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September 2006 Vol.7, No.8

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Bridge Closure Prompts Ferry Operators to Expand Labor Day Weekend Service

OAKLAND, CA — The Alameda-Oakland Ferry and the Vallejo Baylink Ferry will expand their services to help transbay travelers cope with the eastbound closure of the Bay Bridge during the upcoming Labor Day weekend. For more information on the Bay Bridge closure, see page 18. For complete ferry schedules, see pages 36-37.

ALAMEDA-OAKLAND FERRY LABOR DAY WEEKEND SERVICE Saturday, Sunday and Monday, Sept. 2-4

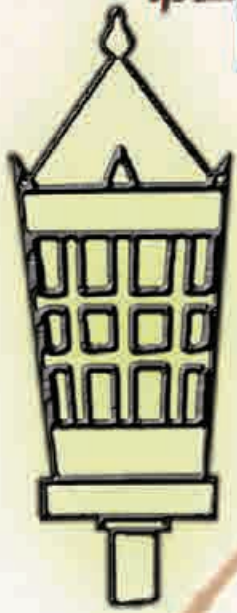
TO SF				TO East Bay			
Depart	Depart	Arrive	Arrive	Depart	Depart	Arrive	Arrive
Oakland	Alameda	Ferry Bldg	Pier 41/39	Pier 41/39	Ferry Bldg	Alameda	Oakland
8:00 AM	8:10 AM	8:30 AM	***	7:30	***	8:10	8:00
9:00 AM	9:10 AM	***	9:35 AM	***	8:35 AM	9:10 AM	9:00 AM
10:00 AM	9:40 AM	10:30 AM	10:45 AM	9:00 AM	9:15 AM	9:35 AM	9:50 AM
11:00 AM	10:40 AM	11:30 AM	11:45 AM	10:00 AM	10:15 AM	10:35 AM	10:50 AM
12:00 PM	11:40 AM	12:30 PM	12:45 PM	11:00 AM	11:15 AM	11:35 AM	11:50 AM
1:00 PM	12:40 PM	1:30 PM	1:45 PM	12:00 PM	12:15 PM	12:35 PM	12:50 PM
2:00 PM	1:40 PM	2:30 PM	2:45 PM	1:00 PM	1:15 PM	1:35 PM	1:50 PM
3:00 PM	2:40 PM	3:30 PM	3:45 PM	2:00 PM	2:15 PM	2:35 PM	2:50 PM
4:00 PM	3:40 PM	4:30 PM	4:45 PM	2:50 PM	***	3:35 PM	3:55 PM
5:00 PM	4:40 PM	5:30 PM	5:45 PM	4:00 PM	4:15 PM	4:35 PM	4:50 PM
6:00 PM	5:40 PM	6:30 PM	6:45 PM	5:00 PM	5:15 PM	5:35 PM	5:50 PM
7:00 PM	6:40 PM	7:30 PM	7:45 PM	6:00 PM	6:15 PM	6:35 PM	6:50 PM
8:45 PM	8:35 PM	9:15 PM	9:30 PM	8:00 PM	8:15 PM	8:35 PM	8:45 PM
10:30 PM	10:20 PM	11:00 PM	11:15 PM	9:45 PM	10:00 PM	10:20 PM	10:30 PM

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	Vallejo Ferry Terminal	S.F. Ferry Bldg.	Fisherman's Wharf Pier 41 Terminal		S.F. Ferry Bldg.	Vallejo Ferry Term
	DEPART	ARRIVE	ARRIVE	DEPART	DEPART	ARRIVE
1 BUS	7:00 AM	7:55 AM			8:10AM	8:55 AM
Ferry	8:00 AM	8:55 AM			9:00 AM	9:55 AM
Ferry	8:45 AM	9:45 AM			9:55 AM	10:55 AM
Ferry	10:00 AM	11:00 AM	11:20 AM	11:30 AM	11:10 AM	12:30 PM
Ferry	10:20 AM	11:20 AM			11:30 AM	12:30 PM
Ferry	11:30 AM	12:30 PM			12:40 PM	1:40 PM
Ferry	1:00 PM	2:00 PM			2:10 PM	3:10 PM
Ferry	1:20 PM	2:20 PM			2:30 PM	3:30 PM
1 BUS	2:00 PM	3:00 PM			3:10 PM	4:10 PM
Ferry	3:00 PM	4:20 PM	4:00 PM	4:10 PM	4:30 PM	5:30 PM
Ferry	3:45 PM	4:45 PM			5:00 PM	6:00PM
Ferry	4:05 PM	5:05 PM			5:15 PM	6:15 PM
Ferry	5:35 PM	6:35 PM			6:45 PM	7:45 PM
Ferry	6:10 PM	7:10 PM			7:15 PM	8:15 PM
Ferry	6:35 PM	7:35 PM			7:45 PM	8:45 PM
Ferry	8:20 PM	9:40 PM	9:20 PM	9:30 PM	9:50 PM	10:50 PM
1 BUS	9:30PM	10:30PM			10:30PM	11:30PM

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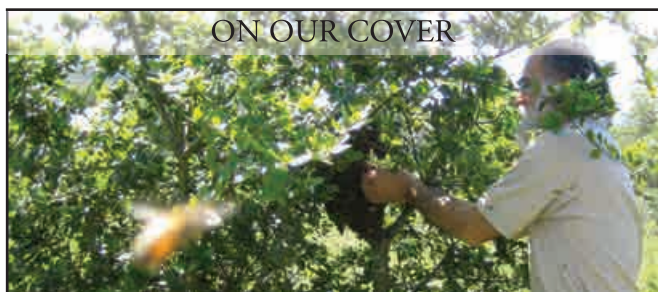
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Sonoma/Napa beekeeper guru, Serge Labesque tends to a hive and, as it appears, one of the resident bees keeps watch. Seasonally, it's prime time for lavender honey. See story on page 22.
Photo by Bobby Winston.

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Editor's story:

"Honey, can you hear that? We've got bees," she said. She was never was fond of bees. Like other things with legs that all-of-a-sudden hover in front of eyelashes or buzz by earlobes, they incited a knee-jerk reaction. Getting stung hurts. She had been daydreaming when the insect flew by - her concentration - interrupted. "Where is that... bug? I can still hear it."

- This month an interruption along the waterfront might have us try another route, rethink a plan, find a solution or remain still. -

She gained an appreciation for the bees after having to pay attention to where they were. "They're busy. And, most don't have manners," as far as she could tell. "They're also the pollinators; the protectors and catalysts for growth," she said.

"That's great, Honey," he responded, not at all bothered by the buzz.

Waterfront Activists Sue to Ground New Alcatraz Ferry

BY JB POWELL

Hornblower Yachts' upstream battle to land the lucrative Alcatraz ferry contract just got tougher. Labor groups have already mounted legal challenges against Hornblower's service agreement with the National Park Service, which is slated to take effect Sept. 25. Now, waterfront activists have jumped into the fray.

Citizens to Save the Waterfront, a group that calls itself "a coalition of neighbors, environmentalists, and locally-owned businesses," filed suit on July 31 to block the new ferry service from setting sail for "The Rock." Since the island opened to the public in 1973, boats to Alcatraz have departed from the Fisherman's Wharf area, about a half-mile north of Hornblower's proposed launching site at Pier 31½.

By operating out of Pier 31½, the suit alleges Hornblower would exacerbate already snarled traffic along the Embarcadero and send throngs of tourists, vendors, street performers, and even "unsavory characters, including pickpockets and ... ticket scalpers" to that relatively underdeveloped portion of the waterfront.

Currently, Hornblower serves fewer than 100-thousand passengers a year from Pier 31½, mostly for dinner and sightseeing cruises. If it takes over the Alcatraz contract, an estimated 1.3 million riders will descend on the area.

"Even on the busiest day of the year for Hornblower, now, [their passenger load] is a far cry from just an average summer day" of Alcatraz service, said Jon Golinger, project director for Citizens to Save the Waterfront.

As a part of its agreement with the National Park Service, Hornblower must remodel its dockside facilities to handle this influx of new passengers.

Parking is almost nonexistent in the area, and Pier 31½ does not have public



Photo by Francisco Arreola

restrooms at this time. But, according to the suit, Hornblower has not sought approval for its planned renovations from the proper regulatory agencies.

In March, it did submit applications to its landlord, the San Francisco Port Commission, to install portable toilets and complete some minor paving improvements. The Port denied Hornblower's request, however, and directed it to apply for permits from the San Francisco Planning Department.

To date, the suit contends, Hornblower has not contacted the Planning Department or the Bay Conservation and Development Commission (BCDC), for any building permits or environmental review.

Hornblower and its client, the National Park Service, insist they are ready to commence service on Sept. 25. To handle the increased foot traffic from Fisherman's Wharf, the company intends to run shuttles to and from Pier 31½.

At a Port Commission meeting on June 13, Terry MacRae, president of Hornblower, tried to reassure the Commissioners that his company would work to minimize congestion and streamline the conversion of their facilities.

Citing experts who have studied the potential effects of switching the Alcatraz departure site, MacRae told the Commissioners that the new Alcatraz service "should not have significant impact on the Embarcadero with regard to pedestrian, automobile and transit

modes." He also insisted that, in the course of renovations, the company will seek and obtain all necessary permits.

But at the same meeting, Paul Scott of Citizens to Save the Waterfront argued

that the company must obtain those permits before they can begin service.

The hearing to resolve the issue is scheduled for Sept. 6 in San Francisco Superior Court.

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WATERFRONT VIEWS

Spare Me Sparing the Air

EDITORIAL BY DAVID SCHONBRUNN

"We have met the enemy ... and he is us." — Pogo

The Bay Area's Spare the Air / Free Transit program made quite a splash during the recent heat wave. As a result of all the publicity, the public gained an understanding of the connection between auto driving, hot weather and smog. But was it worth \$13.6 million to accomplish this? What should we do in the future? Here's the view of a long-time transit activist who specializes in air quality.

