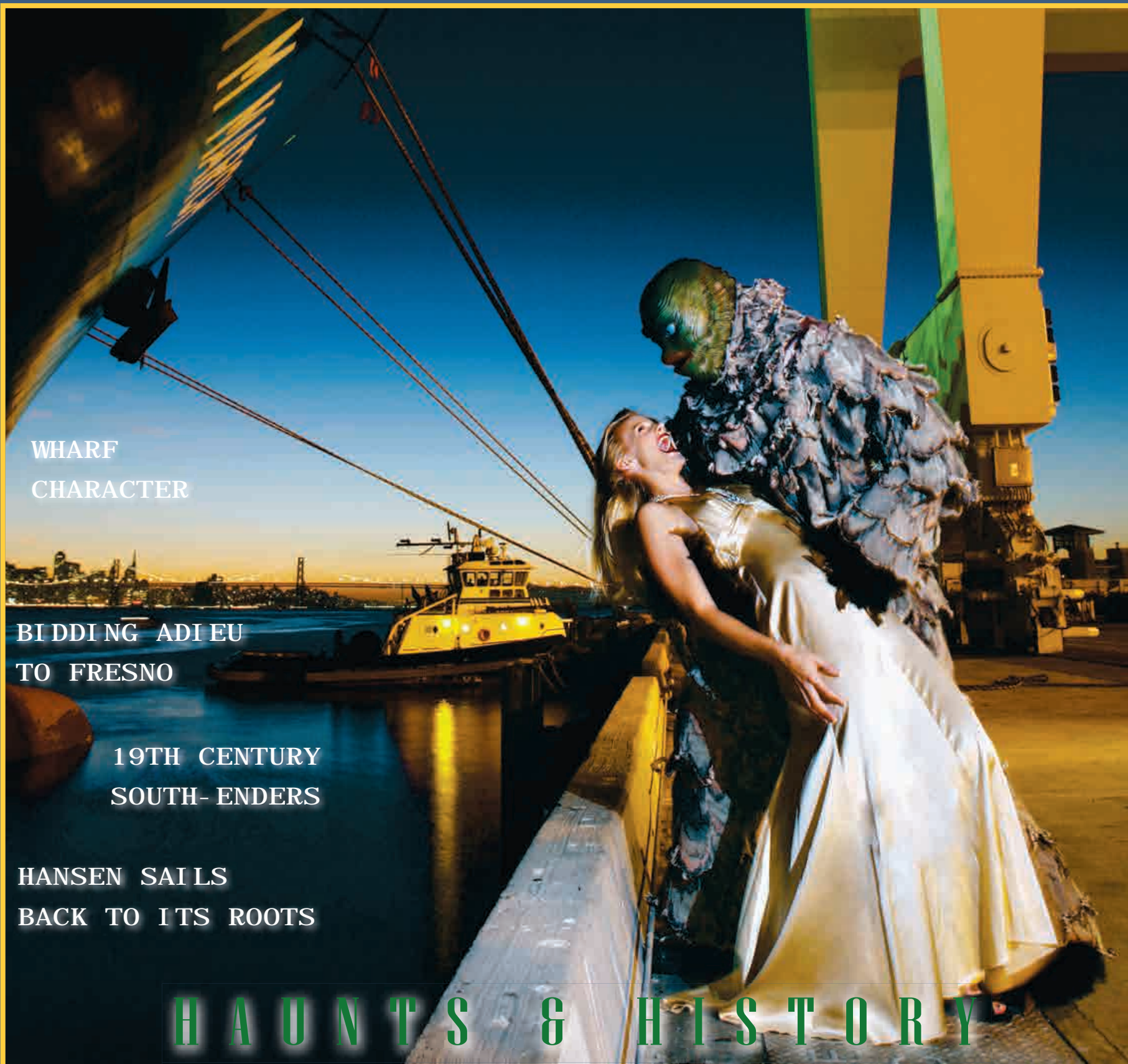




# BAY CROSSINGS

*"The Voice of the Waterfront"*

October 2006 Vol.7, No.9



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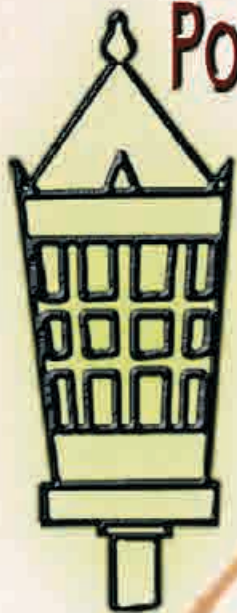
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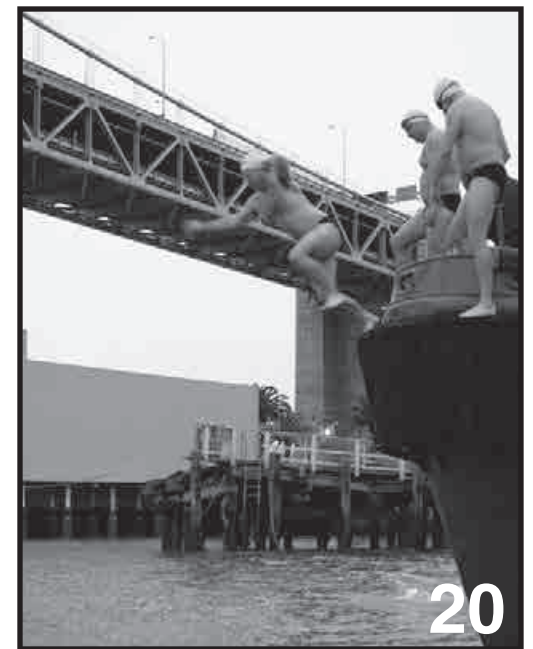
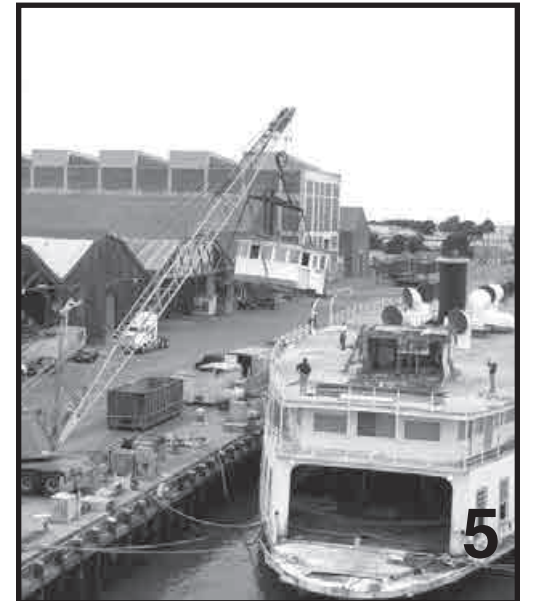
Beauty, Amanda Abreau, screams as her seacreature beast, Bryan Johnson, gets a little too close. Shot on location on the docks of the Hanjin Terminal in Oakland. See page 19. Photo by Loren Earle-Cruikshanks. [www.lecphoto.com](http://www.lecphoto.com)

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## Bay Crossings Saves Historic Wheelhouse, Bids Adieu to Fresno

**H**er start was plying the Oakland-San Francisco route in the 1920's. She wound up linking San Rafael and Richmond and, during the 1940s, in her twilight, served Seattle. From there, she was auctioned off to the colorful Bay Area figure Arnold Gridley, creator of the motorized cable cars.

Gridley's hopes of translating *Fresno* into offices or a museum never gelled, and time and rust overcame *Fresno*. As *Bay Crossings* went to press the wrecker's ball was poised over *Fresno*; valiant efforts to save her by Gridley's son, Phil Wright, and dedicated volunteers notwithstanding.

*Bay Crossings* stepped in to preserve her wheelhouse and lifeboats, which are now safely in storage. Exactly what will happen with them is a question our accountant would particularly like to know. Perhaps, a ticket booth for new ferry service to Richmond or South San Francisco?

Loyal *Fresno*, her cockpit at least, stands by to serve ferrymen when called again.

For their extraordinary generosity of time, money and skill preserving the *Fresno* wheelhouse, *Bay Crossings* wishes to gratefully acknowledge:

Phil Wright  
Roslyn and Eric Johnson of Pt. San Pablo Harbor (the Bay Area's own Gilligan's Island on acid) and their picaresque crew: Thomas Van Buskirk and Mark Allen Johnson  
Bill Long of the Mare Island Historical Museum  
Leo Teniente  
Gary Johnson of Lennar Mare Island  
Cooper Crane & Rigging, Inc.  
Bill Aboudi and AB Trucking  
...and especially Steve Bernardini and the crew of Bernardini Construction.



*Fresno* on her maiden voyage. She was built by Bethlehem Shipbuilding Corporation's Union Yard in San Francisco the Southern Pacific Railroad for the grand sum of \$525,000.



It's a bird...it's a plane...it's a wheelhouse! *Fresno*'s wheelhouse in mid-flight, on its way to safekeeping until called to service again.



*Fresno*'s wheelhouse braced for liftoff.



The preservation crew assembled by Bay Crossings took special care to remove rare trim pieces.

# New Alcatraz Ferry Service Cleared to Set Sail

BY JB POWELL

**L**ike a dense morning fog burned away by the afternoon sun, a last minute effort to scuttle the new Alcatraz ferry service evaporated without even making it to court.

On Sept. 8, just days before arguments were to be heard in San Francisco Superior Court, local activist group Citizens to Save the Waterfront abandoned their lawsuit against Alcatraz Cruises, a subsidiary of Hornblower Yachts.

The group had sought to block Hornblower from beginning their new ferry service to “The Rock” out of Pier 31½. But the Bay Conservation and



Photo by Francisco Arreola

Development Commission (BCDC) decided unanimously not to support the suit, and crippled its chance of success.

In a letter dated Sept. 1 to Monique Moyer, executive director of the San Francisco Port Commission, Will Travis, BCDC's

executive director, wrote, “After carefully considering all the facts ... our staff has concluded that the activities associated with the initial start-up of the ferry service between San Francisco and Alcatraz do not require further authorization from BCDC at this time.”

On Sept. 8, in a closed-door meeting, the full board of BCDC voted 13-0, with one abstention, to uphold Travis's conclusion.

In its suit, Citizens to Save the Waterfront argued that Hornblower's existing BCDC-issued operating permit for Pier 31½ does not allow for the large increase in traffic the Alcatraz service would bring. During the peak summer tourist season, nearly 5,000 passengers a day take the nine-minute ferry ride to the famed former prison.

But in his letter to Moyer, Travis relayed Hornblower's plans to “augment [their] existing facilities” with “mobile stanchions ... hollow traffic barriers ... [and] up to three trailers, each holding three toilets.” Because these new facilities would all be temporary and “easily moved,” BCDC concluded that they would not “constitute the placement of ‘fill’ within BCDC's jurisdiction,” which would trigger the need for a new operating permit.

Travis also asserted in his letter that the thousands of new Alcatraz passengers would not represent “a substantial change in the intensity of use,” a condition that would also trigger the need for a new permit. By its vote in favor of his conclusions, BCDC upheld that view.

Jon Golinger, project director for Citizens to Save the Waterfront, took issue with BCDC's decision. “[Travis's] reasoning,” he

asserted in a phone interview, “seems like a piece of cellophane. It is both stretched very thin and [it is] pretty transparent. It looks like a conclusion [not to support the lawsuit] with an argument wrapped around it [after the fact].”

As an example, Golinger cited a portion of Travis's letter devoted to a typographical error in Hornblower's original operating permit, which states that Pier 31½ may provide access for “200,000 to 5000,000 [per] year.”

In the letter to Moyer, Travis acknowledges that there was “clearly a typographical error, in the ‘50000,000’ number.....[and that] it seems reasonable to believe that the correct number is 500,000... [And] the permit does not contain any language restricting use of the dock to whatever annual level of passengers was anticipated by the applicant.”

When reached for comment via email, Travis defended the conclusions: “Our staff met with representatives from [all of the parties involved] ... We discussed all of this information with staff from the California Attorney General's office [before reaching a decision.]”

Travis also pointed to the nearly unanimous vote, with only one abstention, by the full board of BCDC as confirmation that “our staff's analysis of the laws, facts, regulations, and permits applying to the situation was correct.”

Citizens to Save the Waterfront's decision to abandon its lawsuit cleared the way for Hornblower and its subsidiary, Alcatraz Cruises, to carry passengers, as scheduled, which began on Sept. 25.

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# Hercules Poised to be Next Major Transportation Hub

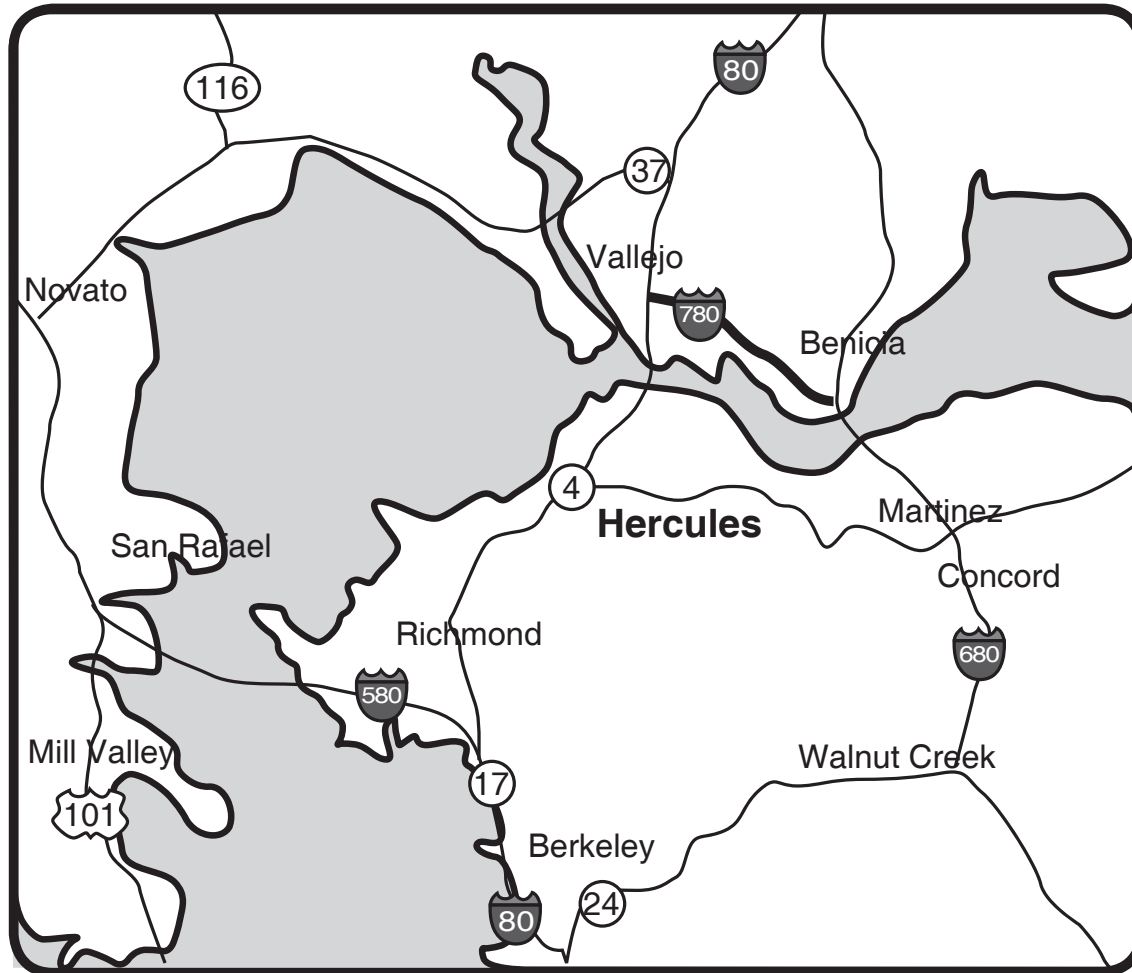
BY BILL PICTURE

**W**ith plans currently underway for a new ferry terminal and its own designated stop on the Capitol Corridor train line, which provides service between San Jose and the Sacramento area, the sleepy town of Hercules finds itself poised to be the region's next major transit hub.

