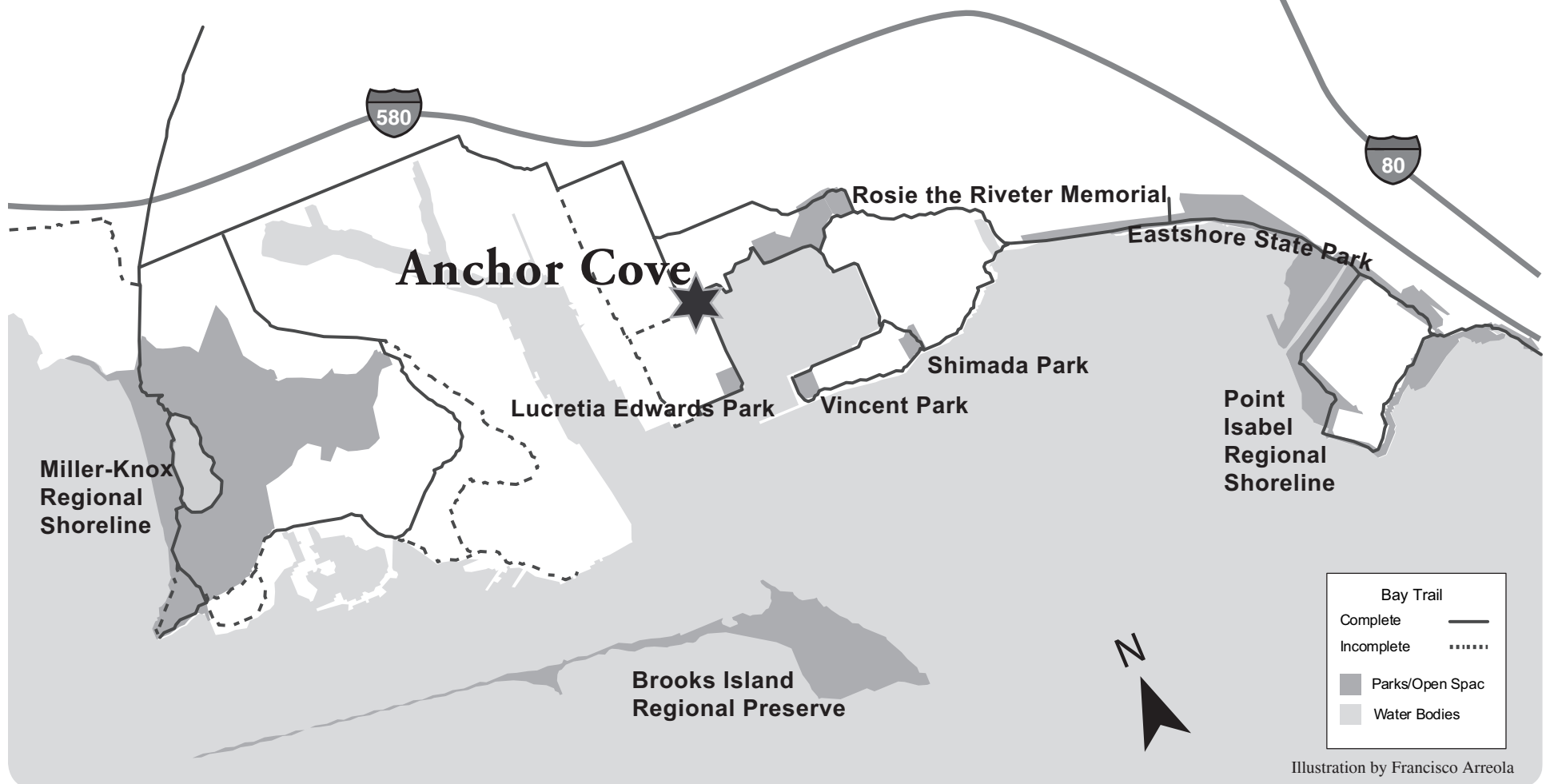


Illustration by Francisco Arreola

**R**ichmond's Marina Bay is rich with culture, history and endless opportunities to explore and have fun. Once the site where "Rosie the Riveter" built WWII liberty ships in the Kaiser Shipyards, Marina Bay is being transformed into one

of the Bay Area's most desirable places to live, play and work. Today, Richmond is home to more miles of the San Francisco Bay Trail than any other Bay Area city, as well as a picturesque 750 boat Marina and a shoreline esplanade perfect for early evening strolls.

Located at the northeast corner of Marina Bay is the Rosie the Riveter Memorial, part of the World War II Home Front National Historic Park. Fully engaged in winning World War II, American women and men worked side-by-side toward a common goal in a manner that has been unequalled since. The accomplishments of these women, affectionately known as "Rosies," helped change industry and had sweeping and lasting impacts in the war effort. Richmond played a significant and nationally recognized part in the World War II Home Front. The four Richmond shipyards with their combined 27 shipways, produced 747 ships, more than any other shipyard complex in the country.