Smog, known to chemists as ozone, is harmful to the lungs, especially those of active young people. Hot days cook the pollution creating levels of smog that by state and federal ozone standards are considered unsafe for human health. Other days, winds blowing off the ocean keep levels safe by pushing Bay Area smog into the Central Valley.

The Bay Area Air Quality Management District (BAAQMD) is the agency responsible for achieving healthful air here. In the past, it succeeded in reducing pollution from burning garbage dumps, industrial plants and refineries. While the air is much healthier now, it still fails to meet clean air standards.

For over a decade, BAAQMD has been stuck, unable to make any progress towards achieving the standards. Its Board of Directors, composed of city council members and county supervisors, has been too timid to take on the biggest source of smog: the motor vehicles of everyday voters. Over half the pollution that forms into smog comes from cars, trucks, boats, trains, construction equipment and garden

equipment.

The problem for BAAQMD is that now the polluter isn't some industrial bad guy -- it's us. The elected officials who make up the Board have, so far, been unwilling to deal with the adverse health impacts of our auto-oriented way of life. They are afraid of an electorate satisfied with how it travels.

Ignoring its state-mandated responsibility to protect public health, the agency consistently does the minimum. Instead of aggressively moving to reduce the biggest source of smog, BAAQMD maintains a hands-off attitude towards the amount of driving taking place in the region.

Recent awareness of global warming hasn't changed this posture, even though reducing driving will be necessary if we are to avoid further climate change. (Motor vehicles produce 40% of the global warming-causing greenhouse gases in CA.)

This is the universe from which the Spare the Air / Free Transit program emerged.

Using a few extra-million dollars lying around (after narrowly winning the appeal of a successful lawsuit brought by this writer's non-profit) Spare the Air / Free Transit was designed to look like something was being done about smog.

Spare the Air / Free Transit is a feel-good program that doesn't accomplish much, while spending large sums of money. By increasing transit ridership by 15 percent, the Spare the Air program has managed to increase public awareness of air quality and reduce pollution slightly. However, this program does not reduce driving enough to protect air quality on the bad days it is activated (4 of the 6 recent Spare the Air days exceeded federal ozone health limits; 6 of the 6 exceeded state ozone health limits).

Shockingly, no one at BAAQMD has any data to demonstrate that the recent Spare the Air days did anything to improve air quality.

While the additional people who rode transit were carefully counted, it is unknown whether the reduced driving resulted in any actual reduction in smog.

We do know that many regular commuters were inconvenienced by people who don't usually ride transit, making buses, trains and ferries overcrowded. Ironically, this encourages commuters to drive on Spare the Air days when they would otherwise take transit.

There is no one to blame for our air quality problems. It is our car trips that cause the smog.

Rather than spending millions of public dollars to provide free transit rides on special days, it would be wiser for each of us to reduce the amount of driving we do every day. Not only would this help lower daily smog levels, it would benefit the people of the Central Valley, who breathe our exported smog. Less driving would provide the complementary benefits of lower congestion, lower household transportation costs, lower greenhouse gas emissions, and, thereby, fight global warming, too.

BAAQMD needs to inspire the public to join in a new social contract that values healthful air quality and the prevention of global warming.

In the same way that alcoholics have to first acknowledge they have a problem, each driver needs to acknowledge the harm their car's emissions does to public health and to climate stability, and take responsibility for reducing them.

The most effective method of reducing driving comes down to simple economics: increase the cost of driving, and decrease the cost of taking transit.

By connecting the cost of driving directly to its impacts on the environment, the following would reduce the amount of driving and its associated pollution:

1. Auto registration fees based on how many miles are driven annually, and how much pollution is emitted.
2. Auto insurance based on how many miles are driven annually, and the weight of the vehicle (a measure of the potential liability in a crash).

3. Programs to encourage employers to offer employees the option of receiving cash or transit passes instead of free parking. This would encourage employees to not drive alone to work.
4. Substantially higher bridge tolls on Spare the Air days, with the additional funds going to support better transit.

Higher driving costs are not meant as punishment. They act as a strong incentive to switch to a more economical mode of transport.

For the switch to take place, attractive, affordable and convenient transit needs to be in place. That means shifting the region's transportation funding into providing a comprehensive cost-effective transit network.

While everyday free transit is an attractive idea that's received a lot of attention lately, more transit ridership would be achieved by making transit fares affordable and then expanding service. Longer distance travel by transit would be made more convenient with the adoption of a simplified regional fare zone system.

As individuals and as a society, we need to start taking full responsibility for the impacts of our way of life on the environment and on public health. Hopefully, we can transition to a more sustainable way of life — one that is far more healthy.

David Schonbrunn leads the Transportation Solutions Defense and Education Fund (TRANS-DEF), a Bay Area non-profit advocate for comprehensive environmental planning based on cost-effective public transit, clean air and Smart Growth.
www.transdef.org

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Let There be a "There" for Oakland

EDITORIAL BY BOBBY WINSTON

"What was the use of my having come from Oakland, it was not natural to have come from there, yes, write about it if I like or anything, if I like, but not there, there is no there there."

— Gertrude Stein

Well, quite a where is planned for there. The Oak to 9th project envisioned for the

Estuary waterfront stretches 1.4 miles from San Antonio all the way to the Jack London district.

It's architecturally ambitious, provides lots of affordable housing and provides ample parks and open space.

So why is a small band of activists circulating a petition to mount a ballot initiative to overturn the plan?

A little history: *Sunset* magazine was started as a company organized by the Southern Pacific Railroad in the 1800's.

The reason was the railroad held vast land grants in the Central Valley and wanted to sell them for the highest possible price. Hired editors and writers were told to conjure up a "California lifestyle" (*Sunset* coined the phrase) to seduce passengers on the long ride from Chicago.

Sunset's flacks succeeded all too terribly well. Bay Area communities, none more so than Oakland, turned their back on their dense waterfront communities, ripped out interurban rail systems and signed on full bore for soulless suburban living and ruinous oil dependence.

Oak to 9th, with dense transit-oriented development as a guiding design principle, represents a step back to the future. Indeed, one cannot care about issues like Iraq and global warming and not support developments like Oak to 9th. That's why the Oakland City Council – with no dissenters – along with 100 community groups, environmental organizations, religious groups and business groups have endorsed Oak to 9th project.

Yet, a spurious group called "A Better Oak to 9th" has formed to block the project with lawsuits and a ballot referendum. If they succeed in gathering enough signatures (election officials were validating as Bay Crossings went to press), years of careful planning and community consensus building will be set back.

"A Better Oak to 9th" demands more open space at the expense of the density transit-oriented development requires. There is a Trotskyite quality to such shrill and pious calls for open space without regard to the greater good.

And, there must be raised the queasy issue of equality.

Consider Richmond, possessor of the most Bay shoreline of any jurisdiction in the region.

In giving up 2,000 acres-plus for just one of multiple bay front parks, Pt. Molate, Richmond forwent in perpetuity \$50 million a year in tax revenues, monies desperately needed for social services. Richmonders get to ask why they should alone pay for such a rich regional benefit. More pointedly, they might wonder why the absence of a lobby for parks in the interior of Richmond proper.

At a time when Oakland's Park and Recreation department is staggered by budget cuts, it is unseemly to call for more open space at the expense of desperately needed programs.


Oaklanders must not allow narrow interests to derail an important and worthwhile project.

Let Oakland lead the way to a sensible and high-quality way of life for the entire Bay Area. If, God forbid, the anti-Oak to 9th referendum does turn out to qualify for the ballot, vote "No!"

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Autum Boat Show Extravaganza Boasts a Boat for Every Need

Yachts, sails and seminars anchors in to Oakland port for a week at the tail end of season, showcasing the California boating market

Port of Oakland — Over 100 yachts, power & sail boats will fill the Jack London Marina the week of September 10-18.

The 35th annual Northern California Fall Boat Show is returning to Jack London Square with vessels to 70 feet at the docks, and over 150 trailer boats on land insure that there is a “boat for every need” at this nautical event.

This year’s highlights include one of California’s top saltwater guides who will take a look at coastal deep sea fishing.

Additionally, boat maintenance seminars and boating destination programs will be featured through the run of the show.

Many yachts typically debut here for the first time because of the fall season timing of this event and the importance of the California boating market. Yachts from distant countries like Malaysia, Australia, New Zealand, France, Great Britain and China, as well as all major U.S. manufacturers, help draw an attendee base from all over the Western States.

Families are encouraged to come to the

show for the entertainment, the interactive games and demonstrations.

Prospective buyers look forward to the seasonal prices that dealers offer for ski boats and other trailer boats.

This show also brings out a lot of serious sailors who cruise for the latest in “offshore” sailing yachts, motor yachts and equipment to take them south for the winter.

From rubber inflatables costing under \$2,000 to mega-yachts that cost millions, the Northern California Fall Boat Show is an important boating event for mariners looking for a new or used boat or marine products & services.

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Photo by Francisco Arreola



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Photo by Dan Sankey

Paolo Cosulich-Schwartz, a gondolier with Gondolier Servizio guides the handmade boats along Lake Merritt.

Venetian Renaissance

Float on authentic gondolas reviving Old World romance on Lake Merritt

BY DAN SANKEY

Oakland is not necessarily the first place that comes to mind when looking for a romantic escape, yet, since 1999, Lake Merritt has held a hidden glimpse into the Old World romance of gondola cruises.

It's easy to forget the pleasures of a boat ride. So simple, they fall beneath our everyday wish list of wants, but here is a reminder – floating feels tremendously soothing and romantic.