What the City of Hercules, the San Francisco Bay Water Transit Authority (WTA) and the Union Pacific Railroad envision is a single terminal that will link ferry service and rail service with existing bus service in West Contra Costa County.

"If you arrive by bus or walk in from the street, you [will] enter a terminal building where you can buy a train ticket or a ferry ticket," explains Community Development Director for the City of Hercules, Steve Lawton. "The terminal building will lead you to a bridge across the railroad tracks, where you can either descend to a [train] platform or continue down a bridge to the waiting ferry."

The agencies' shared vision also calls for the development of a mixed-use Water Transit Village on land directly adjacent to the proposed trimodal terminal. Los Angeles-based developer Anderson Pacific, LLC is designing the Water Transit Village, which will contain several hundred residential units, along with



WTA officials explained that "fostering sensible land use to complement ferry terminals and encourage ridership" is the key to the success of the agency's plan to expand ferry service.

thousands of square feet of office space and retail space in a Main Street-like setting.

According to Lawton, this comprehensive plan reflects a desire on the part of city officials here in the Bay Area and local transit agencies to meet the changing needs of commuters, more and more of whom are opting for the

convenience of living near public transit, in order to encourage ridership.

"[So] transit stations will no longer be surrounded by parking lots," Lawton explains. "Instead, they will be surrounded by [homes]. [And] that is how you get the volume of ridership that allows transit to work effectively. If you drive

to transit, the urge is to keep on driving. The new thinking is that you walk to transit and leave your car at home."

Water-transit-linked community developments, like the one being planned in Hercules, were the theme of a recent conference organized by the Water Transit Authority. At that conference, WTA officials

explained that "fostering sensible land use to complement ferry terminals and encourage ridership" is the key to the success of the agency's plan to expand ferry service.

Hercules was just one of seven ferry-friendly sites identified in a recent study commissioned by the WTA. That study assessed the cost effectiveness and viability of potential sites based on projected ridership numbers.

"Hercules was a no-brainer because of the potential to link to rail," says Steve Castleberry, chief executive officer of the Water Transit Authority. "Jack London Square and South San Francisco both have a lot of potential in that regard as well."

City officials in Hercules are hoping that the ferry-rail-bus link will help put the small community, a former company town that, until 1977, was home to one of the country's largest dynamite plants, on the map.

"Right now, we're sort of a non-entity," explains Steve Lawton. "When you ask somebody where Hercules is, they give you a blank look. Once we've established ferry service and rail service, we believe that more people will consider moving here. And companies will consider locating their offices here. For the people who already live in Hercules, they're going to see their property values go up. So this could really make this town."

Train service will be the first to come online in Hercules. The city expects to begin reviewing designs for



the train stop before year's end. And Lawton expects that Sacramento- and San Jose-bound commuters will be able to board a Capitol Corridor train in Hercules by 2010, at the latest.

"Assuming we get the money issue settled, I think we'll see ferry service by 2012," he adds.

Funding is just one of the challenges facing the WTA and the City of Hercules. The other is an environmental one. Establishing ferry service to Hercules will very likely require that a channel be dredged through the shallow water of San Pablo Bay.

Still, Steve Castleberry believes that the project's environmental impact will be minimal, and he is confident that any issues can be easily mitigated. To that end, the WTA has already hired Ventura-based firm Impact Sciences to complete a thorough environmental impact study, the results of which should be available soon.

The money issue, on the other hand, is a little more complicated. Once the agencies come up with the money to establish ferry service, they must then find the money to operate it.

"Ferries are lighter on [start-up costs] than, say, BART. But ferries are more expensive to operate," Steve Lawton explains. "Fuel costs are high, and labor is expensive."

Further complicating matters is the fact that ferries, which currently serve fewer people than the other 28 transit agencies in the area, must compete with those agencies for state funding.

"It's not impossible, but it's a challenge," says Steve Castleberry. "But we're moving forward [with the environmental impact study] because we believe that [the project] is a good investment. When it comes to transportation projects in the Bay Area, if you waited until all the money was in place, you'd never get anything done."

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Photo courtesy S.F. 49ers





*Dear Editor:*

I wish to respond to an editorial in the September 2006 issue of Bay Crossings concerning the Oak to 9<sup>th</sup> project. Mr. Winston, the author, lauds the effort as a means primarily of providing affordable high-density housing for the economically disadvantaged. At first glance, a noble undertaking. The editorial calls the opposition spurious, and includes a reference to racism (politely referred to in the article as "... the queasy issue of equality") that is sure to get everyone's attention.

So I see another equally queasy subject here that requires our attention. One that the media does not address adequately (it is not a PC topic). One that is clearly taboo to express openly. It is that of over-population.

The issue of open space goes beyond the scope of just one geographical location, such as the San Francisco Bay Area waterfront; it is a global problem. It encompasses more than politics, economics and elitism.

The decrease in our open spaces has accelerated at an increasing rate over the past 40 years or so, and the population in the Bay Area (as well as the world at large) has increased at an alarming rate as well, doubling worldwide. Ultimately

it comes down to a quality of life issue. Urbanizing our remaining open spaces takes away from all of us.

Packing even more people into a smaller tighter space is a short-term solution to what is a long-term problem. (Remember the overcrowding studies done by John Calhoun on rats in the 1960s? When too many rats were placed in too small a living space they turned on each other; the implication being that human beings do too.) I merely wish to point out that building more and more houses, and more and more bridges and roads, and providing more and more methods of transportation, though sorely needed, are not long-term solutions. But education and the inclusion of all relevant facts on the topic are.

Why does this matter? On the surface it isn't just a racial issue (if it is a racial issue at all); it isn't just the generation of tax revenues to fund social action programs. (I thought the reference to Trotsky was a bit of a stretch.)

In expressing opposition to support for more open space than that which is planned in the Oak to 9<sup>th</sup> project, all pertinent facets of what make up the problem need to be considered and discussed. This includes the over-

population aspect and other questions such as: Why is this other group asking for more open space than that encompassed in the Oak to 9<sup>th</sup> proposal? The editorial hints at an elitist group of Trotskyites, which implies that they want it for their exclusive use, but not enough information is given about these apparent obstructionists and their intentions for land usage for the reader to make an informed decision.

Over-population and the environmental devastation that accompanies it are well documented, but were omitted from this editorial. If this is a racial issue, the text of the editorial did not tell us how this is so.


The struggle to maintain the open space we have left is precisely because of our burgeoning population / environmental problems. This is not and should not be a racial issue. One just needs to read a book such as Jared Diamond's Collapse to get a good idea of the effects on this, or any, country with too many people occupying too little land. I don't like to see the race card employed in an effort to manipulate the public by pressing buttons that cloud the issue and exacerbate the problem.

*Hermy Picon*

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# Questing for Ocean Everest in a Winged Submarine

“To that question posed by Ecclesiastes three thousand years ago — Who can fathom the depths of the abyss? — only two men have the right to answer: Captain Nemo and I.” — from Jules Verne’s novel, *20,000 Leagues Under the Sea*.

BY DAN SANKEY

In the 136 years since Verne wrote his story of underwater adventure and exploration, humans have still barely explored the depths of the oceans that cover nearly two-thirds of Earth’s surface. If local submersible engineer, Graham Hawkes, fulfills his own visions, he, too, will be able to join Captain Nemo and Professor Arronax in the knowledge of what lurks deep beneath the sea.

At a recent meeting of the Northern California Underwater Photographic Society in Millbrae, Graham explained the history of and his passion for deep-sea

exploration. His goals are two-fold: to create submersibles capable of the speed and agility of the great animals of the oceans; and, to dive seven miles below the sea’s surface to its deepest point, Marianas Trench.

Graham has been involved in designing and piloting submersibles for over 30 years for the military, marine biology and film — from James Cameron’s IMAX film, *Aliens of the Deep*, to the James Bond film, *For Your Eyes Only*.

He got his start designing suits and subs for deep-sea oil drilling, but today he is trying to build subs that are able to fly, in water that is, to solve some of the core problems of underwater exploration.

“All of the (deep-sea) subs in use today require huge mother ships,” Graham said. Many modern subs weigh over 50,000 pounds and are maintained by 300-foot long ships with a 50-man crew, costing \$40,000 a day to operate.

Efficiency is key to Graham’s designs. The extreme deep-ocean environment involves atmospheric pressures up to 15,000 pounds per square inch at 36,000 feet. Combined with the power requirements of moving such large vehicles and sustaining human life under water, competing designs are unable to dive deeper than 22,000 feet. Graham happens to be competing with the governments of the U.S., France, Russia, Japan and China.

“Old designs work on the same principles as (hot air) balloons or blimps,” Graham said. The ships add or remove ballast to increase or decrease buoyancy, a slow process exacerbated by the drag created by their immense size.

His solution is to build subs with wings, aerodynamic or more appropriately aquodynamic shapes that allow the subs to propel to depths at a much greater speed.

“We operate on the same principles as flight,” Graham said. “Just with the wings upside down.”

They have built in buoyancy, with the engine and wings providing the downward force.

“All that energy is in the bank; if the power fails (the sub) will just rise to the surface,” Graham said. It’s also safe to ascend quickly without risking the bends (decompression sickness) due to the pressurized acrylic cabin.

Hawkes Ocean Technologies, (HOT), out of their Richmond facilities, has developed a number of small personal subs with pricing starting at \$750,000. “These



Image by deepflight

Proposed Design for Deep Flight II

guys with mega-yachts keep calling us (for custom subs),” said Karen Hawkes, Graham’s wife and co-founder of HOT.

With a workshop crew of five, they are hoping to achieve what they have dubbed “Ocean Everest” — a trip to the bottom of Marianas Trench.

Currently they are trying to raise the estimated \$15 million to build the sub, “Deep Flight II.” When asked about the subs specifics, both Graham and his wife are mum. “We’d like to talk about it, but we can’t,” Karen said.

Overall, what comes through when Graham speaks isn’t a man bent on breaking records. He wants to feel and see what it’s like to fly through the sea with whales, dolphins and other sea creatures.

With the mobility and economic feasibility of his inventions he hopes to excite new interest in oceanic exploration. “We’ve landed on the moon, but we’re still not sure if there are fish on the bottom of the ocean,” Graham said.

With his charming British demeanor, he enthralled the divers in attendance of the NCUPS meeting with his vision of the future of underwater recreation — towing a small sub with a pick-up truck to Monterey, the clear-acrylic dome disappearing as it dives and flies beneath the Bay to explore the mysteries of the deep sea, comfortably. For more info: [www.deepflight.com](http://www.deepflight.com)

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In future issues of Bay Crossings Magazine...

**NOVEMBER** Game on  
**DECEMBER** Winter



## Internationally Renowned Underwater Photographer to Speak at The Northern California Underwater Photographic Society

The California Underwater Photographic Society proudly presents a special speaking engagement by professional photographer, Jason Bradley, Fri., Oct. 13 at 8PM.

Bradley is an internationally renowned underwater, wildlife and nature photographer who has had his work published by: *National Geographic Television, Nature's Best Magazine, the Aquarium of the Pacific, Friends of the Sea Otter, the Monterey Bay Aquarium, Boy's Life Magazine* and *Fine Living Network*.

Bradley has dedicated his time to create compelling and thought-provoking images of the natural world.

As an avid underwater photographer, Bradley has extensively traveled the world to exotic destinations including Indonesia, Mexico, the Caribbean, the

Bahamas and countless California coastal destinations.

Bradley's presentation will feature spectacular photos from his portfolio and he'll offer a wide range of valuable tips, tricks and other nuts-and-bolts techniques, including upgrading equipment technologies, anticipating the actions of wildlife in order to capture the perfect shot and other shooting techniques from which all underwater photographers will benefit.

Bradley's NCUPS.org speaking engagement is Friday, Oct. 13 at 8PM at the New Vision United Methodist Church, 450 Chadbourne Avenue, Millbrae. First-time visitors are free.

Select photos and short videos may be seen at [www.bradleyphotographic.com](http://www.bradleyphotographic.com) For more information, [www.ncups.org](http://www.ncups.org).



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



# THAT'S WHARF ENTERTAINMENT

## The escapist, the businessman and the outlaw

BY GRACEANN WALDEN

I've always enjoyed the street performers at Fisherman's Wharf.

But the one I remember more than any other is the "Automatic Human Jukebox." Grimes Poznikov was a bright musician-street performer, who made the best use ever of a cardboard refrigerator box.

I remember timidly approaching the box, putting a dollar bill through the money slot. With the screech of a kazoo, Poznikov would flip open a flap on the box and play a few bars on his trumpet.

Today's crop of Wharf performers is no less clever. Here are their stories.

### The Escapist

Tommy Lee is "Mister Escape Man." He says he's the "one and only," but another performer at the Wharf told me there's two or three other guys doing this act, that is, escaping from a straight jacket.

Lee takes a break from entertaining and passing the hat to visitors waiting for the Hyde Street cable car to sit for an interview.

While we talk, he sips beer from a paper cup, while his dog, Spike, a part Chihuahua and pit bull sweetie, lolls at his feet.

Lee was born 45 years ago in San Francisco, into an African-American family of nine. He says his parents had a fish store-restaurant in the Fillmore and that he attended Galileo High School.

His sister, Alice Joseph, who is hanging out nearby, laughs when he says how many times he's been married.

We finally hit on six marriages and 10 children as the correct numbers. These days, the formerly homeless Lee lives in Hunters Point, and says simply, "I'm inside."

Lee started his act 18 years ago after his brother, Jesse, also a performer, gave him a straight jacket.

Lee says he's never hassled by the police; but, after some prodding admits he's been arrested a few times.

He says he makes \$30 or \$40 a day, sometimes as much as \$80.

It's time for the act.