Marina Bay is within minutes of the never-ending

excitement of San Francisco, as well as the thriving art scene in Point Richmond and the Marin Peninsula. It is in this setting that construction has begun on Signature Properties' Anchor Cove development. Anchor Cove consists of 128 townhome style condominium units ranging from 1,300 square feet to 2,100 square feet, and including two, two-plus, three and three plus bedroom units. With six distinct floorplan designs, highly detailed maritime-style exteriors and private outdoor patios and terraces, all of the conveniences of modern-day living have been placed into these homes. These attached units typically contain three levels of living area with an attached two-car garage. The architecture style is eastern seaboard and blends with the architectures of the existing neighboring retail and residential structures.

At Anchor Cove, residents will never need to leave home to enjoy the views of the San Francisco skyline, the fog engulfing the Golden Gate Bridge or the rolling hills along the coast of Marin County. They



Photo by Joel Williams

A view of the many masts at the City of Richmond's Marina Bay



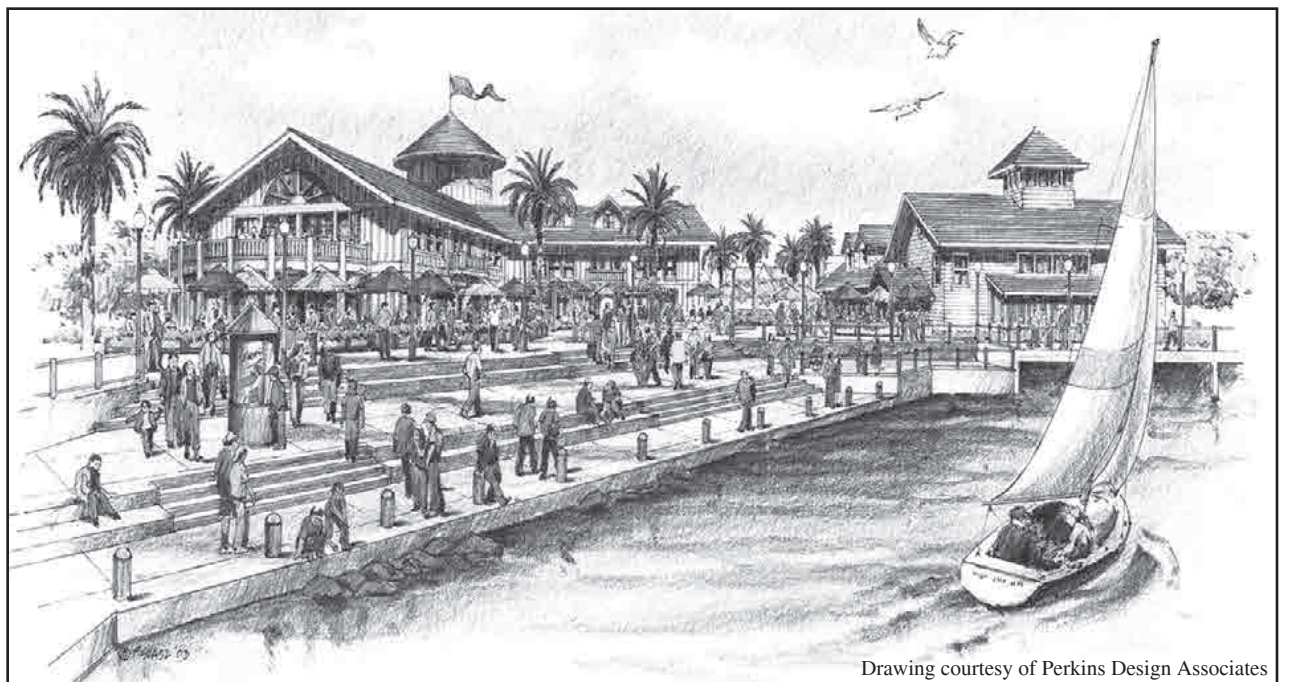
Illustration courtesy of Barney Davidge and Associates

can take in the views from their balcony, soak in the culture and excitement of the Bay Area's finest cities and enjoy the comforts and convenience of life along Richmond's scenic waterfront. While Anchor Cove at Marina Bay enjoys a serene, self-contained bayside setting, it also has convenient and quick access to I-80 and I-580 as well as Richmond's Intermodal Transit System, consisting of BART, Amtrak, and AC Transit Public Transportation.

Along with the unique condominiums of Anchor Cove, Marina Bay will soon boast 45,000 square feet of new shops, office space, restaurants, and public plazas. The commercial component of the project, also being developed by Signature Properties, will consist of up to six buildings located around a central public plaza with bay views and Bay Trail access.

These buildings are being designed to create an outdoor themed retail experience with eastern seaboard architecture, reflecting the architectural character of the neighboring residential units now under construction.

Nestled between the Park and Anchor Cove is



Drawing courtesy of Perkins Design Associates

Artist renderings of the Anchor Cove Condominiums (top) and of the Richmond waterfront's public plaza (bottom).

the elegant, Salute Ristorante at Marina Bay, offering spectacular views of the harbor and Bay. Housed in a 100-year old Cape Cod Victorian that overlooks

the marina waterfront, Salute is a unique restaurant serving authentic Italian cuisine with updated creative dishes and traditional favorite pastas and entrees. **BC**

In a three-part series, special to Bay Crossings, we examine the irony of having one of the most picturesque and romanticized waterfronts in the world, and why its piers - described as "rotten timbers" by Herb Caen back in 1949 - continue to tip and rot, even though the salty air is sweet lately with a growing interest in waterfront revitalization. This is Part I of San Francisco's Port story.