Gondola Servizio brings you the pleasures of being rowed along with whom you feel most fond, while being sung Italian love songs by a gondolier. They encourage you to bring along wine, champagne or perhaps a small picnic of pesto and cheese to set the mood.

Preconceptions fade quickly as you float away from the dock in an authentic handcrafted Venetian gondola, as do the hurried stresses of your day.

“It was incredible,” said Karen Richards of San Francisco after her ride. “I’ve never been to Lake Merritt before. I never knew how beautiful it is. And the singing was amazing.” Mark Pierson accompanied her on a sunset cruise aboard the stretched black wooden boat. “It’s very calming,” he said.

The fountain and arches at the west edge of the lake add to the European feel, but it’s not until you sit onboard that the feel of the deep onyx wood and ornate brass fixtures truly embrace you.

Authenticity is emphasized: the gondoliers speak Italian, and the boats are imported from Murano (one of the Venetian islands), where they are handmade by Robert de Rossi, a friend of co-owner Angelino Sandri, also, originally from Venice.

“Gondolas were the limousines of Venice,” explains gondolier Paolo Cosulich-Schwartz. The boat’s smooth glide across the lake surface does feel luxurious, as children wave to you from the shore and the gondolier sings of love.

The gondola has a hand painted removable cabin — a

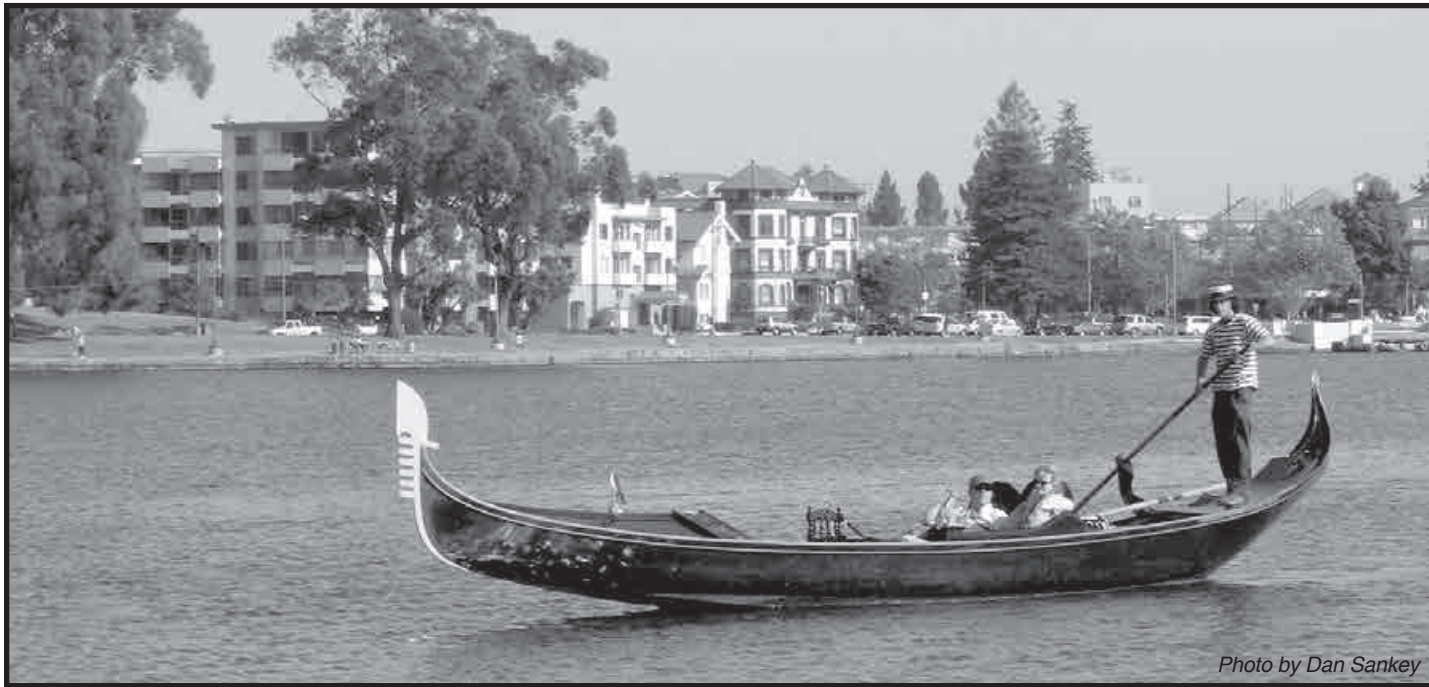


Photo by Dan Sankey

“felze”— as an option for more privacy if so desired. In Venice these were known to hide all manner of private matters on the canals — secret loves, gambling, even murder. “I don’t have any stories like that,” Paolo said of his three years of rowing on the lake. “Just lots of kissing.”

The felze is usually off in summer, as it is quite nice to feel the warm late day sun as it sets, giving a golden red glow to the church and archway on the western shore. At night, the lake’s “necklace of lights” shimmer and the surface is calm. “That’s my favorite time to row,” Paolo said, “especially if the moon is out.”

Last year, for the first time, Gondola Servizio closed for the winter, leading some to believe that the boats had left for good. But it was just for the season, and they may be staying open year-round again after the extensive renovation of the lake’s boathouse. The owners of the Beach Chalet in San Francisco are opening a

new restaurant there, too, which should increase foot traffic once it opens in the winter of 2007.

Gondola Servizio also has a proposal

pending to run gondola service on Stowe Lake in San Francisco’s Golden Gate Park. They hope to know by mid-September if it has been accepted.

GONDOLA SERVIZIO

Gondola Servizio offers half-hour and hour-long cruises, as well as longer sessions for wedding or special occasion photos. They require reservations and can accommodate special requests and customized tours with advance notice. Prices range from \$45 to \$75 for cruises and \$225 for a film or photo session. For reservations, please call: 1-866-737-8494 (66 SERVIZIO) www.gondolaservizio.com

DIRECTIONS:

Gondola Servizio is on Bellevue Ave., in Oakland – on a one way street. Some Website directions are inaccurate. For directions: <http://www.gondolaservizio.com/lakeMerritt.htm#DIR>

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Lake Merritt contains the oldest wildlife preserve in the U.S. — three small islands corralled by buoys provide a safe home for many birds including ducks, egrets, herons and the endangered California brown pelican. The gondoliers guide the boats alongside the buoys, giving you a close view of these birds.

What's Up with Fisherman's Wharf?

Two long-time restaurateurs talk past, present and future — and why this neighborhood is the Rodney Dangerfield of San Francisco

BY GRACEANN WALDEN

A recent article in the *San Francisco Chronicle* lauded the attractions of Fisherman's Wharf. That has to be historic. The media have always given a nod to the history of Fisherman's Wharf but, despite the fact that some of its restaurants are wildly popular and the Wharf itself is the number one attraction for visitors, it is almost universally dissed by the local media and some locals.

The question is: how did the Wharf go from a bustling fishing port, dominated since the 19th century by Sicilian-born immigrants, to an area that receives less than glowing kudos from locals?

Nunzio Alioto, owner-manager of Alioto's No. 8 restaurant and Antone Sabella, partner in A. Sabella's, also at the Wharf, sat down to talk about their history and muse on the fortunes of the Wharf.

A. Sabella's

The Sabella family's history in San Francisco begins with great-grandfather, Luciano, a Sicilian immigrant, opening a fish store on Jefferson Street in 1920 with his son, Antone.

This was in an era when several Sicilian men, who started out as fishermen, opened restaurants at the Wharf. Eventually, grandfather Antone opened Sabella's, a restaurant kitty-corner from the fish store. When grandfather Antone died suddenly, his son, Lucien and his brothers were pulled out of high school to run the restaurant.

Lucien met and married actress-model Bobbie Drake and they had five children. Antone was born in 1951.

Upstairs from the original Sabella's, a casual restaurant, with booths like a diner,



“I was talking to a woman who works for Fodor's guidebooks and she was saying that she used to think the Wharf was tacky, but now she thinks it's kitschy and charming.” — Nunzio Alioto

Lucien opened A. Sabella's Capri Room, a supper club in the '50s.

“I've met a lot of people who met their husband or wife there in the 50s and 60s,” Antone says.

The building burned down, Labor Day weekend 1964.

“There were 400 people in the banquet room. When they opened a back room, it was all in flames,” Antone says. “It was the first time in San Francisco history they used the fire boats, because they ran out of water.”

Antone says his dad lost everything in

the fire because he didn't have replacement insurance. But with hard work, Sabella's came back.

In the mid-90s, Antone revived the look of his father's supper club, transforming A. Sabella's into one of the most elegant Wharf restaurants with a spectacular Bay view. Sabella runs the restaurant in partnership with his sister Lauren.

At A. Sabella's the menu focuses on classic and modern seafood preparations like crab Louie, whole Maine lobster and always-fresh crab.

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Alioto's No. 8

Across the street and kitty corner from A. Sabella's, Alioto's No. 8, has its origins in shed number eight, where Nunzio Alioto's grandfather, Nunzio Alioto, Sr. and wife, Rose, sold fish.

The business began in 1925, and in the 1930s they added a seafood bar. A few years, later Rose, who by then was a widow, added a kitchen — and the Alioto empire was born.

Today, in that space, leased from the Port of San Francisco, because it is actually built on the wharf, the Alioto family owns and runs three restaurants: Alioto's No. 8, Nonna Rose's and Café 8. Each restaurant has its own style that ranges from quick-service to casual to white tablecloth.

True to his Sicilian roots, Alioto's menu concentrates on Italian seafood specialties like Cioppino, Calamari Muddica, and Mussels Marinara.

More than three-dozen of the Alioto clan derives some or part of their income from the restaurant. Sixteen relatives work in the various aspects of running the enterprise.

Alioto's is one of the few white tablecloth restaurants still serving lunch. In addition to his duties running the restaurant, Alioto is also a Master Sommelier of wine.