His sister ties him into the straight jacket; Spike is called

over and provides the key to the padlock. All the while he is being chained to a pole, Lee keeps up an entertaining rap. Then he begins to wriggle and wiggle, even turning upside down and flailing on the ground, until he is free.

### The Businessman

Brice Glenn is very shiny and very smart. He wears a top hat and morning coat all painted silver. But most amazingly, Glen's hands, nails, teeth and his body from the neck up is silver. He is the "World Famous Silver Dollar."

Glenn, a handsome African American man of 33, stands on a silver-painted milk carton, just near the entrance to Boudin Bakery & Café. He is originally from Florida and has also lived in Los Angeles.

For nine years he has been "popping" — a dance form associated with break dancing. While music blares from his boom box, he mimics the movements of a robot to the beat. Kids dig him; women want their picture taken with him.

He says it takes him about three to four minutes to put on his makeup, the coat takes more work. He admits there are about five "robot men."

"In L.A., I was selling



Photo by GraceAnn Walden

The business man of the Wharf, Brice Glen, a.k.a. the "World Famous Silver Dollar," pops a move.

newspaper subscriptions door to door. When I came here, I saw these guys doing the robot on the Wharf. I knew they were making more money than I did selling in L.A. That's how I got into it," he explains.

Glenn won't discuss finances.



Photo by GraceAnn Walden

Mr. Escape Man," Tommy Lee and his sister, Alice Joseph, securing the chain around the performer's straightjacket.





Photo by GraceAnn Walden

The Outlaw "Bushman," David Johnson, waits patiently to startle the next inattentive passerby.

His real goal in life is to become a fashion designer. He tried out for "Project Runway," but didn't make the cut.

I ask him what he likes most about performing. "I like paying my rent," he says candidly.

**The Outlaw**

Someone at the Wharf told me that there were two "Bush Men," the day-shift guy and the night-shift guy.

When I ask the one-and-only "Bush Man" about that, he says plaintively, "They're trying to take over my business."

And it is his business—he's been scaring the bejesus out of visitors for 27 years.

David Johnson, 53, was born in Hammond, Indiana. Today, I find the Bush Man, hiding behind a couple of large branches he's holding, on a walkway near the fishing boats for hire. A large crowd is standing behind him. He sits waiting behind the branches and waits until someone isn't paying attention

and then leans out suddenly toward the unsuspecting passerby.

His act is interactive, which adds to its popularity. The draw is that the crowd is in on the "joke." They see it coming and laugh when the Bush Man startles someone.

How does he do it? "I watch their eyes, if they are looking away or talking..."

In the 70's, Johnson says he shined shoes during the day on Market and Kearny streets, made office calls and then did the Bush Man at night.

Johnson is passionate about his gig, although he thinks the police want to push him off that walkway. "I have a ticket from the police in my pocket right now," he explains.

What is his future?

"I'm gonna do this for three more years, sell myself to the wax museum, buy a fishing boat and get out of here," he says.



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# Lower Costs Expected to Put More Drivers on FasTrak®

BY JOHN GOODWIN

The Bay Area Toll Authority (BATA) is making it easier than ever for motorists to take advantage of the region's FasTrak electronic toll collection program. Beginning Oct. 1, the opening prepaid toll balance required for new customers will drop to \$25 from the current \$40.

"We're responding directly to demand from motorists who don't use the toll bridges as part of their everyday commute," said Rod McMillan, director of Bridge Oversight and Operations for BATA. "We've heard from drivers all over Northern California, and they've consistently told us they're interested in FasTrak but they're reluctant to invest more than about \$25 upfront for a service they're likely to use only on weekends."

In addition to reducing the opening prepaid toll balance, BATA, on Oct. 1, will cut to \$20 from the current \$30 the refundable toll tag deposit required for FasTrak customers who open their accounts with cash or a check instead of a credit card. For existing customers who already have paid a \$30 deposit, BATA will automatically transfer the \$10 difference to their prepaid toll balances. No deposit is required for customers who link their accounts to a credit card and request no more than three toll tags.

The new cost structure is part of the FasTrak Strategic Plan that BATA adopted in June 2006 to expand and improve electronic toll collection in the Bay Area. The plan's goals are to make the toll plazas at the region's seven state-owned toll bridges



Photo by Peter Beeler

More FasTrak-only lanes are coming to Bay Area toll plazas in 2007.

function more efficiently by boosting the percentage of motorists who use FasTrak, and to make it easier for motorists to sign up and use the FasTrak system.

A FasTrak-only lane can handle about three times as many vehicles per hour as lanes where drivers stop to pay cash. This allows many more vehicles to pass through the toll plazas — creating a faster trip on most bridges. Presently, there are more than 530,000 FasTrak account holders in the Bay Area. During peak periods, FasTrak-equipped vehicles account for about 70 percent of morning commute

traffic on the Golden Gate Bridge and 42 percent on the state-owned bridges.

In the summer of 2007, BATA will convert more lanes to FasTrak-only at the Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward and San Francisco-Oakland Bay Bridge toll plazas. The FasTrak Strategic Plan also calls for open-road tolling (allowing motorists to pass through the toll facility at highway speeds using their FasTrak toll tags) at the new Benicia-Martinez Bridge toll plaza when the new span opens in late 2007.

FasTrak can be used in all lanes at

all Bay Area toll plazas. The conversion of more cash lanes to FasTrak-only will be accompanied by lane striping and signage improvements to separate FasTrak traffic and cash tollpayers as far in advance of the toll plazas as possible.

In addition, the Strategic Plan calls for FasTrak-only lanes to be grouped together at the left side of the toll plazas to the extent feasible, with cash lanes to the right side of the toll plazas and plaza approaches. The complete FasTrak Strategic Plan is available on the BATA Web site at [bata.mtc.ca.gov](http://bata.mtc.ca.gov).

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. BATA, which is directed by the same policy board as MTC, administers toll revenues from the Bay Area's seven state-owned toll bridges. Toll revenues from the Golden Gate Bridge are administered by the Golden Gate Bridge, Highway and Transportation District, which joined with BATA to operate a single regional FasTrak customer service center in San Francisco.



# Bus Filters Remove Tons of Soot From Bay Area Air

BY JOHN GOODWIN

Bay Area residents can expect the region's normally excellent air quality to become even better in the years ahead, as the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District and the area's transit systems near completion of an unprecedented diesel cleanup program.

buses from 13 Bay Area transit districts are being retrofitted with diesel exhaust filters. Combined, these high-tech emission control filters annually will capture more than 50 tons of harmful particulate matter and 400 tons of oxides of nitrogen (NOx) that otherwise would have been emitted by buses into Bay Area air.

Diesel particulate matter is a toxic air contaminant that can cause lung disease and cancer. Oxides of nitrogen (NOx), another component of diesel

Broadbent, executive officer of the Bay Area Air Quality Management District. "Technology can play an important role in reducing emissions from mobile sources and help the Bay Area to attain and maintain air quality standards. This project represents a step towards reducing emissions from buses in our region."

While the 13 Bay Area transit districts participating in the bus retrofit have purchased some clean new buses, most of the exhaust reduction is coming from



Photo by Peter Beeler, MTC  
San Francisco Muni bus displaying the Clean Diesel Bus Program sign



Photos by: Peter Beeler, MTC

San Francisco's Mayor, Gavin Newsom, performs a "white handkerchief" test to show the crowd how effective the Cleaire diesel exhaust filters are.

The involved agencies gathered in late September at Treasure Island to announce the approach of the project's completion. The featured speaker was San Francisco Mayor Gavin Newsom, who reported that San Francisco Muni has retrofitted all 424 of its targeted diesel buses.

Newsom framed the Bay Area's Clean Diesel Bus Program as part of the region's contribution to a larger worldwide effort. "We've got an obligation to deal with the realities of our emissions, with our fleet of buses, vehicles and other polluting sources, to turn the tide of global warming," he said.

Through the Clean Diesel Bus Program, more than 1,700 diesel

exhaust, are a precursor to ozone, which can cause respiratory disease, according to the California Air Resources Board.

The Air District, MTC and the region's transit districts provided funding for implementation of the clean diesel bus program. Installation of the devices, which are manufactured by San Leandro-based Cleaire Advanced Emission Controls, began in 2003. Nearly 1,400 exhaust filters for Bay Area buses already have been delivered. Most of the remaining exhaust filters are scheduled for installation by mid-2007.

"The Air District is committed to achieving clean air to protect the public's health and the environment," said Jack

the installation of diesel exhaust filters on existing buses that have years of life remaining. The devices capture 85 percent of the particulate matter and reduce 25 percent of the NOx created by the buses' engines. Each installation costs about \$18,000, compared to \$140,000 or more, for a new bus.

"The installation of the exhaust filters goes a long way to improving air quality," said Steve Heminger, executive director of MTC. "Retrofitting buses is a cost-effective way to clean our air."

On an average Bay Area bus, each diesel exhaust filter reduces particulate matter emissions by 59 pounds per year and reduces NOx emissions by 515 pounds per year. "We are proud to play

Transit Agency	Delivered Filters	To go
San Francisco Muni	424	0
AC Transit	275	141
Contra Costa County Connection	132	0
SamTrans	200	100
Golden Gate Transit	37	0
Vallejo Transit	32	0
Livermore Amador Valley Transit	32	0
WestCAT	12	0
Santa Rosa City Bus	25	0
Santa Clara VTA	134	99
Vacaville City Coach	7	0
Fairfield/Suisun Transit	25	0
Tri-Delta Transit	49	0
<b>Total Retrofitted Buses</b>	<b>1,384</b>	<b>340</b>

a role in removing diesel soot from Bay Area air," said Kevin Shanahan, president of Cleaire. "This is a program and a practical solution that really works."

San Francisco Muni is

leading the way for the Bay Area by retrofitting 424 of its diesel buses. AC Transit will have 416 diesel exhaust filters when its retrofit program is complete in December 2006.

# Celebrate Good Times in Vallejo!

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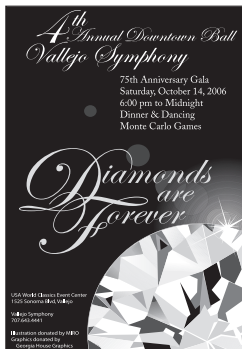
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## Late Night Characters Pitch New Nocturnal Bus Service

San Francisco, CA — Characters usually associated with the wee hours, including a fairy tale princess, are walking around at night in the San Francisco Bay Area. More specifically, they are riding the buses in an advertising campaign that promotes the region's new All Nighter bus service.

Five Bay Area transit systems — Muni, AC Transit, County Connection, SamTrans and the Livermore-Amador Valley Transit Authority (WHEELS) — collaborated this spring to launch the service. Now riders can travel 24 hours a day by bus throughout San Francisco, Oakland and Berkeley, and as far north as Richmond, as far east as Concord or Livermore and south to Fremont or San Mateo.

"The five transit agencies that provide All Nighter bus service wanted a fun, eye-catching campaign that would resonate with the night-time crowd," says AC Transit's Karen Bakar, manager of the All Nighter campaign.

Palmer's answer was a spokesperson campaign with a twist. They enlisted Frankenstein, Dracula, Wolfman and even Cinderella to shill for the new All Nighter Bus Service.

"We're a small, light, agency," says Drew Palmer, President. "We're not weighted down with a lot of hierarchy. So if the client wants to, we can, and do, push the creative envelope."

Palmer's ads depict the nocturnal icons riding buses alongside nurses, stockbrokers, rave revelers and the late-shift from 24-hour diners.

"We think this campaign will definitely catch people's attention and make them think about the service as a viable option for traveling around the Bay Area after midnight," says Karen Bakar. "The campaign speaks directly to All Nighter passengers; the late-night and early-morning work commuters as well as the party crowd."

Funding for All Nighter bus service comes from Regional Measure 2, the \$1 bridge toll increase approved by Bay Area voters in 2004 to improve both highway and transit travel in bridge corridors. For further information and scheduling on the All Nighter Bus Service, visit 511.org on the Web or telephone 511.





Photo by Loren Earle-Cruikshanks



Photo by Loren Earle-Cruikshanks

Above: Woman and her Sea Monster. Model: Amanda Abreau, with JE Models; Monster: Bryan Johnson; Hair/makeup by Meaganne McCandess. Photography by Loren Earle-Cruikshanks. See his gallery online at [www.lecphoto.com](http://www.lecphoto.com). We'd like to extend a special thank you to Chris Redlich, Jr., who allowed us to shoot our October cover on location at the Hanjin Terminal, Marine Terminals Corporation (MTC), in Oakland. Oakland shipyard is the third largest in the U.S., and handles more than 25 percent of the cargo container shipments on the West Coast.

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## Halloween Events

### San Francisco

House of Toxic Horrors  
 Crissy Field Center's first annual haunted house. Adults and youth (9 years and up) are invited to come and encounter sludgy, smoggy ghosts and goblins in a crazy, cool maze of enviro-horror. Hosted by interns of the Inspiring Young Emerging Leaders program.  
 Crissy Field, 603 Mason St.  
 Oct. 28, 10AM-2PM; 4PM-8PM  
 Cost: \$8 [www.crissyfield.org](http://www.crissyfield.org)

### Alameda

Monster Bash on the USS Hornet  
 Halloween party will be held onboard Alameda's "Gray Ghost," the USS Hornet. All ages welcome. Costume contests, dancing and "haunted happenings."  
 USS Hornet, Pier 3, 707 W. Hornet Ave., Alameda  
 Oct. 28, 7:30PM-Midnight  
 Adult: \$20, Kids 5-17 years: \$10  
[www.uss-hornet.org](http://www.uss-hornet.org)



# South-Enders Enduring Cold

BY SCOTT HARGIS

“Ok, folks, now pay attention,” says Kim Hooper, addressing the twenty-or-so swimmers gathered in front of a large hand-painted map of the San Francisco Bay. A few people in the group look distinctly nervous.

Hooper, an athletic, graying man with a mock seriousness about him, explains the details of the swim about to take place, frequently referencing the map. The map’s focal point is the stretch of shoreline from the Bay Bridge to the Golden Gate, and includes Alcatraz, Angel Island, and Southern Marin County. He emphasizes the importance of making a crucial turn to avoid the strong currents sweeping past Alcatraz.

A woman raises her hand. “Where do you end up if you get caught in [that current]?” she asks.

Hooper pauses, which means he is planting his tongue firmly in his cheek. “We don’t know,” he says, his eyes clear and his face straight. “We never see them again.”

This is the South End Rowing Club ([www.south-end.org](http://www.south-end.org)), or South-Enders, a San Francisco institution with 130 years of rowing, swimming and,

unaccountably, handball behind it.

Many members are referred to by nickname (Kim Hooper, goes by ‘Johnny Diesel’), and club officers sometimes can’t come up with a member’s real name.

Occupying a stunning two-story clubhouse on Aquatic Park, the South-Enders can trace their origins to the 19<sup>th</sup> Century, when pilots were ferried out to ships entering San Francisco Bay by rowboat. The pilot who reached the approaching ship first got the job. From these organized “crews” the rowing clubs were born; they also participated in transporting shanghaied sailors from the waterfront dives to the outbound ships.