Photo by Francisco Arreola

# PORT STORY

BY KRISTEN BOLE

**T**he Port of San Francisco's headquarters is an old C&H sugar warehouse at the base of Washington Street, next door to the Ferry Building's upscale markets. Inside, it's as though the 1990s never ended.

Boldly redesigned by San Francisco architects SMWM, the ceilings vault above old steel girders and are artfully integrated into a modern interior with knee-to-ceiling glass in the offices. The conference rooms host original pegged bookcases and double-hung windows, alongside complete sets of Aeron chairs—those \$700 ergonomic wonders made popular by extinct dot-coms.

A mile south along the waterfront, Pier 36 stands barricaded from the public, its pilings literally breaking off and floating into the Bay. Nearby, the Victorian ship repair buildings are boarded up, hosts to seasonal flooding and clandestine rave parties.

This is the irony and struggle of one of the world's most beautiful stretches of waterfront. With a host of successful renovations in its portfolio and a newly invigorated Embarcadero, the Port's 7.5 miles of waterfront are simply stunning.

Yet that same waterfront is at a breakpoint.

Like an old-money family with no cash left, the Port is barely earning enough to survive, much less to maintain its version of the family mansion.

Desperate for funds and hamstrung by 2,000 pages of regulations and the seven government agencies to which it reports, the Port is facing the hard truth that it is, in essence, a real estate developer with huge limits and no money.

It also faces a sophisticated public that is newly connected to its waterfront for the first time in 50 years. And it's placing strong demands on what that real estate looks like and how it's managed.

"The Port is getting an amazing amount of pressure," said Port Executive Director Monique Moyer, the financial dynamo whom Mayor Newsom appointed in 2004 to clean up the Port's mess. "It gets no city money, its one of the smallest city agencies, yet it's in the paper every single day."

It's there because people care.

The only question is what do we care about? And how do we plan to pay for it?

## Desperate Finances

As it now stands, the Port is designed as an "enterprise" agency, both self-sufficient and generating revenue for the city, much like the water or sewer departments or a private business.

In truth, it's barely making ends meet. Its current, \$55.602 million budget is only a hair larger than last year's actual \$55.599 million, according to Port Finance Director Tina Olson. Even after Moyer's substantial trimming, Port revenues have only risen 12.5 percent in the last five years, while expenses rose 41.7 percent, leaving a capital budget of just \$7 million.

Yet its civic contribution is huge: Each year, the Port supports 30,000 jobs - the same as the San Francisco airport - of which every dollar of payroll- and sales-tax goes to the city, as does \$20 million from the cruise business alone.

It generates \$1.6 billion in revenue in the 700 companies on Port land and \$120 million in state and local taxes, but none of those return to the Port. Then, the Port pays \$11 million per year for City services: police and fire department, among others.

And unlike any other port in this country, it is expected to cover those costs on its own, with limited ability to raise rents and under the constraints of an urban setting, without Seattle's tax support or San Diego's \$50-million revenue hotels.

"We (earn) enough money every year to cover our annual operating costs," Olson said. "What we don't have enough money for is the major repair and replacements. That's our concern because our facilities are so old."

What remains of its maritime business – fishing, cruise ships and bulk cargo – is also heavily subsidized, costing \$2.5 to \$3 million per year for dredging alone, plus maintenance, to generate \$5.7 million in revenues.

The Port, which will issue a 10-year Capital Plan on March 10, estimates it needs more than \$1 billion for maintenance and upgrades on its facilities and piers, most of which date back to 1908-1912. Of that, \$300 million is needed immediately for life-safety issues alone. One in 20 Port buildings is already unsafe for public use.

"The average age of a Port roof is 46 years," added Moyer. "The utilities and underground pipes are even older. The average age of a pier structure is 80 years and

### Last Century's Problems

The Port's financial struggles are hardly new. Many date back to World War II, when cargo calls began a steady decline, due to a combination of competition from other West Coast ports and San Francisco-specific obstacles.

"The reality is that, for reasons that were outside the decision-making responsibilities of San Francisco, there was a sea-change in the shipping industry," said Aaron Peskin, president of the San Francisco Board of Supervisors. "It was an inevitability for a number of reasons."

Perched atop a peninsula and full of hills, the city's geography made it hard for trucks to get to the Port, which had limited room for parking, storage or loading, given its railroad-era, finger-pier design. Its urban setting also provided no "buffer zone" for the community.

That gave Oakland, with plenty of space, a distinct advantage—that was only exacerbated by the global shift toward containerized cargo in the mid-1960s, increasing the need for space and access to truck lines.

By the time the Burton Act restored San Francisco's control over its port in 1968, the Port had brought with it \$81 million in debt, which Olson said is nearly paid

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**"Until we figure out a way to address the long-term infrastructure needs of the Port, it's worrisome. If you pull a pier off line because it's red-tagged, you don't develop your revenues any further." —Tina Olson, Port Finance Director**

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I can't find any manufacturers who would guarantee them for 10 years in salt water."