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Ties to the Wharf

Both Alioto and Sabella think that the harbor, where the fishing fleet actually is docked, should be designated as a historic area of the city, to protect it.

Sabella says he mostly concentrates on the running of his restaurant, while Alioto is more involved with the politics of the Wharf.

"I lend support when they need me," says Sabella.

Both lament that there are not more cars on the F streetcar line, which has proved incredibly popular. They both comment that the cars are packed and not on time. "I think MUNI has a problem managing the headways," says Alioto.

Asked why the media and locals diss the Wharf, Alioto says, "I think it's because of the

success of the Wharf, and the cheap tourist-oriented shops it has attracted." He says the truly quality shops suffer because of this prevailing attitude.

Alioto gets passionate, when he hears criticism of all Wharf restaurants.

"A local critic said years ago, that all the fish at the Wharf restaurants was not fresh, but frozen...I will show anyone my books that prove I buy all fresh fish," he asserts.

"Let's face it, restaurants like mine and Scoma's wouldn't gross millions a year, if they were bad places," he says.

"I was talking to a woman who works for Fodor's guidebooks," says Sabella, "and she was saying that she used to think the Wharf was tacky, but now she thinks it's kitschy and charming."



Nunzio Alioto and Antone Sabella, August 2006. Photo by GraceAnn Walden.



"Let's face it," says Sabella, "it's a place where families from the Bay Area or elsewhere can come and have a good time."

Photos: (Top) Original A. Sabella building, 1950s, (Bottom left) A. Sabella Fish Grotto. (bottom right) Lucien Sabella. Photos courtesy of the San Francisco History Center, SAn Francisco Public Library.

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North Bay Focus:

Visualize a Feast at the Napa Valley Harvest Festival

Napa Valley, CA — Come join us at the prestigious 23rd Annual Napa Valley Harvest Festival presented by the Kiwanis Club of Napa, on Saturday, September 9, 2006, Noon to 4:00 p.m., at the Charles Krug Winery – Peter Mondavi Family, located at 2800 Highway 29, in St. Helena.

A visual feast will be provided by the valley's finest artists' participation in the expanded art exhibition/sale that will prove to be one of the year's major art events.

It is an absolutely lovely venue in which to enjoy the afternoon with family and friends while supporting a service organization known and respected for its contribution to enhancing the community.

Savor pourings and gourmet treats from the area's wineries/microbreweries and top notch restaurants, sumptuous "world famous" BBQ with all the trimmings, fabulous art exhibition/sale featuring the finest local/regional artists, distinctive silent auction items, live entertainment, drawings, and lots more.

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**For more information on Labor Day
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Bid Adieu to Bridge Closures After Labor Day Weekend

Bridge closed to eastbound traffic, upper deck closed westbound, for three days of essential construction

BY JOHN GOODWIN

“Once we get past Labor Day, we get to sail home.”

To transbay travelers who endured lengthy closures of the eastbound Bay Bridge last fall and again this June, and now face a 77-hour blockade of the bridge’s lower deck over Labor Day weekend, the words of Caltrans Project Manager Ken Terpstra are as soothing as a gust of cool sea air on a broiling summer day.

The westbound, lower deck of the Bay Bridge will be closed from 11:59 p.m. on Friday, Sept. 1, through 5 a.m. on Tuesday, Sept. 5, to accommodate a critical phase of the retrofit-by-replacement of the Bay Bridge West Approach, a \$429 million project scheduled for completion in 2009. The closure is designed to ensure public safety during the demolition of a 1,000-foot long section of the approach structure’s upper deck.

Though periodic late-night ramp and lane closures will continue for several months, the Labor Day weekend shutdown marks the final time the entire lower deck is scheduled for closure. Even the shift of eastbound traffic this fall onto a new temporary freeway structure beneath the westbound lanes will take place without significantly interrupting traffic flows.

Big Role for Public Transit

With the Bay Bridge closed to eastbound traffic, ferries and BART will play a starring role in the three-day weekend’s transbay travel drama. Both the Alameda-Oakland Ferry and the Vallejo Baylink Ferry will put one additional vessel into operation, allowing for approximately hourly departures in each direction on



Caltrans crews maintain a delicate balance between creation and destruction to keep traffic moving through downtown San Francisco during the reconstruction of the Bay Bridge West Approach.

Saturday, Sunday and Monday, Sept. 2-4. Complete Labor Day weekend schedules for both the Alameda-Oakland Ferry and the Vallejo Baylink Ferry are available on the Web at 511.org.

In addition to the expanded ferry service, BART will provide all-night service to 14 stations Friday night into Saturday, Saturday night into Sunday, and Sunday night into Monday. BART will run regularly scheduled service to all its stations during normal operating hours. This includes operating on a Saturday schedule on Sept. 2 and a Sunday/Holiday schedule on Sept. 3 and Sept. 4. And, once an hour, AC Transit transbay buses and San Francisco Muni buses serving Treasure Island will be allowed to access a single eastbound lane on the Bay Bridge.

Though the upper deck of the Bay Bridge will remain open to westbound traffic coming into San Francisco throughout the weekend, travelers are advised to use public transit to travel between San Francisco and the East Bay, and between San Francisco and Solano County.

Ferries Provide Floating Bridge

“There’s no better way to cross the Bay

than on a ferry,” said Ernest Sanchez, general manager of the Alameda-Oakland Ferry, which serves Jack London Square in Oakland and the Main Street terminal in Alameda, as well as the San Francisco Ferry Building and Pier 41 near Fisherman’s Wharf. “We’ll have 14 roundtrips a day, all weekend, with eastbound departures as early as 7:30 a.m. and as late as 10 p.m., and westbound runs starting at 8 a.m. and ending at 10:30 p.m.”

The Vallejo BayLink Ferry also will operate 14 daily round-trips throughout the Labor Day weekend between the Vallejo Ferry Terminal and the San Francisco Ferry Building, with three of the trips including a stop at Pier 41. The travel time between San Francisco and Vallejo on the ferry is one hour each way, noted Martin Robbins, general manager of the Vallejo Baylink Ferry.

“The Baylink Bus Route #200 will be affected by the eastbound bridge closure,” added Robbins, “and will have to use Highways 101 and 37 to return to Vallejo. So passengers using Route #200 buses should plan on the trip taking longer than normal.”

For those who must drive, alternatives

to the Bay Bridge include U.S. 101 south to the San Mateo-Hayward Bridge, or U.S. 101 north across the Golden Gate Bridge to Interstate 580 and the Richmond-San Rafael Bridge. Bay Area transportation officials warn the Bay Bridge closure could prompt traffic troubles on other spans.

“The Bay Bridge closure may result in significantly increased northbound traffic across the Golden Gate Bridge,” explains Mary Currie, public affairs director for the Golden Gate Bridge, Highway and Transportation District. “If this occurs, motorists should also expect southbound delays across the Golden Gate, as heavy traffic each way may result in three traffic lanes for each direction. Typically on Labor Day weekends, the bridge is configured with four southbound lanes and two northbound lanes.”

Caltrans Reconfigures Lanes

For San Francisco-bound motorists who opt for the upper deck of the Bay Bridge, the Labor Day weekend promises at least one bit of good news: Drivers will no longer encounter a confusing traffic split near the Fremont/Folsom off-ramp.

EasyConnect Provides Commute Freedom and Reduced Fuel Cost Near Pleasant Hill BART

A field test of a project that provides alternative modes of transportation for employees who leave their cars at home launched in the vicinity of the Pleasant Hill BART station this summer.

Commuters who take public transit or share rides to work can access bicycles, electric bicycles and Segway® Human Transporters (HTs) for use to and from the office. The units are also available during the day for off-site meetings and errands.

The ultimate goal of the project is to save precious fuel, reduce emissions and congestion, and lessen the demand for limited parking in the area.

Dubbed “EasyConnect,” the project is coordinated by California Partners for Advanced Transit and Highways (PATH), a collaboration between the University of California, Berkeley’s Institute of Transportation Studies and the California Department of Transportation (Caltrans).

“EasyConnect is designed not only to help people use transit to get to work, but it also alleviates the problem known as transit isolationism,” said Susan Shaheen, program leader for policy and behavioral research at PATH and the researcher who designed the project. “Some people find it difficult to take transit to work because if they do, they have no way of getting around during the day.”

Shaheen said the Pleasant Hill BART station was chosen as

the base for the project because of its proximity to Contra Costa Centre, a well-planned transit-oriented, multiuse community. The Centre is also the future site of a “transit village” that is currently under construction and that is designed to facilitate occupants’ use of public transit.

Some of two-wheelers are stored at the Pleasant Hill BART station in electronic lockers and picked up by employees of nearby participating businesses to get to work. During the day, the devices are kept at the businesses for shared use by multiple employees. Other units are based at the BART station, at Contra Costa Centre, have their units based in their buildings.

So far, some 10 companies and more than 30 employees have signed up to participate during the initial recruitment phase of the project. The PATH team is actively recruiting additional employers and employees to participate in the EasyConnect project. Businesses pay \$150 per unit per month, which allows their employees to use the Segway HTs and bikes for free, after taking a short training course.

Segway, Inc. has loaned the program 10 of its unique self-balancing, electric HTs, and Giant Bicycle, Inc. has loaned 10 bicycles: five electric and five standard models.

“We need to look at using different methods of getting more people out of their single-occupancy cars, so that we use our limited resources more efficiently,” said Contra Costa County Supervisor and Metropolitan Transportation



More than 30 people have signed up to use the Segway electric HTs and electric and conventional bicycles to get to and from the BART station as well as to run errands or go to lunch.



Commission member Mark DeSaulnier. “The innovative concepts being introduced at this transit village will continue to be replicated not only across the nation, but around the world,” he added.