From these dubious beginnings, the South End Rowing Club, the oldest sporting club on the West Coast, has blossomed into its current state, with 830 members, an impressive collection of period rowboats, and possibly the hardest swimmers to be found anywhere.

The water temperature is about 55 degrees. A few of the more inexperienced swimmers are wearing thin wet suits; none of the veterans do.

How do they withstand the cold? “Body fat,” says Jonathan Paul (“J.P.”), who has swum the English Channel and is one of the club’s strongest swimmers. “You can’t be afraid to put



*Caption to put at end of text Opposite page: (need name of person in boat. this is in the properties of the photos and sScott says you know how to get it) Kim Hooper or “Johnny Diesel” watching the swimmers and ready on the radio.*

on a few pounds,” he continues, “for insulation.”

Hooper, equally direct, after telling him my height and weight over the phone (I’m tall and thin), flatly stated, “You can’t swim in the bay.” Strictly speaking, this may not be entirely true, because swimmers on this particular morning were of many body types, a good assortment of ages, experience, and athleticism. Still, the star swimmers, of which the club boasts many, aren’t cut in the classic athletic mold of Michael Jordan or Lance Armstrong.

As the swimmers begin jumping

from the Phoenix fireboat near the Ferry Building, a small flotilla of wooden rowboats and motorized zodiacs surrounded and shepherd them as they begin stroking north. They rounded North Beach. They passed Coit Tower and Pier 39. The rowboats and zodiacs kept in touch by radio, advising one another of potential hazards and watching out for passing motorboats.

“Photo-Matt,” one of the pilots, spotted a couple of swimmers who were angling too far off the line; he radioed to the nearest rowboat. “You’ve got two swimmers behind you that need to





# Currents Since 19th Century

come back in this way,” he said, and the reply came back: “Got it, they’re turning in now.”

The swimmers were going with the tide the entire distance, from the Embarcadero to Aquatic Park (the race ends at the clubhouse); so, it takes the fastest swimmers about 45-minutes. Other races are much longer. “Sometimes we swim from the clubhouse all the way

As the racers enter Aquatic Park, club members who have remained behind cheer them in. This is a casual, in-house race, so little fanfare is necessary. The results are recorded, but it doesn’t seem very competitive. As the swimmers walk up on the beach, they check in with a race official, and then hurry off to showers and saunas.

Meanwhile, in the clubhouse, “El

this. It took the prison a couple of days to get the ingredients, which delayed the execution.”

“Nice,” I mumble, although I have to admit the meal was excellent; and the dining room was full of swimmers, all who have an evident gleam in their eyes for eggs and oysters. Swimming in 55-degree water will give you an appetite. Towards the end of the meal, Hooper rises to begin the “awards ceremony.”

Fastest times are announced, and a few gag trophies are handed out. The swimmer who was in the water longest receives a can of tuna and a round of applause. Every announcement is greeted with good-natured jokes and ribbing.

Even before breakfast was served, the rowers had carefully washed and swabbed out the boats. These are beautiful, carefully maintained wooden rowboats, some of them dating back to the early 1900s, all of them lovingly restored by club members in the club’s extensive workshop. A group meets on Thursday nights to repair and refurbish the boats. In addition to acting as “tenders” for swimmers, the rowing contingent of South End participates in its own races and sometimes takes long, multi-day cruises up the Delta.

In July, the club hosts its annual “Alcatraz Invitational” swim, a one-and-a-quarter mile race from Alcatraz,



## South-Enders can trace their origins to the 19th Century, when pilots were ferried out to ships entering San Francisco Bay by rowboat.

across to Tiburon,” said J.P. “We climb out of the water onto the pier and have lunch at Sam’s Anchor Cafe.”

South End swimmers have swum from the Farallones to the Bay, the English Channel, and each year the club sends at least one team to the Trans-Tahoe Relay, a true cold-water endurance test.

Shorter swims are more common. A small, informal group that calls itself the Sun-Risers meets at 6AM once-a-week to swim in Aquatic Park, where they often find themselves in the water with sea lions and waterfowl.

Sharko” is preparing breakfast. There are longtime club members who do not know El Sharko’s real name (Chris Blakeslee) – the moniker is the only name they use. I ask what he’s cooking.

“Hangtown Fries,” he says. This turns out to be a baked mixture of eggs, oysters, and bacon.

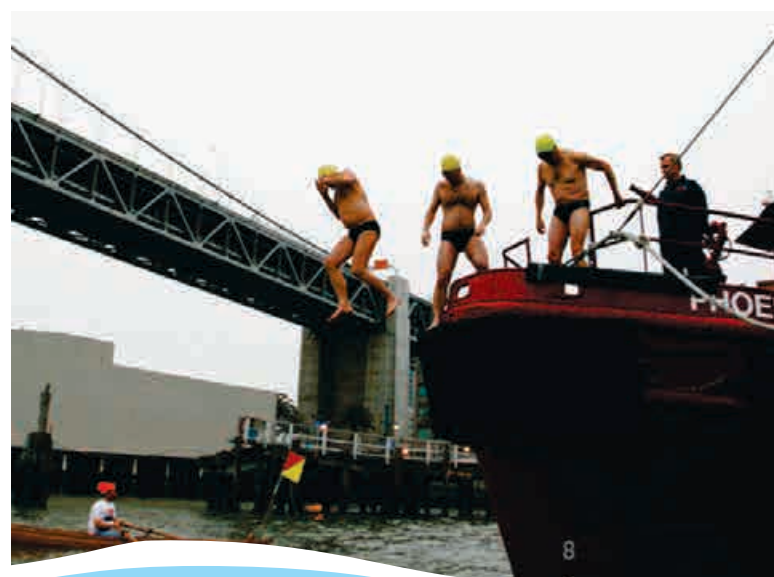
“Hangtown Fries?” I ask, my curiosity piqued.

El Sharko explained, “Back in the days of public executions, condemned prisoners were granted a last meal of their choice. Eggs and oysters were hard to get back then, so they’d always ask for

which is open to the public. This year, international swimming celebrity Alison Streeter participated, a woman who has swam the 21-mile English Channel a record-holding 43 times. What’s tougher than the English Channel? Try the Irish Channel, which is colder, rougher, and has faster currents. Only nine swimmers have ever made it; Streeter has done it twice, once in each direction.

Whether it’s an Olympic-level swimming challenge, a day of leisurely kayaking on the bay, or just the camaraderie of the clubhouse, the South End Rowing Club is the place to be, at least for those people who are, at least, stronger than the currents and cold.

Above: Boats are prepared to accompany the swimmers. Below: South-enders take the plunge. Photos by: Scott Hargis.





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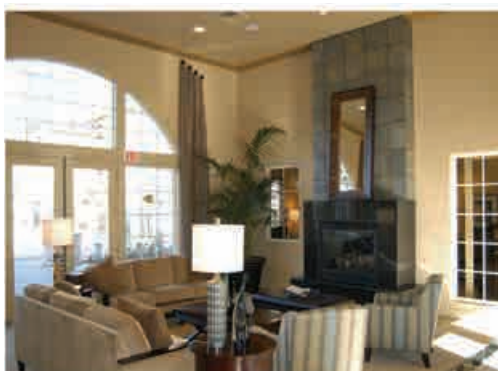


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# WATERFRONT ADVENTURES

## October Waterfront Activities

- Oct. 1 9:30AM - 5PM – Tule Elk Trip in Tomales Bay, Sea Trek Kayaking Center, 415-488-1000, [www.seatrekkayak.com](http://www.seatrekkayak.com)**  
Join Sea Trek's Michael Morgan and gain an intimate glimpse into the world of the Tule Elk. Michael's 2000+ hours living, breathing and studying the elk will educate and entertain you on this guided paddle across Tomales Bay and into the hills of the Tule Elk's habitat. \$120.
- Oct. 1 10AM - 12PM – Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Sloat Blvd, [www.sfsurfrider.org](http://www.sfsurfrider.org)**  
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Sloat Blvd and we'll provide gloves, bags and instructions.
- Oct. 6 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. \$65 including equipment.
- Oct. 7 9AM - 3PM – Tule Elk Tour, Blue Waters Kayaking, Tomales Bay, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Paddle through the tide channels amid the majestic scenery and remote beaches of the northern part of the Bay. As we paddle along we will discover the diversity of life: Tule elk, harbor seals, bat-rays, hawks, waterfowl, sea stars and other intertidal life. \$98 including equipment.
- Oct. 7 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.
- Oct. 7 7PM - 10PM – Moonlight Kayaking, California Canoe & Kayak, Oakland, 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.
- Oct. 8 11AM - 4PM – 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.
- Oct. 14 9AM - 3PM – Elkhorn Slough Wildlife Journey, California Canoe & Kayak, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
The marsh habitat of Elkhorn Slough in Monterey Bay is one of the best places in North America to combine a day of quiet water paddling and wildlife viewing. An amazing variety and abundance of animals call it home: sea otters, harbor seals, herons, egrets, hundreds of pelicans and thousands of sandpipers. \$109 including equipment, guide and naturalist.
- Oct. 14 9AM - 2PM – Tomales Bay Harvest Feast, Blue Waters Kayaking, Tomales Bay, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Celebrate the local foods produced and grown in the Point Reyes Area. Work up an appetite with a morning paddle and then return to our Inverness site for a sumptuous feast featuring, of course, locally grown oysters - barbequed/raw, organic cheeses and organic produce and fresh brick oven-baked breads. Treat yourself, your family and friends to this delightful experience. \$128 including equipment.
- Oct. 14 10AM (Registration at 7AM) – Sea Trek Race Regatta, Sea Trek Kayaking Center, 415-488-1000. [www.seatrekkayak.com](http://www.seatrekkayak.com)**  
This is Northern California's biggest sea kayak race starting in Sausalito at the Sea Trek beach. The annual regatta is a fundraiser to help people with physical challenges enjoy the outdoors.
- Oct. 14&15 9AM - 3PM – Drakes Estero - Blue Waters Kayaking, Tomales Bay, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
The premiere wildlife paddle in San Francisco Area. Drakes Estero, has harbor seals, amazing birds, bat rays and leopard sharks. We take time for a leisurely potluck lunch on a remote beach. Meet new friends or bring along a crew of your own. \$98 including equipment. Lunch not included.
- Oct. 15 7AM - 12PM – Pacific Coast Dive, Advanced Diving Technologies, 925-432-2111 [www.adtscuba.com](http://www.adtscuba.com)**  
Experience the best. Monterey/Carmel is rated among the world's top scuba destinations, and you live right here! Join us aboard the DV Escapade for diving the Pacific Coast- sites like Ling Cod Reef, Dahl's Wall, or Three Kings. All offer beautiful kelp forests and amazing marine life. Two-tank dives, refreshments on board and Nitrox is available upon request. \$85.
- Oct. 21 10AM - 2PM – Pillar Point Tour, California Canoe & Kayak, Half Moon Bay, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Kayaking is a great way to get outdoors and enjoy the natural setting of the lovely coastside region of Pillar Point Harbor in Half Moon Bay. Get up close and personal with harbor seals, marine birds and other wildlife. \$49 including equipment and guides.
- Oct. 22 9AM - 3PM – Tule Elk Tour, Blue Waters Kayaking, Tomales Bay, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
Paddle through the tide channels amid the majestic scenery and remote beaches of the northern part of the Bay. As we paddle along we will discover the diversity of life: Tule elk, harbor seals, bat-rays, hawks, waterfowl, sea stars and other intertidal life. \$98 including equipment
- Oct. 28 9AM - 12PM – Paddle the Gate, Sea Trek Kayaking Center, 415-488-1000, [www.seatrekkayak.com](http://www.seatrekkayak.com)**  
This trip is in the shadow of the Golden Gate Bridge. Beginners with a physically active lifestyle are welcome. We'll launch our boats from the Coast Guard Station at Horseshoe Cove under the north tower of the bridge. On this trip we paddle two-person fiberglass boats, and everyone will receive a thorough and confidence-building orientation. The first of many thrills is passing beneath the mammoth bridge as we paddle along the Golden Gate National Recreation Area's Marin Headlands. \$75.
- Oct. 28 9AM - 4PM – Surf Zone, California Canoe & Kayak, Half Moon Bay, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
If you want to paddle a sea kayak on the ocean, this class is a must! Launching and landing, bracing in breaking waves and understanding wave dynamics are the fundamental building blocks for kayak surfing and paddling in rough water. Our classroom site is ideal - in the gentle waves of Surfers' Beach at Half Moon Bay. \$99 including equipment and instruction.
- Oct. 28&29 9AM - 3PM – Drakes Estero - Blue Waters Kayaking, Tomales Bay, 415-669-2600, [www.bwkayak.com](http://www.bwkayak.com)**  
The premiere wildlife paddle in San Francisco Area. Drakes Estero, has harbor seals, amazing birds, bat rays and leopard sharks. We take time for a leisurely potluck lunch on a remote beach. Meet new friends or bring along a crew of your own. \$98 including equipment. Lunch not included.

# History of Hansen Sails

## Performance Windsails Return to Bay Roots

BY JANE MORSON

In the late 70's and early 80's, windsurfing became popular in Maui, the Columbia River Gorge and also on the Bay around Berkeley and San Francisco. These areas became focal points for the sport. Berkeley was the perfect place to learn windsurfing skills and to test and develop equipment.

In 1982, Bill Hansen, a UC Berkeley research physicist, pilot and dedicated sailboat-racing champion, embraced the sport as an escape from the rigors of yacht sailing.

Hansen's interest was sails and rigs and, with a lifelong technical knowledge of aerodynamics, he challenged the conventional with high-aspect, fully battened sails made on a hobbyist basis

in a small backroom workspace at 1803 Eastshore Highway (directly across 1-80 from Berkeley Marina). Interest grew in the new rig style. Windsurfing notables such as Bard Chrisman, Jim "J. D." Davis, Larry Herbig, Kevin Mitchell and Steve Sylvester took note. And Hansen, along with Phil Scott (windsurfer, rock climber, tent designer for North Face and Sierra Design), created a business.

Scott, being very busy in the mountaineering industry, had little free-time to devote to the new venture, so Hansen teamed with local sail maker and sailor, Bill Sisteck and founded Windwing Designs, Inc., in 1983 with the purpose of building high-performance windsurfing sails.

Windwing grew rapidly and became the largest producer of windsurfing sails in North America, making an average of 120



Left to right: Ben Bamer, Mike Percey, Dave Hop testing the Hansen "flex panel" sail at Treasure Island. Copyright Hansen Sails

sails a week during peak production.

By the late 80's and early 90's, the sport was entirely mainstream, internationally. Low production costs from major companies in China and Sri Lanka pushed production abroad, too. Smaller custom lofts struggled for survival but one-by-one they folded. Windwing survived, though by the mid-90's the cost of USA production became unprofitable. Hansen,

then the major owner of Windwing, moved the business to Hood River, OR in the Columbia River Gorge, a popular high-wind, windsurfing destination resort.