For perspective, it costs \$20 million to repair and retrofit one pier for the high-occupancy use needed by a museum or new cruise terminal. Since 1950, the Port has rehabilitated 8 of its 39 pile-supported piers. There are 31 to go.

"As things get older and older, and you can't pull the cash out of your operating revenues, you're stuck," Olson said. "Either a developer does it, or you close it down."

In fact, partnerships with developers have been the Port's lifeblood since the demise of the maritime business, starting with one of the nation's first public-private partnerships at Pier 39. Now, those projects are under added pressure to generate the money to rehabilitate Port property before it's too late.

"Until we figure out a way to address the long-term infrastructure needs of the Port, it's worrisome," Olson said. "If you pull a pier off line because it's red-tagged, you don't develop your revenues any further."

That creates a downward spiral, in which the Port condemns piers, they fall into the Bay and they're lost forever as a potential for revenues. With real estate now generating 72 percent of its income, that's no small sacrifice.

off, after 38 years.

"The Port of San Francisco was, no pun intended, under water from day one," Supervisor Peskin noted.

"People forget that. They think that San Francisco (mismanagement) and the loss of the container industry drove it into the ground."

But historical accounts point to a bigger problem, much earlier.

In 1949, Herb Caen wrote lovingly of the Port that, "(At night) you can hear the water sighing over the rotten timbers of the piers."

Clearly, this was not a healthy port with recent financial struggles.

In truth, the problems stem from before 1863, when San Francisco asked the state to assume control over the Port to curb years of corruption and mismanagement. Even then, "piers and wharves were disintegrating and filled land was constantly slipping into the Bay, preventing ships from berthing," according to Mel Scott's "The San Francisco Bay Area: A Metropolis in Perspective."

State management only made it worse. San Francisco's port was a low priority for state funds and couldn't generate the voter interest to pass any of several financing proposals. That, in turn, led to



Photo by Najib Joe Hakim  
San Francisco's Port Executive Director, Monique Moyer

further disintegration and lawlessness that helped drive shipping from the Port, according to the San Francisco Planning and Urban Research Association (SPUR).

So the city took back the Port – and its debt – but the problems didn't stop. As recently 2004, just before Moyer took charge, a city audit showed widespread Port mismanagement, to the tune of \$3.1 million per year.

The audit blamed the Port for development agreements that failed to cap construction costs, the failure to enforce its own leases and outspending its own office-space budget by \$500,000 in FY 2002 for its current digs—on top of \$1.7 million in "tenant improvements" as a one-time expense.

Thus, the Aeron chairs in the conference room, over which Moyer recently retorted, "I couldn't afford those!"

As a final symbol of disarray, the Port reported that it oversaw between 756 and 817 parking meters and couldn't account for discrepancies over how much money they generated. In fact, the audit found 880 meters under Port control, corresponding to \$216,000 in unaccounted income on roughly \$1 million annual revenue.

This was the Port that Moyer inherited.

"Monique's job was to dig the Port out of a canyon, and she was given a teaspoon to do it," said Jon Golinger, who leads Citizens to Save the Waterfront, a coalition that ranges from the Sierra Club to real estate investors. "She needs a bulldozer."

### Real Estate in Shackles

She also inherited some stunning renovations, among them PacBell Park, Pier 1, the new Embarcadero and the Ferry Building, all funded by either developers or federal funds. With them came rents that approach modern market levels, in bold contrast to many of the Port's 66-year leases.

Yet, even those come at a cost. The Ferry Building has been a huge success, in part from a decision to choose the developer who proposed more open space

continued on page 32

**Port Story**  
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and lower retail density. That, in turn, generates less money for the Port.

Likewise, the Port's outdoor open space, including the partly completed Bayside promenade from Mission Street to Broadway, accomplishes one of the Port's primary goals – connecting San Francisco to its waterfront – and meets the requirements of the Port's Waterfront Land Use Plan, which voters required it to develop when they passed Proposition H in 1990.

Yet all of that is expensive to build and maintain, with no revenues.

"It's taken 11 different funding sources over many years to piece together the money to create that public presence," said Byron Rhett, the Port's director of planning and development. That includes \$2.5 million for the upcoming Pier 14 and the \$15 million park at the Brannon Street Wharf. "It's very expensive to build over water."

They're also subject to what some might consider the whims of the current Board of Supervisors.

Three times over the past two years, the Board has tried to thwart either significant Port projects or its current administration: setting height restrictions on hotels, deeming its Mills

retail-recreation project financially unsound, and proposing term limits for Port Commissioners.

Each of those stemmed in varying degrees from public outcry over the Port's direction. Most significant of those was the Mills Project, in which mall developer Mills Co. had planned to build a \$218 million retail and recreation center on piers 27-31, at the base of Lombard Street.

That project almost single-handedly awakened San Franciscans to the waterfront's future, largely due to efforts by Supervisor Peskin and Golinger, who alerted residents that Mills planned to build a "mega-mall" at the base of

Lombard Street.

"No one views the Port as a portfolio of assets with costs and benefits," Moyer said. "We have neighbors who see each proposal as a stand-alone issue. Our regulators don't see it that way."