If it proves successful after a two-year test period, EasyConnect will be expanded to other areas of California, Shaheen said. The plan is to eventually combine the project at the Pleasant Hill BART station/Contra Costa Transit Village with other successful transportation technologies

such as an online “smart” system for reserving the vehicles and parking, real-time freeway and transit information signage, carsharing, and hydrogen fuel cells to power small electric vehicles and Segway HTs.

Caltrans is supporting the EasyConnect program with \$369,000 in grants. Another \$131,000 in grants has been provided by the Metropolitan Transportation Commission, Bay Area Quality Management

District, Contra Costa Centre Transit Village, Contra Costa County, 511 Contra Costa, Segway, Inc. and Giant Bicycles. Other project partners include BART and Millennium Partners.

For more information:
www.easyconnect.com

DOCKSIDE DWELLING: WATERFRONT LIVING SHIP TO SHORE

SOME THINGS TO REMEMBER WHEN BROTHER MOVES ABOARD

BY DENISE DOHOVNE

It's only been a few months since I moved off my boat where I lived for three years to live as a landlubber in a condo, again.

No sooner did I move off the boat than my brother began staying on the boat, temporarily, to do some much-needed maintenance. So, I was taken to task to orient him as to the ways of boat living. You'd think, since I had just lived there, I'd have no problem explaining what he needed to know, but I was amazed at how quickly I've adapted to my recent lifestyle change. I'd forgotten what life aboard was like.

The difference between living on land and living on the water may not seem as

drastic to someone, like myself, who has lived both lifestyles; however, it became very apparent that for those unlike me, life aboard can take more than a little getting used to.

The main differences between living in a traditional home and living on a boat (not at sea, but in a marina) are the use of space and the amenities. Of course, depending on the boat, the live-aboard lifestyle may or may not differ as much from what people may be accustomed to on land.

If money is no object, every imaginable luxury is available on a mega-yacht, such that you'd be hard pressed to realize you were even on a boat, unless you looked out and saw water (think cruise ship). But, on my boat, and on most boats you

see in our local marinas, life takes on new challenges due to space limitations and what types of amenities can reasonably and affordably be outfitted on them.

I was sitting comfortably on my living room couch when my brother called me his first evening on the boat. I had to laugh when he recounted to me his misplacement of the laundry detergent that he must have put in one of the boats many stowage areas. Earlier that day he'd already assumed there was a freezer on board for his frozen food. Not! He also asked me about the availability of television and high speed internet, among more basic requests like how to get the running water or the stove to work. Oh, and that he'd had a barbeque and burned some of the black caulking

on my boat's teak deck! Lesson #1: Boats and fire don't mix!



It's been a few days now and I've had several more phone calls with my brother to make sure the boat is indeed floating and he is doing well in his new environment.

The third day aboard, he reported he loves the friendliness of the people at the marina and appreciates all the beautiful teak wood inside the boat. He's taken to housekeeping and maintenance more than he ever would have when we lived in an apartment together back in our early 20s.

Could it be that the challenges and limitations that come with life on a boat have somehow brought about in him a new fervor for life in general?

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As for me, I'm excited that my brother is getting the chance to experience life aboard. I think it's a wonderful, life-enhancing, mind-broadening thing for everyone to try. I'm also happy that someone is enjoying my boat and giving it the TLC all boats need. There are too many boats just sitting derelict in slips, and I have vowed to not let mine become one of them.

Even though it will be temporary for my brother, I'm glad that he will at least have had the chance to find out for himself just how rewarding and pleasurable life on a boat can be.

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.



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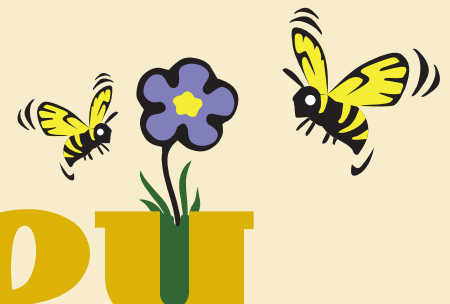
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Bees to Honey



BY SCOTT HARGIS

It was a warm spring day in 1984, and I had just arrived for my first day of work as a laboratory assistant for a honeybee researcher with the USDA bee facility in Baton Rouge, LA. A clueless high school senior, I vaguely remembered a friend's older brother had kept bees as a sort of father-son bonding exercise, and based on that I had bluffed my way through an interview (sure, absolutely, I knew all about bees!). Now I was receiving my first instructions as a full-fledged beekeeping pro from my new boss, John Williams, a biologist with the Agricultural Research Service.

"Take these targets," said John, handing me a stack of small, square, painted boards, "And nail them to those hives over there." He pointed outside where the air was thick with bees from some 200 large beehives.

Excuse me?

A hammer, nails and 200 beehives? Surely this was some sort of hilarious initiation gag. But no, he was serious, and had already turned back to his microscope. I thought about it for a minute, went outside and did it. My headnet was on backwards; someone took pity on me and taught me how to use a smoker to calm the bees; I got stung a dozen times or so; and I had a great story to tell the guys the next day at school.

Thus began my love affair with *Apis mellifera*, the common honeybee.

Humans have gathered honey since prehistoric times — the earliest record dates back nearly 9,000 years. Beginning some 5,000 years ago, the practice of keeping bees for the express purpose of honey and wax production was begun. Those ancient beekeepers would be right at home in today's bee yards; not much has really changed since the earliest days of beekeeping. Aside from mechanical



centrifuges to extract honey from the combs, the methods and equipment used today are remarkably un-mechanized, low-tech, and accessible to anyone.

A headnet, a smoker (a metal canister with a bellows attachment and smoldering grass inside) and a flat pry tool are still the basic tools of the trade. A modern beehive consists of a stack of wooden boxes (called "supers") with no tops and no bottoms. Inside are eight to ten frames, each one holding a sheet of honeycomb. It looks exactly like a file drawer with hanging file folders — the file folders are the frames, and each can be lifted out individually to inspect the bees' handiwork.

Approaching a hive, the beekeeper sends a few puffs of smoke at the entrance; this has the effect of pacifying the bees and keeping them in the lower portions of the hive. More smoke is puffed around the lid, which is then pried off with a flatbar. Honeybees like to cement everything together with a substance called propolis. It's good to "work" a hive at least once or twice a month to keep things from getting permanently glued together.



With the lid off, one can see the tops of the frames. Reaching in bare-handed (gloves make you clumsy and more likely to get stung) one can pull a frame out. A few bees crawl

over the combs, which are utterly beautiful to behold. Perfect hexagons, some filled with golden honey and capped with wax, others filled with a kaleidoscope of different colored pollen — orange, yellow, green, brown, and red.

Want some honey?

No problem; simply keep the frame you've removed and replace it with a new one holding a starter sheet of beeswax. The bees will quickly go to work building new combs and filling them with honey.

Honey. Orange blossom honey, clover honey, wildflower honey — who doesn't love it? We even call our sweethearts "honey".

People who consider insects to be universally creepy will





happily spread honey on their toast, in blissful denial of its origins. (The scientists at the lab where I worked often smeared honeybee larvae on crackers and ate it. It had a wonderful buttery, sweet flavor. For some reason, this has not gained popularity at the supermarket.)

What has gained popularity, however, are “boutique” honeys, including herbal and fruit varieties. These honeys have a delicate floral taste and aroma and are described in terms not unlike those used in wine-tasting. Like fine wines, they also command a premium price. A jar of lavender honey sells for \$12 in the Ferry Building in San Francisco, and one can find white truffle honey for over \$40 a pound selling on the internet.

Honey gets its flavor by the flowers from which the nectar is collected.

As children, few of us experienced anything more exotic



by Duane Swenson, of Woodland, CA. Swenson, a fourth-generation beekeeper from Minnesota, operates a beekeeping supply warehouse that sells to professionals and hobbyists all over the West Coast. In 1909, his great-grandfather, Carl Edwin Swenson started keeping bees to pollinate his fruit trees. Business was handed down from father to son. When Duane learned the craft at age six from his father, the family had two-thousand colonies.

Duane’s bees collect pollen and nectar from fields of lavender, nearby. When the bloom is on, Duane adds



than Orange Blossom honey. Today, a whole industry of honey varieties has sprung up — Avocado, Blueberry, Basswood, Eucalyptus, Buckwheat, Sage and Tupelo honey, to name just a few.

Lavender honey is produced by Duane Swenson, of Woodland, CA. Swenson, a fourth-generation beekeeper from Minnesota, operates a beekeeping supply warehouse that sells to professionals and hobbyists all over the West Coast. In 1909, his great-grandfather, Carl Edwin Swenson started keeping bees to pollinate his fruit trees. Business was handed down from father to son. When Duane learned the craft at age six from his father, the family had two-thousand colonies.

Duane’s bees collect pollen and nectar from fields of lavender, nearby. When the bloom is on, Duane adds

additional “supers” (those boxes that hold the frames) to the hives so the bees have room to store the honey. He leaves enough honey for the bees to eat over the winter, but can harvest 20 to 30 pounds from each hive.

It is not uncommon to harvest upwards of 100 pounds of honey from a single hive, depending on what’s blooming locally. When you multiply this by 1,500 hives, which Duane considers to be the maximum that one person can handle, that’s a lot of honey.

There’s gold in bees. But honey production is only part of the game.

Aside from the market for bee pollen, propolis and royal jelly (the substance that the workers feed the queen bees), there is money to be made renting bees out to pollinate crops. There is a whole industry of “migrant beekeepers” who follow the spring bloom and charge farmers to park their trucks (loaded with beehives) near fields of crops. Without honeybee pollination, we would have no fruit, no beans, no tomatoes. Albert Einstein once prognosticated that if the honeybee were to disappear, man would have only four years before succumbing to starvation. It’s food for thought.