### Birth of Hansen Sails

In December 2005, Hansen and Windwing parted ways, leaving a dedicated group without a company to further its design program for race and performance sails. So, Hansen got together with Mike Percey, Devon Boulon and Doug Beaman. These friends, committed to the sport of windsurfing and a dream to produce sails that would be, "Wind Motivated – Performance Orientated – Quality Driven," formed Hansen Sails.

Things have come full-circle in 2006, with the former founder of Windwing Sails back to the San Francisco Bay Area to design and produce sails. A dream has come true for the people involved with this young company — to forge new ideas to make the sport of windsurfing the highest expression of performance sailing. And, they have the best test area in the world right on their doorstep.

Almost any day of the week when the wind blows, this team is testing Hansen products, launching from locations such as Berkeley, Treasure Island, or Crissy Fields. If you are out on the Bay, you just might be lucky enough to see the team whizzing past, as they test their formula windsurfing equipment.

The Berkeley Boys are back at it again with hands-on experimentation of a new idea unheard of in the sailing world, the "Flex Panel." Performance sailing has returned home to the San Francisco Bay.

**WHO HAS THE MOST SMILES PER GALLON?**  
Photo by Charlie Bergstadt

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## 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.

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

**Cold Water Surf Club** - Sebastopol, 707-824-4360, [www.coldwatersurfclub.com](http://www.coldwatersurfclub.com) - Non-profit organization that is working to help build our community.

**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.

**Marin Scuba Club** - San Rafael, 415-453-9556, [www.marinclub.org](http://www.marinclub.org) - Organization for divers of all skill levels. Meetings on the 3rd Wednesday of each month, 7:30 PM at The Seafood Peddler Restaurant in San Rafael for a featured presentation. Stay active in your scuba/freediving community!

**NorCal Divers** - San Bruno, 650-588-4998, [www.cadive.com](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.

**Rock 'n' Reef Divers** - Fairfield, 707-425-1932, [www.itsallaboutscuba.com](http://www.itsallaboutscuba.com) - Scuba diving club that meets the 3rd Wednesday of each month at 7PM at All About Scuba in Fairfield.

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

**Surfrider Foundation (Marin Chapter)** - Larkspur, [www.surfrider.org/marin](http://www.surfrider.org/marin)  
**Surfrider Foundation (SF Chapter)** - San Francisco, [www.sfsurfrider.org](http://www.sfsurfrider.org)  
**Surfrider Foundation (Sonoma Chapter)** - Penngrove, [www.surfrider.org/sonomacoast](http://www.surfrider.org/sonomacoast)  
 (Non-profit, environmental organization dedicated to the protection and enhancement of our local waves, water and beaches through conservation, activism, research and education.)  
**Western Sea Kayakers** - [www.westernseakayakers.org](http://www.westernseakayakers.org) - (Club dedicated to the safe enjoyment of the sport of sea kayaking.)

## Water Sport Shops, Facilities, Training & Resources

### Advanced Diving Technologies

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

### All About Scuba

925 Texas St.  
 Fairfield CA 94533  
 707-425-1932  
[www.itsallaboutscuba.com](http://www.itsallaboutscuba.com)

### Anderson's Swim & Scuba

541 Oceana Blvd.  
 Pacifica CA 94044  
 650-355-3050  
[www.andersonscuba.com](http://www.andersonscuba.com)  
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### Aqua Surf Shop

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### Bamboo Reef Enterprises, Inc.

584 4th St.  
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 Scuba training, sales and service plus dive trips.

### Blue Waters Kayaking

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### Bodega Bay Kayak

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

### Bodega Bay Surf Shack

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

### Cal School of Diving

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

### California Canoe & Kayak

409 Water St., Jack London Square  
 Oakland CA 94607

510-893-7833  
[www.calkayak.com](http://www.calkayak.com)  
 Year round canoe and kayak sales, rentals, class & trips. Please see our ad on page 31.

### California Dive Center

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

### California Surf Shop

899 Gravenstein Hwy  
 Sebastopol CA 95472  
 707-824-4360  
[www.californiasurfshop.com](http://www.californiasurfshop.com)  
 Home of the Cold Water Surf Club. Family owned and operated full service surf, skate and swim shop supporting the community and the environment.

### California Windsurfing

650 Shell Blvd.  
 Foster City CA 94070  
 650-594-0335  
[www.californiawindsurfing.com](http://www.californiawindsurfing.com)  
 Windsurfing lessons - kayak and sailboard rentals.

### Captain Aqua's Scuba Diving Center

250 E. Jackson St.  
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 510-728-0225  
[www.captinaqua.com](http://www.captinaqua.com)  
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### Clavey River Equipment

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[www.deltawindsurf.com](http://www.deltawindsurf.com)  
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### Demo Sport

1101 Francisco Blvd.  
 San Rafael CA 94901  
 415-454-3500  
[www.demosport.com](http://www.demosport.com)  
 Wakeboarding, wakesurfing, water skiing and kiteboard equipment sales, rentals & lessons.

### Diver Dan's

2245 El Camino Real  
 Santa Clara CA 95050  
 408-984-5819



**Blue Waters Kayaking**  
 12938 Sir Francis Drake Blvd,  
 Inverness, CA 94937  
[www.BWKayak.com](http://www.BWKayak.com)  
 Phone (415) 669-2600

Just an hour north of San Francisco in the Point Reyes National Seashore, wilderness kayaking and hiking experiences await you. Two locations on Tomales Bay offer naturalist-led tours, camping, youth camps, custom trips and all levels of classes. We also do Baja, Yucatan tours in the winter/spring.



**Outback Adventures**  
 12 E. Sir Francis Drake Blvd,  
 Larkspur, CA 94939  
[www.outbackadventures.com](http://www.outbackadventures.com)  
 Phone (415) 461-2222

We are a comprehensive outdoor guide service, rental shop, and specialty outdoor retailer. In Marin we offer kayak sales, demos, rentals and instructional classes for kayaking and rock climbing. Custom trips and private classes are also available. Check out our Kayak Demo Day taking place on June 17th at our Larkspur location! Call for details.

# WATERFRONT ADVENTURES

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### Dublin Dive Center

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

### Harbor Dive & Kayak Center

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

### Helm of Sun Valley

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

### High Tide Surf Shop

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

### Institute of Diving Technology

8646 Davona Dr.  
Dublin CA 94568  
925-551-8478  
www.divewithidt.com  
Certified diving school for all levels plus local trips & travel.

### Kite Wind Surf

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

### Mako Marine Outfitters

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

### Napa Dive & Sport

162 S. Coombs St.  
Napa CA 94559  
707-257-2822  
www.napadive.com  
Friendly full-service dive center with training, equipment sales & service and tropical dive travel.

### Napa River Adventures

P.O. Box 10881  
Napa CA 94581  
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Larkspur CA 94939  
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## VIEW FROM THE HELM: BOATING SPIRIT

BY ED & PAM MCGRATH

From now through the end of the year (yikes, is 2006 really on its way out?) the spirits are coming to life: haunting spirits, the spirit of thanks and giving and the holiday spirit. In October, the spookiest of spirits arrive and then segue into sweeter ones based on gratefulness and appreciation.

Boats have a spirit too; you could call it personality or soul, as well. If you are sensitive enough to pay attention, you can feel the soul of a boat the moment you step aboard. Of course a boat, just like humans, develops its spirit over time. A new boat is a blank slate ready for its chronicle to be written. It is a story that the boat and its owner(s) will create together over time from which its soul will emerge.

We believe the boats we sell are all special in many ways, and that a boat will speak to you if you let it.

Boats that have spoken to us tell us of safety, comfort, celebrations, redemption, recovery, adventure and hope. When we are cruising on our boat, there is a great sense of quiet joy that the only other time we feel is when we hold a newborn grandchild.

One of our unique characteristics

as yacht brokers is our ability to put the right captain at the helm of the right boat. We are good "matchmakers" because we take the time to discover the soul of each of our boats. Then we make the effort to find the right buyer. When showing a boat to a client, we know that the personality and the first impression of a vessel are extremely important. There is an immediate emotional reaction. But we encourage people to linger awhile so that they'll be able to sense whether a boat has the potential to be theirs.

We love seeing our clients at the helms enjoying the unique relationship with their vessel while writing a new chapter in the annals of the boat as well as their own lives. Are you ready for a new chapter? We can promise it will be more spiritually enriching than you ever thought possible.

*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.*



### Golden Gate Tall Ships' Blue Angels Cruise on the Gas Light

Come join the Golden Gate Tall Ships Society "Blues Cruise" to see the U.S. Navy's Blue Angels. We will be enjoying the precision aerial show from the decks of the reproduction turn-of-the-century Scow Schooner the Gas Light. Cruise includes full lunch and beverages as well as a magnificent view of this spectacular event. Location to board is Schoonmaker Marina, Sausalito. For more information (415) 331-1009, or [www.ggtss.org](http://www.ggtss.org).

Date: Oct. 7, Boarding begins at 1345. Gas Light departs promptly at 1400 hrs.

Cost: \$85 general public, \$65 members of the Society, \$75 to guests of members of the Society. Reservations via credit card or mail check to GGTSS, P.O., Box 926, Sausalito, CA 94966.



"Gaslight"

### Ward Cleaveland Memorial Scholarship Cruise

Sunset sail with desserts and hot beverages onboard the Lynx. The Lynx is a relatively new ship to our area. Built as a representation of an 1812 privateer, the crew dresses in costume and provides a lovely show on a beautiful ship. This event is a fundraiser for the Ward Cleaveland Memorial Scholarship fund. Location to board is Pier 40 south of Bay Bridge, North of Ball Park. For more information (415) 331-1009, or [www.ggtss.org](http://www.ggtss.org).

Date: Oct. 8 - Boarding begins at 1630 hrs. Lynx departs promptly at 1700 hrs.

Cost: \$75 donation.



"Lynx"

### October Boating Events

#### Tall Ship Education Academy Events

[www.tallshipacademy.org](http://www.tallshipacademy.org)  
(415) 405-3703

#### Women Skipper's Regatta

Sun., Oct. 15, first warning signal at 1100 hrs.

#### Sausalito Yacht Club

(At El Portal, left of the Ferry Landing. Take the Golden Gate Ferry)

The 26th Annual Women Skipper's Regatta is an event benefiting the Tall Ship Semester for Girls (TSSG). Open to all yachts with valid PHRF certificate. Entry form must be signed by the woman designated as the skipper of the competing boat. Entry fee (\$45) must be received prior to racing. For more information, contact: J. Rigler at (415) 332-6367, [race@syconline.org](mailto:race@syconline.org) or go to [www.syconline.org/Race](http://www.syconline.org/Race)

#### Women's Challenge 5

Sun., Oct. 22- Wed., Oct. 25

The Women's Challenge is limited to 12 participants and runs aboard the Schooner Seaward. Proceeds benefit the Tall Ship Semester for Girls program. \$75 non-refundable registration fee. For more info call (415) 405-3703, e-mail: [info@tallshipacademy.org](mailto:info@tallshipacademy.org) or visit [www.tallshipacademy.org](http://www.tallshipacademy.org)

#### Master Mariners Benevolent Association Events

[www.mastermariners.org](http://www.mastermariners.org)  
(415) 364-1656

#### MMBA Cruise to Drakes Bay & Oyster BBQ

Sat. & Sun., Oct. 14-15

All members, especially those new to MMBA, are encouraged to come. Volunteers wanted to transport oysters & gear to the beach from the pier. For more info, contact Dean Gurke at (510) 910-6289.



# BOATING TO FIND THE FOUNTAIN OF YOUTH

BY KIMMIE HAWORTH

A few weeks ago I helped an 89 year old gentleman bring his beloved 28' Tollycraft down from Loch Lomand to the dock at McGrath Yachts in Sausalito. The day was blustery and we had a bit of difficulty getting out of the slip. However, he was an experienced skipper and we had no further problems on the trip down bay. He and his wife have owned the boat since 1977. Boating had been a large part of their life, spending summers in the Delta and winters cruising the Bay in the company their friends and fellow members of the United States Power Squadron.

Letting go of their much-loved boat after so many years was an extremely difficult decision. It must be similar to giving up driving, only much more painful. Driving is a necessary evil, while boating is something you actually enjoy. However, boating requires a certain amount of physical agility which, unfortunately, we all seem to lose as we grow older.

Captain Sweetie and I recently gave up our sailboat to move on to a more easily accessible trawler. When we were much younger, we had dreams of sailing off into the sunset.

Although we spent bundles of time, energy and money to make the sail boat

as comfortable as possible installing such glamorous extras as a forced air heater and other amenities necessary for luxurious onboard living, we found that climbing up and down the companion way ladder and sitting outside in the cockpit in inclement weather to navigate was becoming increasingly difficult.

After several years of hemming and hawing, we finally decided to make the switch from sail to power. It was exactly at that same time that fuel prices went through the roof, but, what the heck? Our sailing friends looked on scornfully. "Why do you want a stink pot?" they queried.

"So we can continue boating for the next 20 years," was our reply.

The trawler has a walk through stern and the only up-and-down we have to do these days is to reach the flying bridge. The inside steering station keeps us warm and dry in any kind of weather. I know eventually we will have to make the move to land, but hopefully that will be many miles downstream. In the mean time, we spend as many weekends as possible on the water, take our annual trip to the Delta and thoroughly enjoy the bohemian lifestyle that boating affords us.

We learned about trawlers from our adorable friends, Laurie and Betty



*Dancing Dragon trawler in the Delta*

Davidson, who owned a Grand Banks trawler for several decades. Grand Banks are the Mercedes of trawlers and Laurie and Betty used their boat more than anybody we knew. While in their 80's, they decided to move up from their wooden 32' boat to a roomier fiberglass GB 36'. Laurie, an intrepid Scot, had just come out of heart surgery the day his new boat was delivered. I had driven Betty to the hospital for the first post-surgery visit.

When we walked into the room, Laurie was laying flat in hospital bed with tubes and wires connected to the various monitoring machines. He was looking decidedly pale and weak after his major medical ordeal. "How are you feeling, Laurie?" Betty asked.

A meek "ok..." was his response. Beep, beep, beep - the monitoring machines hummed quietly.

"Do you need anything?" I asked.

"No, thanks," was his feeble reply.

Beep, beep, beep – the machines keeping slow and steady time with his shallow breathing.

"Your new boat was delivered today," Betty said.

"It was?! Hooray!!" was Laurie's joyous exclamation as the machines beeped and blipped buoyantly.

They piloted their beautiful new Grand Banks, Kompira around the Bay and Delta for another five years.

Laurie and Betty have since both passed on, their cremated remains having been scattered into the Pacific from the deck of their beloved Kompira. I only hope Sweetie and I can continue our boating lifestyle for at least as long as they did.

Is boating the magical elixir for eternal youth? I don't know the answer to that, but if motivation has anything to do with a youthful attitude, then perhaps spending time on the water actually is the answer to the mystery of life.