Moyer refutes the "mega-mall" characterization of the Mills plan, but it's a moot point. The project has been in limbo since the Supervisors' October vote. In Feb., local developers offered an alternative office-recreation proposal as a possible replacement, in part due to a timely intervention by until-then-silent Mayor Newsom.

To Moyer's team, those public interventions are a direct blow, giving the Port no ability to act on long-term plans, which often are approved by one administration, only to be shot down after decades of work.

"So what do we want?" Moyer demanded. "Do we want Pier 36? It's an ugly shed with a fence around it because it's not safe. Or do we want the Ferry Building, borrowing on the developer's terms?"

Opponents of those projects maintain they simply don't want to be sold one bill of goods and delivered another.

But from either direction, San Francisco's waterfront is at a turning point.

"It's up to us to figure out what we can be," said Olson, speaking for all San Franciscans, not just the Port itself. "We're in the middle of a transition from where we were to what we could be, and it's a painful process." **EC**

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# Technology Service Options Changing for Small Business

BY MARY E. SHACKLETT

Large companies have their own technology staffs, but what if you're a small business under 100 employees with technology needs that can be just as critical to your business? Understanding your business information needs (and their criticality) is paramount to your technology strategy—a major factor when you make decisions like whether to hire your own IT staff, or outsource your technology support.

## Rightsizing a technology plan

Two types of small companies opt to use internal employees for technology support. They are at the opposite ends of the spectrum:

- Companies with little or no resources and expertise in IT support that “make do” with whatever knowledge their existing employees have; and
- Companies that recognize they will not be a commercial success without excellent technology, and make the decision to employ highly skilled IT professionals who are dedicated to their operations.

Companies between these extremes are beginning to consider outsourcing technology support because of the outsourcing options now available.

## Tech outsourcing options

Consumer-oriented stores like Circuit City and Best Buy have recognized the small business market, and are expanding programs that serve it. Small business programs in these stores are built around multi-year contracts that provide 24/7 technical support for computer hardware and networks.

For example, with Circuit City's “City Advantage” program, if a business purchases six desktop computers it is charged between \$130-140 per station as a one-time upfront contract fee. The contract is in force for two years, and if the company chooses to exit the contract, the remainder of the monthly contract payments is returned as a prorated amount to the business without penalty. The

business also has the option of entering into a longer-term contract that further discounts computer technical support fees.

Although consumer stores offer hardware technical support only, programs like these give small businesses cost-effective, round-the-clock support for hardware failures and troubleshooting. Some of the disadvantages are lack of software technical support, limited training options, lack of an equipment leasing program and little help or assistance in computer and network security.

*The neighborhood computer store* is another alternative for small companies. The neighborhood store does not typically offer 24/7 service, but offers the opportunity for a pay-as-you-go hardware repair service. Many times these smaller stores can respond quickly to a problem situation. However, like other small businesses, these smaller, privately owned computer stores can be limited by their own internal resources. Sometimes, companies may have to wait a little longer for technical support and problem resolution.

*The technology programs* of major PC equipment manufacturers, like Dell, HP, CDW and Gateway, offer small businesses discount purchasing and technical support programs. All are reputable companies with their own core competencies and areas of expertise.

*Smaller networking companies* supporting specific vertical markets in a number of industries have formed associations or consortiums that offer discounted technology purchase prices at group rates, as well as affordable technical support. This is especially prevalent in sectors like banking, hospitality, healthcare and small government.

## Finding an effective strategy

Regardless of how a small business addresses its technology needs, there are five best practices that contribute to a great network servicing and support program:

1. *Determine how mission-critical your technology is to your business.* If your technology is a critical component of your end business, and you can't afford to be without it, you need strong technical support. Conversely, if your business is able to function several days without your technology, you might consider an affordable, but less service-intensive, mode of technical support.

2. *Consider leasing instead of buying your computer and network equipment.* Companies you lease from typically track technology developments, and can assist you in keeping up with current trends as you upgrade equipment on lease. You can expense lease costs, and can thereby avoid having to depreciate an asset that will obsolete itself in three years. Leasing arrangements also assure immediate replacement of technology that fails—with the lessor assuming all servicing and replacement costs. All you worry about is the monthly cost of the lease.

3. *Look for an industry buying group or network service provider.* If you belong to an industry with a trade association, the trade association often offers buying programs that give you better technology purchasing (and possibly even lease) options. If you are looking for servicing, a number of vertical sectors also have network providers with both specialized technology and industry knowledge. This combination is often a “best of breed” combination for a small business. You get the technology know-how at a discount price and do not have to take on payroll; at the same time, you have a service provider that understands your end business and the specific technology demands it has.

4. *Ask the vendor about performance guarantees,* before entering into a contract for technology services. Also, it is important to ask how quickly the vendor promises to respond to your trouble call, and how quickly the vendor pledges to resolve problems. At the same time ask your vendor about service levels, and about its business partnerships. Many

vendors have business partners that can supply other technology needs, or disaster recovery services.

5. *Check a prospective service provider's references,* and take the time to interview them. Customer references are excellent sources of “inside information,” and can be instrumental in helping you with your decision.