Photos: Beekeeper/expert, Serge Labesque tends to the bees at the hive and checks the supers that hold the honeycomb. Photos by Bobby Winston.

VIEW FROM THE HELM: COST OF A HERRING

BY ED & PAM MCGRATH

Harvest is a word that can be used as a noun or a verb. And we can and do harvest a great harvest from our Northern California coastal waters. We enjoy delectable seafood such as crab, salmon and other delicacies, only because of the intrepid fishermen who man our fleet of fishing vessels. However, some of the San Francisco Bay fishermen's harvest is quickly exported. Herring roe is one example.

We had the very interesting experience of sharing the Liberty Ship Pier in Sausalito for three seasons with

some herring fishermen. We had our beautiful yachts for sale on one side of the pier while the herring fishermen were on the other side unloading their catch and shipping it out.

Now, here's what we know about how to tell whether herring are ready to harvest:

- If there are more than 20 sea gulls nearby (it's never a mystery whether gulls are around),
- If there are several adult seals or sea lions around (cute until one pokes his head up and exposes some huge teeth and raunchy breath),
- If the herring jump around and bump up against boats,
- If the herring are spawning. The water gets milky with sperm and

eggs are deposited on the sides of docks, rocks, ropes or on fields of kelp (oh, the joys of procreation).

After tons of herring are caught in fishing nets, the boats unload by using pumps that pull the fish from the boats and into bins. The herring are packed in ice and shipped to a turkey processing plant to be frozen ("turkey of the sea?"). Next, the fish are trucked to Canada and defrosted. At this stage, eggs are extracted from the females and, along with the roe harvested from the kelp, are shipped to Japan where herring roe is considered a great delicacy.

So, for the sake of these most favored delicacies, we did our best to let the gulls and the seals on the Liberty Ship Pier know that our boats were off limits, for all the good it did us -they kept our boat washers extra busy -and, all now concede that yacht sales and herring fishermen are not the greatest of combinations.

Here's something else we know: Today, a very limited number of permits are sold for herring fishing in San Francisco Bay, and separate permits are

needed for harvesting herring and the eggs. As a result, we are seeing fewer and fewer herring fishermen each year, and fortunes of local herring fishermen have declined. At the same time, the number and size of herring has diminished and the smaller herring slip through the industry's regulation-size nets.

We hope the fishermen and the fish make a strong come back. Perhaps in the next few years, when the herring have grown and the population has increased, we will notice those distinctive herring boats on The Bay between November and March, and think of those who make their living harvesting gifts from the sea.

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



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

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www.mastermariners.org

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Encinal Yacht Club

www.encinal.org

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WAKING THE DRAGONS

BY KIMMIE HAWORTH

There is nothing like the rolling thunder of a Taiko drum to get your heart pounding in anticipation of dragon boats, large canoes carved in the form of exotic dragons, competing as they race across the waters of the San Francisco Bay.

Dragon boat racing is a sport with celebrations all over the world. If you have never seen the dragon boats in action, be prepared to be impressed with the preparation and at the speed at which these works of art race across the Bay to Treasure Island, the weekend of September 23-24.

Over 100 boats are entered in this year's race.

These boats are lightning in motion as the rowers pound across the water.

It's incredibly impressive to see a human-powered boat reach such dazzling speeds.

Each dragon boat carries a team of 20 paddlers who stroke their oars between 70 and 80 beats per minute. That's more than one stroke every second. Each boat also carries a drummer who keeps the fast and furious pace.

The novice racing teams are made up of local youth organizations, various police and service agencies and Bay Area corporations. The professional teams have been practicing all year and are world-class racers who come to town with a vision of taking the championship.

As you can imagine, the competition

is fierce. As the paddlers stroke in time with the furiously beating drums, the boats pick up speed over the 500-meter course and actually plane across the water's surface.

The tradition behind dragon boat racing is wrapped in ancient Chinese legend and commemorates the death of a man who is considered to be the "Father of Chinese Poetry."

In 277 B.C., enemies of renowned poet Qu Yuan convinced the reigning king that he had been disloyal. Qu Yuan was exiled by the king, and was so dishonored and shamed that he drowned himself in the Miluo river. However, the river people loved the poet, so they charged their boats into the rushing water to try and save him, but they were too late. To drive away evil

spirits and also to prevent fish from eating Qu's body, the river people pounded the water with oars.

Today, each year the boats are brought out of storage and a celebration is made to awaken the great dragon figures that adorn the bows. These are canoe-shaped hulls between 40 and 100 feet in length that are decorated with fierce dragon heads on the bow and scaly tails on the stern. The dragon's eyes are daubed with paint so that the spirits can see across the water and prayers are made to remove uninvited, evil spirits. Incense is burned while the decorative heads and tails are fitted onto the boats.

You can watch the awakening ceremony of the sleeping dragons if you arrive early.

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International Dragon Boat Festival is in its eleventh year. Dancers and musicians will commemorate the occasion with day-long entertainment. An enticing array of elegant costumes, music, food, art and performances meld with the spirit of this unique competition.

To join a team, or to find out more information, visit the California Dragon Boat Association website. www.cdba.org or www.sfdragonboat.com

If you like Dim Sum, have some Zongzi ("dragon boats") the delicious sticky rice that comes wrapped in bamboo leaves, a tradition that commemorates The Great Poet, Qu Yuan and the Miluo river dragon.

Photo by Chuck Chen

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Maz

CalCup Racing, it all started when...



Photo courtesy of CalCup

BY JANE MORSON

The 1980's and early 1990's was an intoxicating time for racing in the Bay. It was during this era that CalCup was born.

In 1988, Don Lester and Emily Dale began running the Berkeley Wednesday night races. It was Lester who had an idea that would take the races out of the south sailing basin — these races would be held on weekends instead of Wednesday nights. In 1991, the first real CalCup race was held at Natural Bridges in Santa Cruz, and was sponsored by Waddell Sails.

Sponsorship had its problems; the sponsors wanted to dictate where the race would be on any given weekend. The problem was that the wind did not always agree with the title sponsor's location choice. Sometimes, the race was in the right place for the sponsor, but the wind was somewhere else. This is what brought about big changes for CalCup racing.

The wind would be considered "the main sponsor," and would be the primary factor in choosing a location on race day. And, CalCup had to have its own boat, tackle and crew.

When sponsorship of CalCup disappeared in 1999, Mike Percey, by default, took the reins. Today, Percey continues to supply the organization with not only the CalCup boat, but also backing and commitment, which is what

really keeps the race series alive. As a result, CalCup has evolved into the "hotbed" of racing talent in Northern California.

Here in the Bay area, CalCup (and St. Francis Yacht Club,) has a racing calendar, which helps bring together racers who practice in Berkeley, San Francisco, Coyote Point and numerous far away places, and allows everyone to see how individual practice sessions are working out. Windsurfers can find out if their sail adjustments, fin choices, etc., are right or wrong. And whoever is "up on top," will get asked a lot of questions, and other racers will try to coordinate a day of practice in that person's part of the Bay, so they can pass on the knowledge.

CalCup is a "for fun" event that continues to strive for new racer involvement.

For the more serious racers, there are perpetual trophies for the different classes, which have been passed around for the last 15 years.

CalCup has had many great racing names involved with the events, and some who still participate, such as Trevor Bayliss, Seth Besse, Steve Bodner, Micah Buzianis, Bard Chrisman, Devon Boulon, Rob Hartman, Don Lester, Brian McDougal, Mike Percey, Kevin Pritchard, the Seward brothers, Steve Sylvester, Bill Weir, David Wells, Mike Zajicek and many more.

CalCup has withstood the test of time — from the heyday of windsurfing when it was "the sport," to the dog-eat-dog

competitions between rival windsurf shops with their sponsored windsurfing stars, to now, a time when manufacturers sponsor the "top dogs" of the sport. And, CalCup has seen it all.

CalCup now sees the future in new sports enthusiasts who are looking for an environmentally sound, adrenaline rush sport. San Francisco Bay could be their new gym.