Sharing time with whales is a privilege.



415-331-6267

[www.sfbaywhalewatching.com](http://www.sfbaywhalewatching.com)

## Dockside Dwelling: Living Ship to Shore

## BENICIA'S OLD GARSKE BOATYARD

BY DENISE DOHOGNE

Shipbuilding was the prime reason Matthew Turner came to Benicia over 125 years ago, turning out sailing vessels from Shipyard Cove in the 1880's. Today I sit on my balcony, overlooking the old Joe Garske Boatyard and dry dock, located at the end of First Street, in downtown Benicia.

Garske's boatyard, now owned by Phil Joy Moving & Leveling Company, is filled with a jumbled assortment of boats. "This yard is what you might call 'a do it yourself' yard," the wiry senior Garske, now deceased, used to say.

People would bring their boats in from as far away as Vancouver. Garske would rent them space, and they would supply all parts and labor. Approximately 10 boats have been built in this yard from scratch and numerous others have been repaired or remodeled. The boatyard developed in the late 1950's, after he sold Benicia Plumbing & Heating and bought Pierce Harbor in the Suisun Slough.

Developing at the same time was Garske's fledgling company, Marine Services. The area oil refineries approached him with the need for tying and releasing the large ships they employed. One of the services Garske offered was oil spill clean up. His two boats, the Sponge and the Squeegee, could handle anything from gasoline to bunker oil. Because of this service, the old boatyard is quite clean relative to today's standards.

Now laying in this boat/graveyard are old utility boats, fishing boats, houseboats, cranes, barges and a World War II landing craft labeled LCVP (Landing Craft Vehicle, Personnel), which were designed by Andrew Jackson Higgins and known as "Higgins boats." These boats were key to the success of Allied amphibious invasions, including D-Day on June 6, 1944, and this one was

recently donated to the National D-Day Museum, by current owner Phil Joy.

Joy also has the toughest job of all—boatyard clean-up. Truck-load upon truck-load of rusted steel, rotted wood and other debris has been steadily streaming from this old yard; however, a new vision is in sight. Phil plans to barge in a 6,000 square foot, historic Victorian home from Napa, with intentions of creating a bed and breakfast inn, complete with look-out tower. When completed, this location will be prime property, as it overlooks the Carquinez Bridge and the evening sunset.

Sitting right-smack in the middle of this property are the remains of the Von Pfister adobe building. Built by Benjamin MacDonald in 1847, it was

When completed, this location will be prime property, as it overlooks the Carquinez Bridge and the evening sunset.

turned over to Captain E. H. Von Pfister and became a store during the day and an informal hotel at night. By November of that year, there were 15 buildings. By the end of the year, Lieutenant Robert Semple, one of Benicia's original founders, had constructed a wharf, the first hotel had been built and enough people had settled in Benicia to receive a local government.

By November 1850, there were over 100 homes in Benicia and the Pacific Mail and Steamship Company, which carried mail and freight between California and the Isthmus of Panama, had set up its shops and wharves in Benicia. This made Benicia the home of the first large industrial works in California. They remained in Benicia until 1869 when they moved to San Francisco. Benicia was also the first city in the new state of



Old Garske ship yard in Benicia about to undergo formidable redevelopment

California to be incorporated and, at the same time, was named the county seat of Solano County, not to mention the State Capitol in 1853.

With that all said, there is still some prime property available surrounding this most historical and charming downtown. There are two new communities, Waterfront Village and Harbor Walk, which sit across from this soon-to-be-history boatyard, which have all sold out. Now is a great time to claim a piece of this historic waterfront location and take this opportunity to be a part of Benicia's history in the remaking.

Denise Dohogne is a Waterfront Real Estate Specialist serving the San Francisco Bay & Delta regions of Solano, Napa and Contra Costa Counties. She is broker/owner of Denise Dohogne Real Estate in Benicia, Captain of the vessel "Hey Diddle Diddle" and member of the Vallejo Yacht Club.



[www.DeniseDohogne.com](http://www.DeniseDohogne.com)

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# Grand Living Today at Richmond's Marina Bay

**R**ichmond's Marina Bay is rich with culture, history and endless opportunities to explore and have fun. One of the Bay Area's most desirable places to live, play and work, this is also the site where "Rosie the Riveter" built WWII liberty ships in the Kaiser Shipyards. Today, the public marina at picturesque Marina Bay provides 750 boat slips along with a boat ramp and a shoreline esplanade perfect for early evening strolls.

Currently, there are three existing condominium home communities and another three, either proposed or under construction, around the Marina Bay area. When completed, the six communities will represent almost 1,800 homes.

Marina Bay, The Shores at Marina Bay and The Cove at Marina Bay are three waterfront condominium home communities that are attracting first-time homebuyers from all over the Bay



Photo by Christopher Mayer Signature Properties

Anchor Cove Condominiums in Marina Bay. The first units will be occupied in October.



Drawing Courtesy of Pulte Homes

Artist rendering of Pulte Homes' proposed Anchorage at Marina Bay.

Area with their unparalleled quality, value and convenience. Prices start in the high \$200,000s, and special financing is available. All offer the same winning combination of attractive prices and outstanding features that are normally found in far more expensive homes. Collectively, these three gated, controlled-access communities total 1,180 homes, all by the shores of the Bay.

One-bedroom and two-bedroom residences at Marina Bay offer spacious floor plans and most offer a wood-burning fireplace. Homes at The Shores are situated around meandering lagoons and five of the six floor plans available include a wood-burning fireplace. Similar fine finishes are found in homes at The Cove where every home has a wood-burning fireplace. All homes at Marina Bay, The Shores and The Cove feature a private patio or balcony and come with deeded parking.

Signature Properties' Anchor Cove development consists of 128 townhome-style- condominium units

ranging from 1,300 square feet to 2,100 square feet and include 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, each 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.

The first building in Anchor Cove went on sale in February and sold out quickly. Since then, six more have gone on sale and new buildings are released at the rate of about one each month. Occupancy is expected to begin by the end of October. A total of 17 buildings, each with six to nine homes will be constructed.

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.

Spinnaker Gate at Marina Bay, a proposed upscale condominium community by luxury homebuilder Toll Brothers, will create even more housing opportunities in this coveted area. Located immediately adjacent to Lucretia Edwards Shoreline Park and the Bay Trail and east of the Historic Ford Assembly Plant Building, the community will provide homeowners with striking views of the San Francisco Bay and the dazzling



city skyline beyond the bay. Proposed are 269 new homes averaging over 1,600 square feet, Spinnaker Gate will offer one, two and three-bedroom residences with spacious nine-foot ceilings, outdoor terraces and gas fireplaces. As proposed, Spinnaker Gate will also provide an exceptional, publicly accessible, open-space park along the Richmond shoreline for all Richmond residents to enjoy.

Pulte Homes' Bay Area Division will be constructing the Anchorage at Marina Bay community. With successful urban communities throughout the East Bay, Pulte is looking forward to that same kind of success in the Richmond waterfront area. The proposed Anchorage at Marina Bay will be a sophisticated, new 210-townhome community. Offering maintenance-free

living in a unique bayside setting, Anchorage at Marina Bay has something for every lifestyle.

Two and three bedroom townhomes are thoughtfully designed and feature lavish amenities, including slab granite countertops, tile flooring, and stainless-steel appliances for the kitchen. High-capacity fiber optic connectivity to the Internet and attached 2-car garages will provide technology and security for new residents. Anchorage at Marina Bay is expected to be a wonderful addition to the already thriving master plan community.

The beautiful and historically unique atmosphere of Richmond's Marina Bay remains in easy proximity to I-80 and I-580, with nearby access to the Intermodal Transit System in Richmond, which includes BART, Amtrak and



*Aerial view of Marina Bay in Richmond*

AC Transit bus service. It is also within half-a-mile of the proposed Richmond/San Francisco Ferry.

**Office of Economic Development**  
Richmond Community Redevelopment Agency's  
(510) 307-8140.



*Illustration by J. Bullock & Associates*

*Spinnaker Gate, as proposed, will include two spas, a pool and exercise facility, a clubhouse with full kitchen and library, outdoor fireplace lounging areas and a residential parking garage.*



# Remember the ENIAC

## Electronics over mechanics, when the computer became ballistic

BY MARY E. SHACKLETT

**T**he future of technology is so predominant that we seldom reflect on the history of computing, and what sparked its development in the first place.

The ENIAC computer was developed over 50 years ago at the University of Pennsylvania as part of the WWII wartime effort. ENIAC, which stood for Electronic Numerical Integrator and Calculator, was 150 feet wide and

contained over 17,000 vacuum tubes. It was gargantuan by today's standards, and did not even possess a stored memory concept—but it paved the way for computers to become strategic tools that dramatically shortened the amount of time it took to get tasks done.

The World War II challenge that ENIAC addressed was in ballistics. Artillery designs during the war were changing constantly and dramatically, as were the patterns of warfare. Whenever changes occurred, corresponding revisions were required in ballistics firing tables and their ballistics trajectories. When the North African campaign arose in 1943, the Army was confronted with an entirely different terrain than it was accustomed and needed a revised set of firing tables. For most of the war, these ballistics tables' calculations were programmed by hand. It took approximately 20 hours of desktop calculations at that time to produce a single trajectory and 15 minutes when a mechanical differential analyzer was employed.

The Army contracted with the University of Pennsylvania's Moore School of Electrical Engineering for the development of a computing device that

would eliminate the backlog of firing table computations by speeding the calculation process. This contract commenced in 1943 with a grant of \$61,000. By the end of the war, the total U.S. Army investment in ENIAC research was nearly \$500,000.

Code-named Project PX, the ENIAC design and build unfolded component by component.

In 1944, a cycling unit and an accumulator were constructed. An initiating unit, function tables, a divider and a square root unit were developed in 1945. Final assembly of the computer occurred in the fall of 1945. Once in operation, the ENIAC performed a ballistics trajectory calculation in the startling time of 30 seconds, which was a major breakthrough for the time.

The ENIAC did not have any central memory unit, nor did it contain software. Instead, storage was localized within functioning units of the computer. The idea was to attain computing speed by eliminating mechanical components while introducing electronic processing. The only mechanical units connected to the computer were an IBM card reader for input and a card punch for

output. Without software, programming instructions were created by manually setting up switches and cable connections, and varying them to create the required patterns of instructions. Coaxial cables carried instructions and data from one functioning unit of the computer to the next.

As it turned out, the ENIAC was too late to impact the war effort, but it wound up contributing something far greater to the country by becoming the foundation for the modern computer industry.

The ENIAC project gave birth to concepts such as gates, buffers and storage devices. After the war, ENIAC continued to compute ballistics tables and work on atomic energy problems at the Aberdeen Proving Grounds. The unit was enhanced with an internally stored fixed program and serial instructions, which reduced the manual effort formerly required in programming.

ENIAC was the country's primary computer for scientific problem-solving from 1949-52. As time went by, other computers that emulated ENIAC but that were able to operate at much lower costs began to appear. The ENIAC was finally decommissioned in October of 1955, but its legacy continues today.

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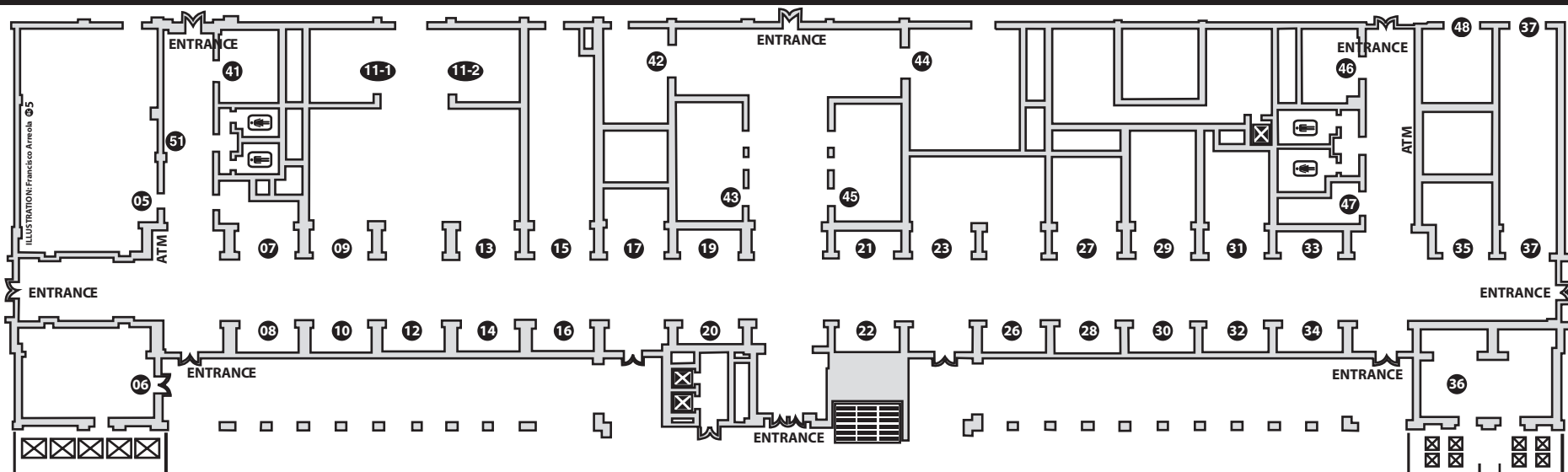
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*Mary E. Shacklett is President of Transworld Data, a marketing and technology practice specializing in marketing, public relations and product management for technology companies and organizations. Mary is listed in "Who's Who Worldwide" and "Who's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

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|                            | 14 Scharffen Berger        | 20 Kingdom of Herbs |  |                                    |  |                                  |                             |

## Fifteen Minutes of Stop and Shop: Convenient parking option for the Ferry Building customer

One of the best incentives for locals to shop at the Ferry Building is the 15-minute white zone parking in front of the Marketplace. Customers can run in for pre-orders or last minute groceries and not have to park in the lot. To accommodate our visitors, we ask that the tenants and employees refrain from parking in the white zone. **How the 15-minute stop-and-shop zone works:** Drive to the white zone, leave keys with valet, get a parking stub (valid for 15 minutes). If customers stay over 15 minutes, then their vehicle will be driven to the parking lot. Valet rates apply. *Please note: On Farmers' Market days, white zone parking is available only after 3:30PM.*



# CHAYA

city

CHAYA BRASSERIE LOS ANGELES  
8741 ALDEN DRIVE  
RESERVATIONS: 310.859.8833

beach

CHAYA VENICE  
110 WAVY STREET  
RESERVATIONS: 310.496.1179  
WWW.THECHAYA.COM

bay

CHAYA BRASSERIE SAN FRANCISCO  
132 THE EMBARCADERO  
RESERVATIONS: 415.777.8688



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# GET THERE BY FERRY



### Adventure Cat

Bay Cruise at 1 pm, 3pm Daily \$25.00 adults and \$15.00 12 and under Kids 5 and under FREE

Sunset Cruise at 5:30 pm (10/1 through 10/31) Cruises leave from Pier 39

\$45.00 (no discount for children) Includes hors d'oeuvres and 2 beverages, wine, beer or soft drinks

Our season last from March 1 through Thanksgiving each year.