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



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# Winemakers of Change

BY DIANNE BOATE AND ROBERT MEYER

**W**hen our editor chose the theme of this month's issue, she suggested as our topic the changes that have taken place in the winemaking industry, especially how some New World techniques and philosophies have influenced Old World traditions.

California, Oregon, and Washington have led some of the winemaking changes. The most dramatic change was to the fermentation tanks. The variety of tanks is a never ending wonder to Dianne. While functioning as basically the same thing, they are all different.

Many wineries used concrete tanks (some still do) and wood uprights, made locally from easy-to-obtain Redwood. Redwood gave way to oak, with superior results. Some of these large wooden casks can be seen at the Sebastiani tasting room in Sonoma. They are used as backdrops now, highly decorated by a woodcarver. For the most part, stainless steel has replaced wood and concrete in the US. In France and Italy, some winemakers are using modern methods to ferment old vine fruit.

## France — Concrete and fiberglass

France still uses concrete; but they have lined the insides with fiberglass. This is seen often in the Riviera, in the hills behind the resort areas above St. Tropez, Cannes and Nice, a region where the most popular wine is Rosé.

## Italy — Steel and jackets

Twenty years ago, on a trip to Barbaresco in the Piemonte region of Italy, and armed with some bottles of California wine, a borrowed camera and an invitation to the local cooperative that makes exceptional Barbarescos, we conducted a blind tasting of their wines versus California reds. Everyone present gained a new respect for the wines from both countries. While we were there, we were invited by local winemaker, Angelo Gaja to visit his winery. He showed us around and pointed out the revolutionary techniques he was trying—using stainless steel tanks with cooling jackets to control fermentation.

Since the region has always followed “the old methods” he was considered, at the time, to be out of the stream, to put it

gently. In addition, he was barrel fermenting the Nebbiola grape, which had never been attempted successfully. Other winemakers in the region were predicting dire results. But, by sticking to his ideas and wine philosophy, his results were quite the opposite. Today, his wine commands some of the highest prices in Italy, as well as Europe. Gaja is now considered one of the top winemakers, if not the best, in Italy, and has expanded from Barbaresco to Barolo and Tuscany.

## California — Stocks and bonds

For a domestic perspective, we called on Jan Wells, marketing specialist with Cannon Wines, purveyors of premium California wine, and importers of high quality wines of Europe. He says that one of the more fascinating aspects of change has to do with the extraordinary wine families of California, like Mondavi, Mirassou, Sebastiani, Wente, Gallo and Fetzer. Everyone started small, grew, and grew more, establishing dynasties that cover five generations.

Wells told us that the biggest change in the US wine industry is due to marketing: Thirty-odd years ago, the marketing of wines was dominated by distilled spirit companies who were pouring profits into wine ventures. When they discovered the profit margins were not what they expected, they got out of the wine business.

Today the market is heavily influenced by large corporation owners, no doubt intent on the good-old bottom line. Although the bottom line should focus on quality, oftentimes it's the stockholders who rule. We believe, all of this adds into the mix of the ongoing legal fights for small winemakers to ship out-of-state. To put it bluntly, the bottom line is control. **BC**

*Dianne Boate is a freelance writer, photographer and budding botanical illustrator. Robert Meyer is a consultant to the wine and spirits industry. For 28 years, he is still trying to change what time she is ready to leave; for 28 years she has tried to change the newspaper encampment around his chair. Guess what! Everything is different and nothing has changed.*



## Table Set for Wine.com in City of Richmond

**A**s Bay Crossings was going to press, Wine.com and Orton Development were nearing

finalization of an announcement: Plans for the Internet wine merchant to rent over 135,000 square feet of space in the historic, former Ford Motor Company Assembly Plant appear to be imminent. Wine.com is planning to make the historic auto

-assembly building its headquarters and main distribution facility.

Built in 1930, during the Great Depression, the Ford assembly plant was the largest plant to be built on the West Coast. Founded in 1997, Wine.com is America's leading online wine retailer.

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

### LARKSPUR \*

Weekdays (excluding Holidays)				Weekends and Holidays			
Leave Larkspur	Arrive SF	Leave SF	Arrive Larkspur	Leave Larkspur	Arrive SF	Leave SF	Arrive Larkspur
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----
6:35	7:05	7:10	7:40	11:00	11:50	12:30pm	1:20pm
7:10	7:40	7:45	8:15	1:30pm	2:20	2:30	3:20
7:50	8:20	8:30	9:05	3:30	4:20	4:30	5:20
8:20	8:50	9:10	9:45	5:30	6:20	7:00	7:50
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30pm				
11:40	12:15pm	12:25pm	1:00				
12:40pm	1:15	1:25	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	4:55	5:25				
-----	-----	*5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35 9:25	10:05				

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

### SAUSALITO

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

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

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Leave Harbor Bay Island	Arrive S.F. Ferry Bldg.	Leave S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30am	6:55am	7:00am	7:25am
7:30	7:55	8:00	8:25
8:30	8:55	4:35pm	5:00pm
	4:30	5:35	6:00
5:05pm	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30		

No service on weekends

## Angel Island - Tiburon Ferry

Mon. - Fri.	Weekend Schedule
Tiburon to Angel Island	Angel Island to Tiburon
10:00, 11:00, 1:00, 2:00	10:20, 11:20, 1:20, 2:30