Photo by Charlie Bergstadt

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WATERFRONT ADVENTURES

September Waterfront Activities

- September 3 9AM – 4PM - Open Coast Sea Kayaking Class, California Canoe & Kayak, Half Moon Bay, 800-366-9804, www.calkayak.com**
Learn the special skills and strategies for paddling California's wild and magnificent open coast as we reveal the secrets of maneuvering in this ever-changing environment. You'll learn how to recognize safe zones, transition zones, hazards and play spots in the "rock gardens". This class is conducted on the San Mateo coast, near Pillar Point, north of Half Moon Bay. \$99 including equipment.
- September 7 7PM – 10PM - Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Navigating your kayak by moonlight is a mystical experience you won't soon forget. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Bring your friends and family to this warm welcoming event. \$65 including equipment.
- September 8 7PM – 10PM - Moonlight Kayaking, California Canoe & Kayak, Oakland, 800-366-9804, www.calkayak.com**
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. \$49 including equipment.
- September 9 9AM – 3PM - Tule Elk Tour, Blue Waters Kayaking, Tomales Bay, 415-669-2600, 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
- September 9 7PM – 10PM - Full Moon Paddle, Sea Trek Kayaking Center, Sausalito, 415-488-1000. www.seatrekkayak.com**
A short introductory session prepares you for a leisurely paddle into the sunset watching harbor seals at play as we explore Sausalito's eclectic floating homes community with the silhouette of Mt. Tamalpais in the distance. As the moon rises over Angel Island we'll enjoy the sparkling San Francisco skyline and the silvery moonlight in the wake of our kayaks. \$75.
- September 10 8:30AM – 11:30AM - Paddle the Gate, Sea Trek Kayaking Center, Sausalito, 415-488-1000. www.seatrekkayak.com**
This trip takes place 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.
- September 10 9AM – 3PM - Kelp Beds & Sea Otters, California Canoe & Kayak, Santa Cruz, 800-366-9804, www.calkayak.com**
Within the protected waters of the Monterey Bay National Marine Sanctuary, the sea abounds with marine life. We typically spot sea lions, harbor seals, otters, and a myriad of marine birds around the kelp beds. This trip is ideal for the adventurous beginner who wants a taste of coastal kayaking. \$109 including equipment.
- September 10 9AM – 5PM - Women's Only Sailing Course, Cass' Marina, Sausalito, 415-332-6789, www.cassmarina.com**
U.S. Sailing Certified Basic Keelboat course for women taught by Barbara Fredericks. This is a series of five Sunday classes designed to teach women how to sail safely in San Francisco Bay. Upon completion of the course, you are guaranteed to be a confident sailor with all the skills needed to skipper your own vessel and have fun at the same time. For details contact Lois Keating-Fisher at 415-332-6789. New courses begin each month.
- September 10 10AM – 12PM - Ocean Beach Cleanup, Surfrider Association (SF Chapter), Ocean Beach at Rivera Street, www.sfsurfrider.org**
Help keep our local beaches clean! Just show up at Ocean Beach at the end of Rivera Street and we'll provide gloves, bags and instructions.
- September 10 11AM – 4PM - Corte Madera Salt Marsh Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Explore the wetlands along Corte Madera Marsh while taking in the views of Mount Tamalpais and the San Francisco Bay. We paddle out in stable, double sea kayaks while keeping our eyes open for the curious harbor seals that gather nearby. \$70 including equipment.
- September 16 9AM – 3PM - Drakes Estero - Blue Waters Kayaking, Tomales Bay, 415-669-2600, 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 pot luck lunch on a remote beach. Meet new friends or bring along a crew of your own. \$98 including equipment. Lunch not included.
- September 16 10AM – 3PM - Angel Island Kayak Tour, Outback Adventures, Larkspur, 415-461-2222, www.outbackadventures.com**
Let's pack our kayaks and take a real kayaking adventure to Angel Island in the San Francisco Bay. Specifically timed for optimal and safe paddling conditions. This trip is appropriate for beginner and intermediate paddlers alike. \$85 including equipment.
- September 17 9AM – 2PM - Tomales Bay Harvest Feast, Blue Waters Kayaking, Tomales Bay, 415-669-2600, 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 produce and fresh brick oven-baked breads. Treat yourself, your family and friends to this delightful experience. \$128 including equipment.
- September 17 9:30AM – 5PM - Tule Elk Trip in Tomales Bay, Sea Trek Kayaking Center, 415-488-1000, 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.
- September 20 7:30PM – 9PM - Seafood Peddler Restaurant, San Rafael, Marin Scuba Club, 415-453-9556, www.marinclub.org**
James Mosquito and Captain Mick, Golden Gate Expeditions, Inc. on Humpback Whale rescue and shark diving. Join us for guest presentations the third Wednesday of each month, and for diving adventures here and abroad! Divers of all skill levels welcome. Contact Alberta at 415-453-9556 for more information.
- September 22-24 Fall 2006 - Abalone Dive and Dine, Marin Scuba Club, 415-453-9556, www.marinclub.org**
Join us for a weekend of diving, camping, dining and great fun. For details call Alberta at 415-453-9556.
- September 30 7AM – 12PM - Advanced Diving Technologies, 925-432-2111, www.adtscuba.com**
Join us aboard the DV Escapade for some of the best Pacific coast diving around. Rather we venture to Carmel or stay in Monterey Bay, enjoy the majestic kelp forest and the colorful sea life. Keep your eyes peeled as the whales and dolphins have been around! 2-tank dives, refreshments on board and Nitrox is available upon request. \$85.
- September 30 9:30AM – 4PM - Drakes Estero Kayak Trip, Sea Trek Kayaking Center, 415-488-1000, www.seatrekkayak.com**
Thousands of shore birds make Drakes Estero their home. The silent wings of bat rays glide beneath your kayak. Hundreds of harbor seals sun their bodies on sand bars and ospreys snatch perch from the water just ahead of your kayak. Join us and discover why our guides vie to lead this trip. \$110.

WATERFRONT ADVENTURES

Organizations, Associations & Clubs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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19238 Sir Francis Drake Blvd.
Inverness CA 94937
415-669-2600
www.bwkayak.com
Wilderness kayaking on Tomales Bay including naturalist-led tours, classes, rentals, overnight camping and youth camps. Please see our ad below.

Bodega Bay Kayak

1580 East Shore Dr. @ Blue Whale Shopping Center
Bodega Bay CA 94923
707-875-8899
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
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
Scuba instruction and dive trips.

California Canoe & Kayak

409 Water St., Jack London Square
Oakland CA 94607

510-893-7833
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
Full service PADI five star dive center.

California Surf Shop

899 Gravenstein Hwy
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California Windsurfing

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

Captain Aqua's Scuba Diving Center

250 E. Jackson St.
Hayward CA 94544
510-728-0225
www.captinaqua.com
Full service dive center - training, travel, equipment & repair.

Cass' Marina

1702 Bridgeway
Sausalito, CA 94965
415 332 6789
www.cassmarina.com
US Sailing Certified Sailing School with classes starting weekly. We offer bareboat rentals, skippered charters in the Bay and adventures around the world.

City Kayak

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

Clavey River Equipment

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

Delta Windsurf Company

3729 Sherman Island Rd
Rio Vista CA 94571
916-777-2299
www.deltawindsurf.com
Windsurfing and kiteboarding sales, lessons and rentals.

Demo Sport

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

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
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
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

Water Sport Shops, Facilities, Training & Resources

www.diverdans.com
Full service dive center - training, equipment sales & service, dive travel, on site pool available.

Dublin Dive Center

6715 Dublin Blvd.
Dublin CA 94568
925-829-3843
www.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
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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
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Napa Dive & Sport

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

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

Nautilus Aquatics

1220 Diamond Way, Suite 110
Concord CA 94520
925-827-2822
www.bayareadiving.com
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Open Water Rowing Center

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

Outback Adventures

12 E. Sir Francis Drake Blvd.
Larkspur CA 94939
415-461-2222
www.outbackadventures.com
Kayak sales, rentals, trips & classes. Please see our *ad on page 30*.

Outback Adventures

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

Pacific River Supply

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

Pinnacles Dive Center

875 Grant Ave.
Novato CA 94945
415-897-9962
www.pinnaclesdive.com

Fully accredited scuba training with onsite-heated pool. Diving equipment sales, rental, repair and local/tropical trips.

Proof Lab

254 Shoreline Hwy.
Mill Valley CA 94941
415-380-8900
www.prooflab.com
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River's Edge

13840 Healdsburg
Healdsburg CA 95448
707-433-7247
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Scuba San Francisco

650-873-7321
www.scubasanfrancisco.com
Scuba instruction and information on 41 dive sites within a 2 hour drive from SF.

Sea Trek Ocean Kayaking Center

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

SF Surf Shop

3809 Noriega
San Francisco CA 94122
415-661-7873
www.sfsurf.com
Custom made surfboards by John Schultze plus surfboard/wetsuit rentals and board repairs.

Stan's Skin & Scuba Diving

554 S. Bascom Ave.
San Jose, CA 95128
408-998-0767
www.stansdiving.com
Full service scuba center since 1957. Training, equipment sales service & rentals, on site heated pool and dive trips.

Stinson Beach Surf & Kayak

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

Sunset Bay Kayaks

Suisun City Marina
1011-A Park Ln
Suisun City, CA 94585
707-429-5925 Cell 707-365-2436
www.sunsetbaykayaks.com
Hourly kayak rentals and tours on the largest estuary in the contiguous U.S. Group rates available.

Tradewinds Sailing School & Club
1230 Brickyard Cove Road Ste 100
Pt Richmond, CA 94801
510-232-7999
www.tradewindssailing.com

Tradewinds has more than 40 years of experience making sailing easy and enjoyable to learn - Offering a professional training program and affordable rental and charter programs to members.

Wallin's Dive Center

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

Wet Dawg Water Sports Incorporated

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For advertising inquiries
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at (707) 556-3323 or
joel@baycrossings.com



California Canoe & Kayak
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CalCup First-timers and Favorable Winds

BY JANE MORSON

Only time would tell if the correct location had been chosen and the winds would be kind to those who were participating in the August CalCup race.

On Friday afternoon, Sept. 18, Friendship Park, Marina Bay in Richmond was called as the venue. CalCup's website and the telephone hotline announced details of Saturday's competition. Windsurfers, as usual, had only one day's notice to get it together and get to the location of the next day's race.

Actually, much of the event had been planned well in advance. Jason Voss, a windsurfer who has been teaching the sport for over 10 years, was holding a free Windsurfing Racing Clinic, with a suggested pot-luck brunch from 10:30AM-12:30PM. There was the skippers meeting, and hopefully, the first race was to start at 1:30PM.

At 1:40PM the postponement flag went up. The boards were running late and were not at the start line. The first race of the day started at 2:14PM.

There were new participants and many battles out on the course between the racers. The best port tack was by Russell Egleston (15 years old). It was his first time on a formula board, first time competing in a windsurfing race and he port tacks his whole fleet!

His brother, Andrew (13 years old) also joined the event for the first time; his first race, too. Their father, John, offered the use of his boat, which was the first time the CalCup boat had not been used in many

years. Using a different boat can be a challenge for the race committee as they work to set a good race course. Happily, all went well.

There were a total of 10 races, with the last race at 3:57PM. At the end of the day, race committee pulled the course and headed back to land. The wind had been on our side and the day was well-documented, as a CalCup racer photographed the entire event. We can't wait for the next race, Sept. 9!