(800) 498.4228 / www.adventurecat.com

### Harbor Bay Ferry

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

No service on weekends

### Angel Island - Tiburon Ferry

Wednesday - Friday

Tiburon to Angel Island	Angel Island to Tiburon
10am, 11, 1pm, 3pm	10:20am, 11:20, 1:20pm, 3:30

Weekends

Tiburon to Angel Island	Angel Island to Tiburon
10am - 5pm hourly	10:20am - 5:20pm hourly

\*Monday Thru Tuesday Flexible Schedule. Call (415) 435-2131 www.angelislandferry.com Bicycles \$1.00

Schedule Subject to change w/o notice

Adults \$10.00 Child \$8.00

### Red & White BAY CRUISE SCHEDULE

PIER 43 1/2

Weekday	Weekends
10:00am	10:00am
10:45	10:45
11:15	11:15
12:00pm	12:00pm
12:30	12:30
1:15	1:15
1:45	1:45
2:30	2:30
3:00	3:00
3:45	3:45
4:15	4:15
5:00	5:00
5:30	5:30
6:15	6:15

California Sunset Cruise Schedules  
2-Hour California Sunset Cruise  
Departures at 7:00PM every Thursday, Friday, and Saturday.  
Fare: Adult (18+) \$48, Child (5-17) \$33, Children under four ride Free! Includes one drink ticket (good for beer, wine or soda) and appetizers.

Fare:  
Adult ..... \$21  
Senior (62+) .....\$17  
Youth (12-17) .....\$17  
Child (5-11) .....\$13  
Under 4.....\$Free

### Golden Gate Ferry

#### LARKSPUR \*

Weekdays (excluding Holidays)				Weekends and Holidays			
Leave Larkspur	Arrive S F	Leave S F	Arrive Larkspur	Leave Larkspur	Arrive S F	Leave S F	Arrive Larkspur
5:50am	6:20am	6:25am	6:55am	9:40am	10:30am	-----	-----
6:35	7:05	7:10	7:40	11:00	11:50	12:30pm	1:20pm
7:10	7:40	7:45	8:15	1:30pm	2:20pm	2:30	3:20
7:50	8:20	8:30	9:05	3:30	4:20	4:30	5:20
8:20	8:50	9:10	9:45	5:30	6:20	7:00	7:50
9:15	9:50	10:10	10:45	<b>One-Way Ferry Fares</b>			
10:10	10:45	10:55	11:30	<b>LARKSPUR SAUSALITO</b>			
11:10	11:45	11:55	12:30pm	Daily Daily			
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare \$6.75 \$6.75			
12:40pm	1:15	1:25	2:00	Frequent Rider Ticket (Book of 20 Tickets) \$4.25 \$3.60			
2:15	2:50	3:00	3:30	Seniors (age 65+) with Medicare or approved I.D. \$3.35 \$3.35			
2:50	3:25	3:35	4:05	Youth (ages 6-18) \$3.35 \$3.35			
3:40	4:15	4:25	4:55	Children (age 5 & under) FREE FREE			
4:15	4:45	4:55	5:25				
-----	-----	*5:20	6:05				
5:10	5:45	5:55	6:25				
5:35	6:10	6:20	6:50				
6:35	7:10	7:20	7:50				
7:20	7:55	8:10	8:40				
8:10	8:45	8:50	9:20				
8:50	9:25	9:35	10:05				

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

#### SAUSALITO

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

INFORMATION CONTACTS 511 (toll-free) or 711 (TDD) E-mail/Comments to ferrycomments.goldengate.org For Larkspur and Sausalito website:www.goldengate.org

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

NO SERVICE: Larkspur & Sausalito No ferry service on New Year's, Thanksgiving, and Christmas Day.

### Blue & Gold Ferry

#### ALAMEDA/OAKLAND

Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Leave Oakland	Leave Alameda	Arrive Ferry Bldg.	Arrive Pier 41	Leave Oakland	Leave Alameda	Arrive Ferry Bldg.	Arrive Pier 41
6:00am	6:10am	6:30am	-----	9:00am	9:10am	-----	9:35am
7:05	7:15	7:35	-----	10:40	10:25	11:10	11:25
8:10	8:20	8:40	-----	12:20pm	12:10pm	12:50pm	1:05pm
9:15	9:25	9:45	10:00	1:55	1:45	2:25	2:40
11:00	10:50	11:30	11:45	4:00	3:45	4:30	4:45
12:45pm	12:35pm	1:15pm	1:30pm	5:45	5:30	-----	6:20
2:30	2:20	3:00	3:10	7:20	7:05	7:50	8:05
4:40	4:30	5:10	-----	8:55	8:45	8:25	9:30
5:50	5:40	6:15	-----	10:30	10:20	-----	11:00
6:20	6:10	-----	7:00	<b>Weekends and Holidays from San Francisco</b>			
6:55	6:45	7:20	-----	Leave Pier 41	Leave Ferry Bldg.	Arrive Alameda	Arrive Oakland
7:55	7:45	8:20	-----	8:30am	-----	9:10am	9:00am
8:55	8:45	-----	9:25	9:45	10:00	10:20	10:35
<b>Weekdays from San Francisco</b>				11:35	11:50	12:10pm	12:20pm
Leave Pier 41	Arrive Ferry Bldg.	Leave Alameda	Arrive Oakland	1:10pm	1:25pm	1:45	1:55
-----	6:30am	7:15am	7:05am	2:50	-----	3:45	3:55
-----	7:35	8:20	8:10	4:55	5:10	5:30	5:40
-----	8:40	9:25	9:15	6:30	6:45	7:05	7:15
10:15	10:30	10:50	11:00	8:10	8:25	8:45	8:55
12:00pm	12:15pm	12:35pm	12:45pm	9:40	9:55	10:15	10:25
1:45	2:00	2:20	2:30	<b>ALAMEDA/OAKLAND FARES:</b>			
3:45	4:10	4:30	4:40	One Round 10Ticket 20Ticket Monthly	Way Trip	Book* Book* Pass	
-----	5:20	5:40	5:50	Adult (13+) \$5.50 \$11.00 \$45.00 \$80.00 \$150.00			
-----	5:45	6:10	6:20	Child (5-12) \$2.75 \$5.50			
-----	6:25	6:45	6:55	Child under 5**FREE FREE			
-----	7:25	7:45	7:55	Senior (65+) \$3.25 \$6.50			
-----	8:25	8:45	8:55	Disabled Persons*\$3.25 \$6.50			
				Active Military \$4.25 \$8.50			

Schedule information harvested online. Schedules are subject to change. September 24, 2006

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

# Blue & Gold Ferry

BAY CRUISE		VALLEJO/SAN FRANCISCO						SAN FRANCISCO CITY TOUR				SAUSALITO			
Leave PIER 39		FERRY BLDG./ FISHERMAN'S WHARF						FISHERMAN'S WHARF, PIER 41				FISHERMAN'S WHARF, PIER 41			
Weekdays	Weekends and Holidays	Weekdays						Leave Pier 41				Weekdays			
10:45 11:30 12:00pm 12:45 1:15 2:00 2:30 3:15 3:45 4:30 6:00	10:45 12:00pm 12:45 1:15 2:00 2:30 3:15 4:00 4:30 5:15 6:00	Leave Vallejo	Arrive Ferry Bldg.	Leave Ferry Bldg.	Arrive Pier 41	Leave Pier 41	Arrive Vallejo	9:15am** 11:15** 2:15pm**	City Tour does not operate during inclement weather. Check with ticket booth on day of departure. ** - Effective starting June 1			Leave Pier 41	Arrive Sausalito	Leave Sausalito	Arrive Pier 41
Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.		5:30am 6:30 7:00 7:45 8:45 10:00 11:30 1:00pm 2:00 3:20 4:05 4:45 5:35 6:35	6:25am 7:25 7:55 8:40 9:40 10:55 12:25pm 1:55 3:20 4:15 5:00 5:45 6:30 7:55	6:35am 7:35 8:10 8:55 9:55 11:10 12:40pm 2:10 3:30 4:30 5:15 6:00 6:45 8:05	----- ----- ----- ----- ----- 11:20 ----- ----- 3:00 3:10 ----- ----- ----- 7:35	----- ----- ----- ----- ----- 11:30 ----- ----- 3:10 3:25 ----- ----- ----- 7:45	7:30am 8:30 9:05 9:50 10:50 12:05pm 1:35 3:05 4:25 5:25 6:10 6:55 7:40 9:00	<b>FARES:</b> City Tour Only / City Tour w/ Bay Cruise Adult \$44.00 / \$51.00 Senior (62+) \$49.00 / \$49.00 Junior (12-18) \$49.00 / \$49.00 Child (5-11) \$22.00 / \$27.00				11:00am 12:15pm 1:35 2:45* 5:00 ----- 8:25***	11:40 12:55pm 2:10 3:35* 5:30 ----- 8:45***	11:50 1:05pm 2:20 3:40* 5:40 8:00 8:50***	12:10pm 1:25 2:35* 4:00* 6:30 8:20 9:30***
FARES: All prices include audio tour. Adult ..... \$21.00 Junior (12-18) ..... \$17.00 Senior (62+) ..... \$17.00 Child (5-11) ..... \$13.00 Special Rates On Line		Missed the last ferry from San Francisco? Take the bus to Vallejo, weekdays and weekends at 10:30pm and weekends at 9:30pm from in front of the Pier 1 Deli. Check Giants schedules at www.baylinkferry.com.						<b>TIBURON</b> DOWNTOWN S.F., FERRY BLDG. Weekdays Leave Tiburon / Arrive Ferry Bldg. / Leave Ferry Bldg. / Arrive Tiburon 6:00am / 6:20am / ----- / ----- 6:50 / 7:10 / 7:15am / 7:35am 7:50 / 8:10 / 8:15 / 8:35 8:45 / 9:05 / ----- / ----- ----- / ----- / 4:25pm / 4:45pm 5:00pm / 5:20pm / 5:25 / 5:45 5:50 / 6:10 / 6:15 / 6:35 6:40 / 7:00 / 7:15 / 7:35				* Effective through May 26, 2006. These departures will resume September 5, 2006 ***Fridays Only Weekend and Holidays Leave Pier 41 / Arrive Sausalito / Leave Sausalito / Arrive Pier 41 11:20am / 11:50 / 12:00pm / 12:30pm 12:45pm / 1:15pm / 1:30 / 2:00 2:10 / 2:40 / 2:50 / 3:20 3:35 / 4:05 / 4:15 / 4:45 5:00 / 5:30 / 5:40 / 6:35 6:40 / 7:10 / 7:15 / 8:05			
<b>ANGEL ISLAND</b> Weekdays Leave Pier 41 / Arrive Angel Island / Depart Angel Island / Arrive Pier 41 10:00am / 10:20am / 12:50pm / 1:40pm		Weekends and Holidays Leave Vallejo / Arrive SF FB / Leave SF FB / Arrive Pier 41 / Leave Pier 41 / Arrive Vallejo 8:45am / 9:40 / 9:55 / ---- / ---- / 10:50 10:00 / 10:55 / 11:10 / 11:20am / 11:30am / 12:05pm 11:30 / 12:25pm / 12:40pm / ---- / ---- / 1:35 1:00pm / 1:55 / 2:10 / ---- / ---- / 3:05 3:00 / 4:20 / 4:30 / 4:00 / 4:10 / 5:25 4:05 / 5:00 / 5:15 / ---- / ---- / 6:10 5:35 / 6:30 / 6:45 / ---- / ---- / 7:40 6:35 / 7:30 / 7:45 / ---- / ---- / 8:40 8:20 / 9:15 / 9:50 / 9:20 / 9:30 / 10:45						<b>FARES:</b> One-Way / Round Trip Adult ..... \$8.50 ..... \$17.00 Child (5-11) ..... \$4.50 ..... \$ 9.00 20 Ticket Commute Book ..... \$100.00 No service Thanksgiving Day, Christmas Day (Dec. 25), New Year's Day (Jan.1), or Presidents' Day.				<b>FARES:</b> One-Way Adult ..... \$8.50 Child (5-11) ..... \$4.50 20 Ticket Commute Book ..... \$100.00			
<b>ANGEL ISLAND</b> Weekends Leave Pier 41 / Arrive Angel Island / Depart Angel Island / Arrive Pier 41 9:45am / 10:10am / 10:20am / 1:15am 11:30am / 12:45pm / 12:50pm / 1:35pm 2:00pm / 2:50 / 3:00 / 3:30 --- / --- / 4:40 / 5:30		<b>VALLEJO/SAN FRANCISCO</b> FARES: Adult One-Way ..... \$11.50 Senior/Disabled/Medicare One-Way (65+/disabled)* ..... \$5.75 Youth One-Way (6-12 years) ..... \$5.75 Baylink DayPass ..... \$19.25 Monthly Pass ..... \$247.25 Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.						<b>MUIR WOODS TOUR</b> FISHERMAN'S WHARF, PIER 41 Leave Pier 41 Daily 9:15am / 9:00am 2:15pm / 2:00pm				<b>TIBURON</b> FISHERMAN'S WHARF, PIER 41 Weekdays Leave Pier 41 / Arrive Tiburon / Leave Tiburon / Arrive Pier 41 11:00am / 11:20 / 11:25 / 12:10pm 12:15 / 12:35 / 12:40 / 1:25 1:35* / 1:50* / 1:55* / 2:35* 1:35** / 1:50** / 1:55** / 2:15** 2:45 / 3:05 / 3:10 / 4:00 4:05 / 4:45 / ---- / ---- 5:00 / 5:55 / 6:00 / 6:30 ----- / ----- / 7:45 / 8:20 8:25*** / 9:05*** / 9:10*** / 9:30***			
Weekends and Holidays* to Angel Island Leave Oakland / Leave Alameda / Arrive Pier 41 / Depart Pier 41 / Arrive Angel Is. 9:00am / 9:10am / 9:35am / 9:45am / 10:10am		<b>MONTEREY/CARMEL &amp; 17-MILE DRIVE</b> Visit the famed Monterey Peninsula by deluxe motor coach. A breathtaking journey along the rugged California coastline to Monterey and Carmel for a day you won't forget. Tour departs from Pier 41 at 9am. Call (415) 705-5555 to reserve. Offered daily except Tuesday and Thursday. Departs 9:15am at Pier 41 Fares: Round Trip Adult ..... \$65.00 Child (3-11) ..... \$40.00						<b>GENERAL INFORMATION</b> Reservations: Advance ticket sales are available for all services and highly recommended for Alcatraz. Please call (415) 705-5555 to charge tickets by phone or online at www.telesails.com. There is an additional service charge of \$2.25 per ticket for all individual phone and web orders. No reserved seating available. Bicycles: Bicycles load first and leave last unless otherwise instructed. On board, secure bike in bike rack provided. Bicycles are allowed on a first come, first served basis. Twenty-five bicycles are allowed on the ferries; space permitting at the discretion of the Captain. No bicycles or scooters allowed on Alcatraz, Muir Woods, or Wine Tour. No scooters, rollerblades, or skateboards on Angel Island. Groups: Special fares may be available for groups of 15 or more. Call (415) 705-8214. Disabled: All ferries are accessible by gangways and ramps for disabled persons. Ferries are accessible on the first deck only. (Boats are glass enclosed for sightseeing and snack bar service is available.) Restrooms are accessible on all boats. If you need help, please ask for assistance. ATM located at Pier 39 & Pier 41. Schedules, Services, and Prices Subject to Change. Alcatraz is part of the Golden Gate National Recreation Area. Blue & Gold Fleet is a concessionaire of the National Park Service.							
All times are estimates. Purchase tickets onboard the ferry. * Angel Island Service operates on Saturdays and Sundays only, as well as on the following holidays: Memorial Day, Monday, May 29th; Tuesday, July 4th; and Labor Day, Monday, September 4th.		<b>SONOMA-NAPA WINE TOUR</b> FISHERMAN'S WHARF, PIER 41 Leave PIER 41 Daily 9:15am *Starting June 1st						<b>FARES: Round Trip</b> Adult ..... \$63.00 Under 21 ..... \$40.00				<b>FARES:</b> One-Way Adult ..... \$8.50 Child (5-11) ..... \$4.50 20 Ticket Commute Book ..... \$100.00			
http://www.baycrossings.com/ferry_schedules.asp		Includes round trip, motor coach, and winery tours. No service Christmas Day or New Year's Day.													