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11:15	2:30	Senior (62+) ..... \$17
12:00pm	3:00	Youth (12-17) ..... \$17
1:15	3:45	Child (5-11) ..... \$13
		Under 4 ..... \$Free

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## Blue & Gold Ferry

### ALAMEDA/OAKLAND

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

### ALAMEDA/OAKLAND

Weekends and Holidays to San Francisco			
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	9:55
10:50	---	11:20	11:30
1:00pm	1:10	1:30	1:45
3:30	3:45	4:05	4:15
5:00	5:15	5:35	5:45
6:30	6:40	7:00	7:10

### ALAMEDA/OAKLAND FARES:

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

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

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

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

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

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

# Blue & Gold Ferry

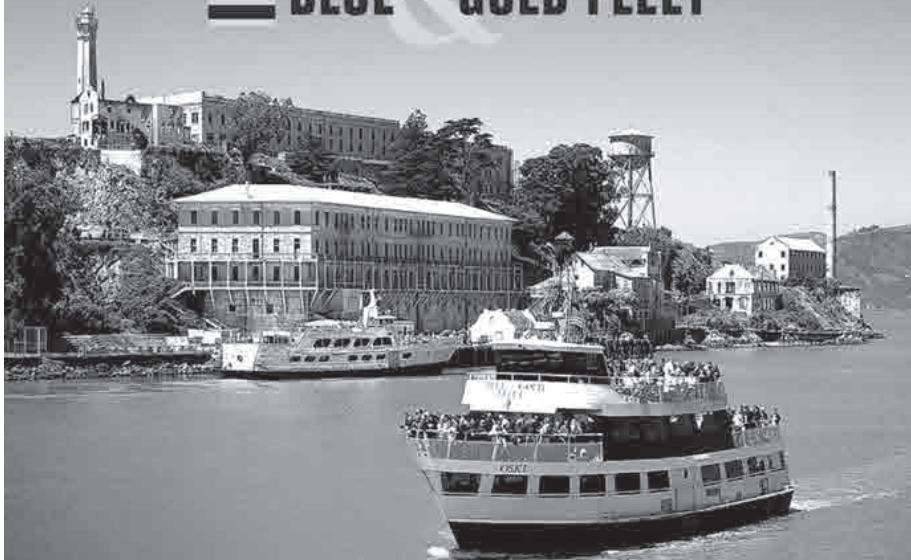
ALCATRAZ						ALCATRAZ AFTER DARK						SAN FRANCISCO/ANGEL ISLAND				SAUSALITO										
<b>FISHERMAN'S WHARF, PIER 41</b>						Thursday through Sunday						<b>FISHERMAN'S WHARF, PIER 41</b>				<b>FISHERMAN'S WHARF, PIER 41</b>										
Weekdays						Leave Leave Pier 41 Alcatraz						Weekdays				Weekdays										
Leave Pier 41		Leave Alcatraz		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.		4:20pm		7:15pm		Leave Pier 41	Arrive Angel Island	Leave Angel Island	Arrive Pier 41	Leave Pier 41	Arrive Sausalito	Leave Sausalito	Arrive Pier 41									
9:30am	9:50am	10:15	10:35	10:45	11:10	11:15	11:45	11:45	12:15pm	12:45	1:15	1:45	1:45	2:15	2:45	3:15	3:50	3:45	4:30	4:15	4:45	5:50	6:30			
<b>FARES: Round Trip</b>						<b>VALLEJO/SAN FRANCISCO</b>						<b>FARES: Round Trip</b>				<b>FARES: Round Trip</b>										
Adult w/Cell house Audio Tour* ..... \$16.00 without Audio ..... \$11.50 Senior (62+) w/Cell house Audio Tour* ..... \$14.25 without Audio ..... \$9.75 Child (5-11) w/Cell house Audio Tour* ..... \$10.75 without Audio ..... \$8.25 * Self-guided Audio Tour of the Cell house.						<b>FERRY BLDG./ FISHERMAN'S WHARF</b>						Adult (13+) ..... \$14.50 Child (6-12) ..... \$ 8.50 5 and under ..... FREE All prices include State Park fees. Only service animals allowed.				Adult ..... \$8.50 Child (5-11) ..... \$4.50 20 Ticket Commute Book ..... \$100.00										
<b>BAY CRUISE</b>						Weekdays						<b>SAN FRANCISCO CITY TOUR</b>				<b>TIBURON</b>										
Leave PIER 39						Weekends and Holidays						Daily				FISHERMAN'S WHARF, PIER 41										
Weekdays		Weekends and Holidays		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.		Leave Vallejo		Arrive Ferry Bldg.		Leave Ferry Bldg.		Arrive Pier 41		Leave Pier 41		Arrive Vallejo		City Tour does not operate during inclement weather. Check with ticket booth on day of departure.		One-Way						
10:00am	10:45	11:30	12:00pm	12:45	1:15	1:45	2:30	3:15	3:45	4:30	5:15	6:00	5:35	6:35	8:20	9:45	9:50	9:20	9:30	10:45	8:45	9:40	9:55	10:50		
<b>FARES: All prices include audio tour.</b>						<b>VALLEJO/SAN FRANCISCO</b>						<b>TIBURON</b>				<b>FISHERMAN'S WHARF, PIER 41</b>										
Adult ..... \$21.00		Junior (12-18) ..... \$17.00		Senior (62+) ..... \$17.00		Child (5-11) ..... \$13.00		Special Rates On Line		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						Adult ..... \$38.00 Senior (62+) ..... \$38.00 Junior (12-18) ..... \$38.00 Child (5-11) ..... \$19.00				Adult ..... \$7.50 Child (5-11) ..... \$4.25 20 Ticket Commute Book ..... \$85.00 No service Thanksgiving Day, Christmas Day (Dec. 25), New Year's Day (Jan. 1), or Presidents' Day.						
<b>ANGEL ISLAND</b>						Weekends and Holidays						<b>DOWNTOWN S.F., FERRY BLDG.</b>				<b>Weekends and Holidays</b>										
Leave Oakland		Leave Alameda		Arrive Pier 41		Depart Pier 41		Arrive Angel Is.		Leave Tiburon		Arrive Ferry Bldg.		Leave Ferry Bldg.		Arrive Tiburon		Leave Pier 41		Arrive Tiburon		Leave Tiburon		Arrive Pier 41		
9:00am	9:10am	9:35am	9:45am	10:10am	3:10pm	3:45pm	3:55pm	Effective May 21 through October 30, 2005	10:00am	10:45	11:30	12:00pm	12:45	1:15	1:45	2:30	3:15	3:45	4:30	5:15	6:00	11:00am	12:15pm	1:35	2:35	4:00
<b>ANGEL ISLAND ROUND-TRIP FARES</b>						<b>MONTEREY/CARMEL &amp; 17-MILE DRIVE</b>						<b>MUIR WOODS TOUR</b>				<b>GENERAL INFORMATION</b>										
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		Visit the famed Monterey Peninsula by deluxe motor coach. A breathtaking journey along the rugged California coastline to Monterey and Carmel for a day you won't forget. Tour departs from Pier 43-1/2 at 9:15am. Call (877) 855-5506 to reserve. Offered daily except Tuesday and Thursday.						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.				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.										
FREE All times are estimates. Purchase tickets onboard the ferry.						<b>SONOMA-NAPA WINE TOUR</b>						<b>FISHERMAN'S WHARF, PIER 43</b>				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.										
* 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.						Departs 9:15am at Pier 43 Fares: Round Trip						Daily				Groups: Special fares may be available for groups of 15 or more. Call (415) 705-8214.										
www.baycrossings.com/ferry_schedules.htm						Adult ..... \$61.00 Child (3-11) ..... \$40.00						9:15am 11:15am 2:15pm				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.										
						<b>FISHERMAN'S WHARF, PIER 43</b>						<b>FARES: Round Trip</b>				Alcatraz is part of the Golden Gate National Recreation Area. Blue & Gold Fleet is a concessionaire of the National Park Service.										
						Daily						Adult ..... \$48.50 Child (5-11) ..... \$25.50														
						9:15am						Muir Woods Package includes round trip ferry and bus shuttle. No service Christmas Day or New Year's Day (Jan. 1).														