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BY DIANNE BOATE & ROBERT MEYER

Every time you turn around these days, someone seems to be ranting about corks in wine bottles. And when you open a wine bottle, it's a toss up on what kind of cork will be there. Then you have to deal with it.

Real corks can break off halfway out, plastic corks won't go back in and a screw top suddenly on view can create a new kind of "bottle shock."

So is that bottle shock warranted? And is the cork the best way to seal the bottle?

The 17th century use of cork closures to seal glass bottles began a new chapter in winemaking skills, for it was found that a tightly sealed bottle helped to keep wine longer. It was also discovered the cork closures let wine breathe and age, which became important for red wines. According to the wine, the winemaker decides when to stop fermentation and bottle the wine. If it is a heavy red, the

# The Great Cork Debate

storing looking really yellow-gold, you are probably in trouble.)

But here's the cork villain: an inherent chemical property called 2,4,6-trichloroanisole (TCA), also called "cork taint," is a volatile contaminant, which has caused a lot of good wine to go bad – specifically, three years ago, there was an upsurge in TCA.

This "corked" wine gave wineries a bad reputation and affected sales. Restaurants also suffer when patrons send back a "corked" bottle. Ah, all those bottom lines.

We asked some industry insiders and people who make their living in the world of wine what they thought about traditional cork-vs-plastic-vs-screwtop.

Ed Delmon has been in the alcoholic beverage business for 55 years said, "Cork was the plastic of its time. If plastic had been invented then they would have used plastic. The future is screw caps."

Over 30 years of testing have shown a potential of better quality, consistency, longevity and less chemical/sensory changes. And, screw caps offer the winemaker a way out of the dilemma of oxidation of wine in a bottle. Wineries using bottles with corks can lose up to 10% of their production, and no matter how big or how small, 10% is a lot to lose,

drink from glasses, properly; and Betty Fussell, a New York food writer who has graced many wine panel discussions, who said: "Do I have an opinion? You betcha. Twice I've shipwrecked on a plastic cork and I've sworn no more plastic corks. The first time, the screwpull I'd used for 10 years, without incident, was split to the gunwales by an obstinate plastic cork. Out went the screwpull. The second time, since I was now screwpull-less, I used an old-fashioned double-handled, lever-type corkscrew and managed to get the cork out of the bottle, but not the screw out of the cork. I tried to cut the cork open with a butcher knife but wrecked the blade sawing against a brass screw. I threw out the knife, the corkscrew, the cork and hated the wine that had done that to me. From now on, when the world runs out of real cork from real trees, for me it's screw

tops all the way. While I'm fresh out of corkscrews, my hands still work."

*Dianne Boate is a freelance writer, photographer and botanical illustration artist. Robert Meyer is a consultant to the*

*wine and spirits industry. Listening for 28 years, Dianne has memorized all of Robert's lines and can tell you with great authority what he will say when he hears a cork being pulled. "Oh, that magical sound!" Dianne doesn't say anything. She just waits for the good glass to be filled.*




Cork was the plastic of its time. If plastic had been invented then they would have used plastic. The future is screw caps." — Ed Delmon

cork closure provides air—important for development of flavor. Other wines made for more immediate consumption, such as Beaujolais Nouveau and white wines, the breathing aspect of the cork is not so important, because the character of the wine is already established. But make no mistake, too much air and leakage can damage any bottle of wine. (If you see a white wine that you have been

to say nothing of waste.

Agreement about screw caps was voiced by the owners of Blackwell's Wines and Spirits in the Richmond District of San Francisco; Michael Denny, president of American Wine Distributors; Ron Hildebrand, graphics/wine label illustrator; Syndi Seid, creator of Advanced Etiquette, who teaches how to open bottles and



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# BREW REVIEW

BY JOEL WILLIAMS

**M**agnolia Pub & Brewery in San Francisco has a Grateful Dead theme and, since I consider myself a Deadhead, I put on a tie-dye, slipped on my Birkenstocks and headed down to the Haight to meet with Owner/Head Brewer Dave McLean and sample his brews.

Magnolia, located on the corner of Haight and Masonic in a Victorian built in 1903, opened in 1997 after extensive construction to the building's cramped and neglected basement that houses the brewery. The pub is small but the interior woodwork that was installed around the 1920s beautifully complements the psychedelic mural above the bar that wraps around the interior. Grateful Dead lyrical references can be found in the mural, if you look closely.

Now, on to the beer. There are usually 12 beers on tap and five additional cask ales, among them three different "Bitters." McLean says he is inspired by English style beers and therefore, Magnolia's uses only the finest, imported floor-malted English barley and an English Ale variety of house yeast.

"What you won't find at most American breweries is a range of bitters." McLean said, adding, "Bitters are not so bitter anymore. In the olden days, bitters were more bitter than the sour beers that were prevalent at the time, so bitters were the fresh young beers that had a lot of hop aroma and character. In England, bitters are a really broad category."

The first of the three bitters I tried was the New Speedway Bitter. I found it to be very smooth and clean, as well as nice and light in both mouthfeel and alcohol content (3.6% ABV).

Next up was Pearly Baker's Best Bitter, also on the low end of the spectrum as far as alcohol (4.1 ABV) and mouthfeel. Pearly had a little more malt flavor than

the New Speedway but was still quite light and refreshing.

The third, Blue Bell Bitter, an Extra Special Bitter (ESB), has a rich, malty, robust character. Basically, it had a little more of everything that the other two offered (4.9% ABV) with a nice body and noticeable hop bitterness.

"This style is about balance, despite the misnomer of the name, bitter. That's the troublesome name issue." McLean explained, "Because of the name, people will end up going away from the thing that they're probably most likely to like and go for the IPA, which if they don't like bitter, they are least likely to like."

Magnolia also had all three bitters in the form of cask conditioned ales, along with two other cask beers.

I've had cask conditioned ales at several breweries before but have never seen such an elaborate set up and dedication to this traditional English serving method. Magnolia has a dedicated cask cellar that holds over 25 casks and five beer engines to pull the beer up to the bar without using CO2, where they are served in traditional 20-ounce English pint glasses.

Cask conditioned ales have a very low carbonation level and are served at a cellar temperature of 56 degrees Fahrenheit, not warm or at room temperature. Since cold temperatures numb the taste buds, serving them at a slightly higher temperature allows the cask ale characteristics to come through, and the low carbonation allows for a fuller taste to be experienced, without the distraction of all of those bursting CO2 bubbles.

A great example of what a cask can offer is Proving Ground IPA. This beer is a modern West Coast IPA that has an aggressive hop aroma and flavor, but when served as cask conditioned ale, it takes on a different character. I found it to be exceptionally smooth with rather tame hop characteristics—I felt it was the best beer I tried that day.

Magnolia's food is also worth

## Magnolia Brewery

mentioning. They serve traditional pub grub like pizza, burgers and wings, and there are several non-pub delicacies available like fish du jour, vegetable pistou, pork chops, jerk chicken and nightly specials. Magnolia is proud to support sustainable agriculture as well as local farms and businesses. Their meat and poultry is all natural, free range and raised without the use of hormones or antibiotics.

So next time you feel like heading down to the Haight for a dose of the freewheeling hippy atmosphere, stop by the Magnolia Pub & Brewery for a little bit of traditional English Ale House fused with the local psychedelic music and atmosphere. Oh yeah, and if feel like wearing a tie-dye and Birkenstocks, you'll fit right in.

Magnolia Pub & Brewery will host October's "Meet the Brewers Night" sponsored by the San Francisco Brewers Guild. Drop by on October 19 between 6PM and 9PM to enjoy a casual pint and meet some of the local brewers from Magnolia and other breweries in San Francisco. Magnolia Pub & Brewery  
1398 Haight Street  
(415) 864-7468  
[www.magnoliapub.com](http://www.magnoliapub.com)



*Joel Williams was a professional craft brewer for over 7 years at several breweries. He earned a Diploma in Brewing Sciences in 1996 from the world-renowned Siebel Institute of Technology in Chicago.*

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Cafe society blooms, unexpectedly at the Cannery. Even locals are finding new reasons to like Fisherman's Wharf.



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# AROUND THE BAY

## Blue Angels

Soon you'll begin to hear the roar, look outside and catch a glimpse of the Blue Angels racing in the sky during Fleet Week. The Blue Angels demonstrate their precision piloting in an always-impressive air show right above the Bay. Northern waterfront. Sat. Oct. 7, 2:30-5PM & Sun., Oct. 8, 1-5PM. <http://fleetweek.us/fleetweek>

## Red Bull

Need some more adrenalin in your life? Good because San Francisco is the only U.S. city you can see The Red Bull Air Race World Series. It's touted as the "Formula 1 of the air," with pilots attaining speeds of up to 300 mph, and withstanding G-forces that would make your cat float. Northern waterfront, SF. Sat. Oct. 7, 12:30-2:30PM. Oct. 8, 12:30-2:30PM. [www.redbullairrace.com](http://www.redbullairrace.com)

## Parade of Ships

Fleet Week also means sailors on big ships. Watch a flotilla of naval vessels in the annual parade of ships. San Diego-based Third Fleet Navy ships, one U.S. Coast Guard cutter and three Canadian Navy vessels will participate; ship tours available to the public. Sat., Oct. 7, 11AM-12PM. [www.fleetweek.us/fleetweek](http://www.fleetweek.us/fleetweek)

## Waterfront fireworks

Hornblower Cruises & Events is sponsoring fireworks along the waterfront on the weekend of Fleet Week. Take convenient transportation to the ferry building and take your pick of good spots along the waterfront to view the show. There's the piers, the grass, the restaurant decks... Fri. & Sat., Oct. 6-7, 9PM.

## Oceanfest Feast

All that looking up at planes and sea air makes a person hungry. Travel a little further down the shoreline to Crissy Field, a grassy flat area in the Marina District that will be filled with sustainable culinary seafood delicacies prepared by notable chefs from celebrated local restaurants. Local beer brews, fine wine, music. Sat., Oct. 7, 11AM-4PM at the Farallones Visitor Center. For more information, call (415) 561-6625, ext. 314, or visit [www.farallones.org](http://www.farallones.org)

## 138 Years of Family

North Beach is the home to many Italian and Sicilian descendants of immigrants who helped create a neighborhood of unique ambiance and flavor. The 138th Italian Heritage Parade, the oldest civic celebration in The City, makes its way from the Wharf to the narrow streets of North Beach in celebration of this heritage. Sun. Oct. 8, 12:30-3:30PM. (415) 703-9888. [www.sfcolumbusday.org](http://www.sfcolumbusday.org)

## "Iron Chef" Style Cook-Off

Spenger's Fresh Fish Grotto hosts its 6th Annual Crabby Chef Competition. The top East Bay chefs are competing to create the best crab dish in a 20-minute "Iron Chef"-style cook-off, judged by a panel of local media celebrity tasters. Outdoor booths selling crab, chowder and other seafood, plus beer, wine and soft drinks. Sun., Oct. 15, 11AM-4:30PM, cook-off at 2PM. 1919 Fourth St., Berkeley. For more information, call (510) 845-7771. [www.spengers.com](http://www.spengers.com)

## Angels Who Ride

You're invited to join in the 8th Annual Summer Run and BBQ, sponsored by Hells Angels Motorcycle Club of Sonoma County. A \$20 donation gets you a ticket to ride, food, dancing, entry for raffle prizes. If you don't join, then at least you know what that sound is. Sign in for the run is at the 516 Frazier Ave. Santa Rosa. 9AM-Noon. [www.hellsangelssonomaco.com](http://www.hellsangelssonomaco.com)

## What now... Free Theater?

Perhaps theater is your thing, and who couldn't use a little theater? Ten-thousand free tickets to theatres like A.C.T., Beach Blanket Babylon, Berkeley Repertory Theatre and Magic Theatre, will be distributed in order to attract new audiences to – gasp – live theatre. Theatres all over the Bay Area will fling their doors wide open and let just anyone in, for free. Oct. 19 is the date. Tickets can be reserved in person at Union Square at 1PM on Oct. 3 at the TIX Pavilion, or at [www.tixbayarea.com](http://www.tixbayarea.com) after 6PM. For more information, call (415) 430-1140 or visit [www.theatrebayarea.org](http://www.theatrebayarea.org).

## Save a Mammal, Shuck an Oyster

McCormick & Kuleto's hosts their 13th annual Shuck & Swallow Oyster Challenge to benefit The Marine Mammal Center. Approximately 12 teams will shuck and eat as many oysters as possible in 10 minutes. The record is just under 200. An oyster and wine pairing immediately follows the competition at McCormick & Kuleto's Seafood Restaurant from 6-8PM. Tickets at the door \$25. The challenge is free and open to the public. For information, (415) 929-1730 or (415) 929-8374.

## CUESA Sunday Supper

The Center for Urban Education and Sustainable Agriculture presents its Sunday Supper, when local, seasonal ingredients from the farms and food artisans featured at the Ferry Plaza Farmers Market are used by forty chefs from leading Bay Area restaurants to prepare fall's finest dishes. Oct. 8, 6PM hors d'oeuvres, family-style dinner at 7PM. Ferry Building Grand Hall. Tickets are \$150 per person, available at [www.cuesa.org](http://www.cuesa.org).





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[www.ferrybuildingmarketplace.com](http://www.ferrybuildingmarketplace.com)

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