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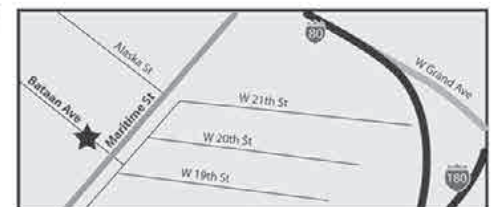
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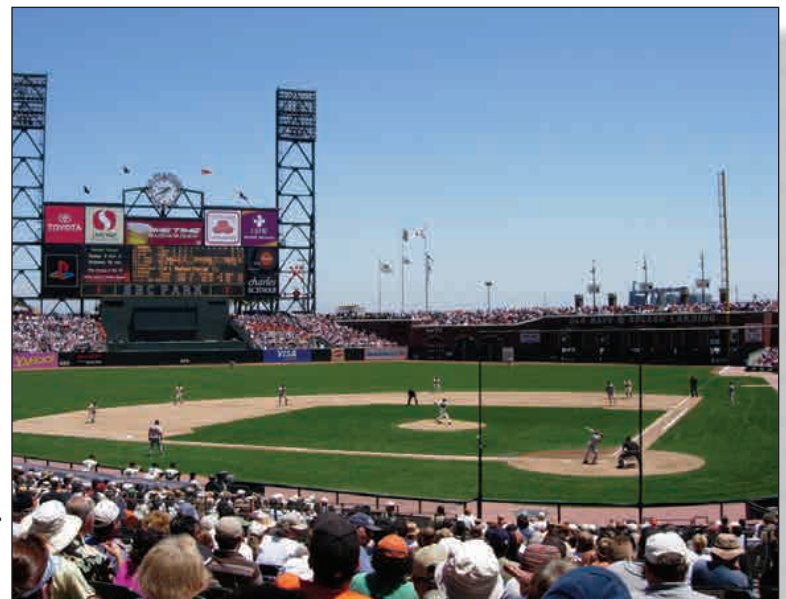
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Photo by Seahorse8



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