**CalCup Race Results
from Sat., Aug. 19**
www.calcupevents.com

Overall

- 1st – Steve Bodner
- 2nd – Ben Bamer
- 3rd – Andreas Macke
- 4th – Eric Christianson
- 5th – Jean Rathle

Division A

- 1st – Steve Bodner

Division B

- 1st – Bryan McDonald

Division C

- 1st – Russell Egelston

Division W

- 1st – Lynn Olinger



Sharing time with whales is a privilege.

415-331-6267
www.sfbaywhalewatching.com

Photos courtesy of CalCup

Reinventing the PDA

BY MARY E. SHACKLETT

They began as personal organizers and expanded into the Internet and wireless worlds to give users greater access to information. Now, PDAs (personal digital assistants) are once again being redefined in response to business and consumer demands.

In business, traditionally resistant groups, like physicians, are increasingly using PDAs to access medical treatment and drug information. Commercial software now enables medical practitioners to cross-reference information from different medical texts on their PDAs and to research the symptoms of a disease as well as the drugs used to treat it.

On the consumer side, PDA use has continued to expand to where it can capitalize on lifestyle needs that revolve around continuous Internet access and voice and email capability.

These PDA applications are easy to use. This does not mean that PDAs are thriving on every front of activity.

For example, PDA sales have fallen for PDA devices that are primarily data “organizer” devices. The trend has prompted companies like Hewlett-Packard to forecast that the traditional pen-based PDA market will evaporate within the next four years without significant product innovation.

HP and others in the technology sector are doing what they have always done, “reinventing” the PDA by adapting it to emerging uses that are being embraced day-after-day in the business and consumer markets.

These markets confirm that hand-held devices like PDAs will be most successful if they converge with smart phone devices that allow users - whether they are commercial or consumer - to combine telephony and Internet for consistent, reliable and secure communications that can connect them wherever they are, at

any hour, to any person or system.

Accordingly, HP and others are building smart phone/PDA lineups with push-email capabilities and a spectrum of products that range from data-intensive to entertainment-focused devices with multi-media features like built-in cameras, FM tuners, MP3 playback software and dual stereo speakers.

At the same time, Apple's iLife (“Internet Life”) comes bundled with the Macintosh and features a collection of software running under Mac OS X that creates, organizes, views and manipulates digital content. The iLife product suite has six components: *iTunes*, *iPhoto*, *iMovie*, *iDVD*, *iWeb* and *GarageBand* (a music authoring package that allows amateurs to create their own music).

While this is going on, the telecommunications industry is transforming itself with Fixed Mobile Convergence (FMC) initiatives that will make it a reality in the next few years to use one device like a computer, a PDA or a smartphone, to “morph” in and out of both wireless and wireline networks as the user moves from place to place. The end result is: wireless flexibility with the quality of wireline communications when and where wireline is available — in a manner that will be seamless to the user. The technology is already here. The remaining hurdles are how the service will be offered and provisioned — and who (in a mixed world of wireless and wireline carriers) will own the customer.

So what does this mean to you if you are a PDA user, or if you are considering purchasing a PDA?

- PDAs are shifting to an Internet-centric focus and away from being personal data organizers and substitutes for notebook computers. Within this strategy, the functionality most desired by the commercial and consumer markets are voice, email and Internet access.
- Businesses have specific data needs

for field service technicians (e.g., being able to pull up a schematic of a machine being repaired in the field) and product quotation and pricing software for sales.

If you are considering purchasing or upgrading your PDA, here are several suggestions:

- Before purchasing, make a list of the needs you want the device to meet. Are you looking for a business communications device, an entertainment device, a personal communications device, or a combination? Do you plan to use the device for all of your communications, or just while traveling?
- Obtain a PDA with as much built-in flexibility for the future as possible. In the past, cellphones and PDAs had lifespans under one year. Today, those lifespans have extended to 12-18 months.
- Think about security. Most PDAs come with automatic data encryption. Find out how the data encryption on your device works, and if it meets your security needs — because many PDAs get lost or stolen.
- Practice safe use of your PDA. Avoid using it while driving. When you are using it in unfamiliar surroundings, maintain awareness of your surroundings while you are working with your PDA.
- Don't forget the practical things. Battery life is very important. Also check on the manufacturer warranty, service center availability and pricing for hardware and service plans.



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.

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THE SECRET'S OUT:

Richmond's Maritime is On Time

The city of Richmond is well-known for its rich maritime history. Today the waterfront and surrounding area is flourishing with maritime activity catering to both the leisure and commercial communities. From marinas offering stunning views of the bay and the San Francisco skyline, to deep water docks for larger ocean-going vessels, along with boating service and supply stores, yacht clubs, yacht sales and even a sailing school and club, the maritime industry is alive in the City of Richmond.

Butch Florey, president of Tradewinds Sailing School & Club, which has been operating in Richmond for over 30 years, says, "Everybody that sails or boats in the bay knows that this is the Mediterranean area of the bay. It's warmer, the winds don't blow as hard and you can wear shorts. It's the best kept secret of the bay, as far as I'm concerned."

Tradewinds Sailing School & Club offers a truly unique approach to learning how to sail. There are numerous sailing schools around the bay but once you learn to sail, you're on your own. If you don't own a sailboat, you have to pay to rent one every time you want to go sailing. Not at Tradewinds. Their sailing club offers you the opportunity to take out a sailboat as many times as you want for a monthly fee.

Florey compares it to the way a health club operates, "You go down and join the health club, pay the fee and you use the equipment as much as you like. We just took that same concept and applied it to boating. You pay one fee and you can sail 30 days or 3 times in a month. We've made it economical so you don't have to be a millionaire to go sailing."

And, the sailing school has produced a need for the club. "Over 50 percent of our people wouldn't be able to go sailing if it wasn't for this program." Florey says, "It wouldn't be in their budget." He also feels that because of this program, Tradewinds' students become excellent sailors because they don't have any



Photo by Joel Williams

Brickyard Cove Marina as seen from Harbor Channel in Richmond.

restrictions, economically, as to how often they can go out sailing. "If they sail more, they just get better."

"We do it the old-fashioned way; we just have a lot of fun and make it affordable for everybody."

"... this is the Mediterranean area of the bay. It's the best kept secret of the bay, as far as I'm concerned."

– Butch Florey, President, Tradewinds Sailing School & Club

The prices are kept reasonably low because it's a boat sharing program, not a rental program; all members share the club boats with each other, and there's a sense of ownership so they take care of the boats. Members keep the boats in good sailing condition by cleaning them after each use and reporting issues before they become an expensive fit. Florey says,

Why not experience more reputable Maritime Industry Businesses located along and around Richmond's scenic waterfront areas, such as:

1. Bay Marine Boat Works, Inc.
310 West Cutting Blvd.
(800) 900-6646
www.baymarineboatworks.com

Bay Marine Boat Works is a full service boatyard specializing in fiberglass & wood repairs, topside and bottom painting, sandblasting, welding, electrical and mechanical repairs.

2. Brickyard Cove Marina
1120 Brickyard Cove Rd.
(510) 236-1933

Brickyard Cove Marina houses 250 berths, 125 dry storage, All's Fare Restaurant, Custom Canvas, Tradewinds Sailing, Easom Racing & Rigging, Quantum Sails, Passage Yachts and Swedish Marine. There is office space available, too –with spectacular views of San Francisco Bay.

3. Channel Marina Yacht Harbor
230 West Cutting Blvd.
(510) 233-2246

Private harbor with over 70 covered and uncovered berths and a fuel dock. Access

is at the end of Santa Fe Channel in Richmond Harbor.

4. Foss Maritime
1316 Canal Blvd.
(510) 307-7820
www.foss.com

Foss operates the largest, most modern fleet of tugs on the West Coast and provides a full range of marine transportation services, including harbor services, ocean towing, shipyard and terminal services.

5. Keefe Kaplan Maritime, Inc.
530 West Cutting Blvd.
Office (510) 235-5564
Store (510) 237-4141
www.kkmi.com

KKMI is a complete Marine Service facility, an internationally recognized yacht brokerage, a world-class boatyard and an on-site marine store committed to providing the highest quality products and services at the most competitive prices.

6. Levin-Richmond Terminal Corporation
402 Wright Ave.
(510) 232-4422
www.levinterminal.com

Private bulk cargo marine terminal and short-line railroad, interchanging with the Union Pacific and Burlington Northern Santa Fe, and offering import/export services and deep water berthing.

7. Mackay Marine
3065 Richmond Pkwy., Ste.104
(510) 669-9560
www.mackaymarine.com

Providing complete solutions for maritime navigation and electronic communications systems, including 24-hour, on-site repairs anywhere on the Bay Area – systems solutions that are readily integrated and quickly operational in commercial and military shipping applications.

8. Marina Bay Yacht Harbor
1340 Marina Way South
(510) 236-1013
www.mbyachtharbor.com

An 845-slip marina located in a deep-draft harbor and surrounded by the Bay Trail and four parks. Amenities include Salute Ristorante, Aminis' by the Bay and the Marina Bay Yacht Club.

9. Passage Yachts, Inc.
1220 Brickyard Cove Rd., Ste. 103
(510) 236-2633

www.passageyachts.com
Passage Yachts has a full-service brokerage and new sailing and power yachts from Beneteau, Island Packet and Wauquiez. They focus on customer service, in-house financing and have an award-winning service department, and that helps make doing business a pleasure.

10. Point San Pablo Yacht Club
700 West Cutting Blvd.
(510) 233-1046
www.pspyc.org

A private club located at the north end of the Santa Fe Channel. Always accepting applications for new members.

11. Quantum Pacific Sail Makers
1230 Brickyard Cove Rd., #200
(510) 234-4334
www.quantumsails.com

Custom service sailmaker for all types and sizes of sailing craft.

12. Richmond Yacht Club
351 Brickyard Cove Rd.
(510) 237-2821
www.richmondyc.org

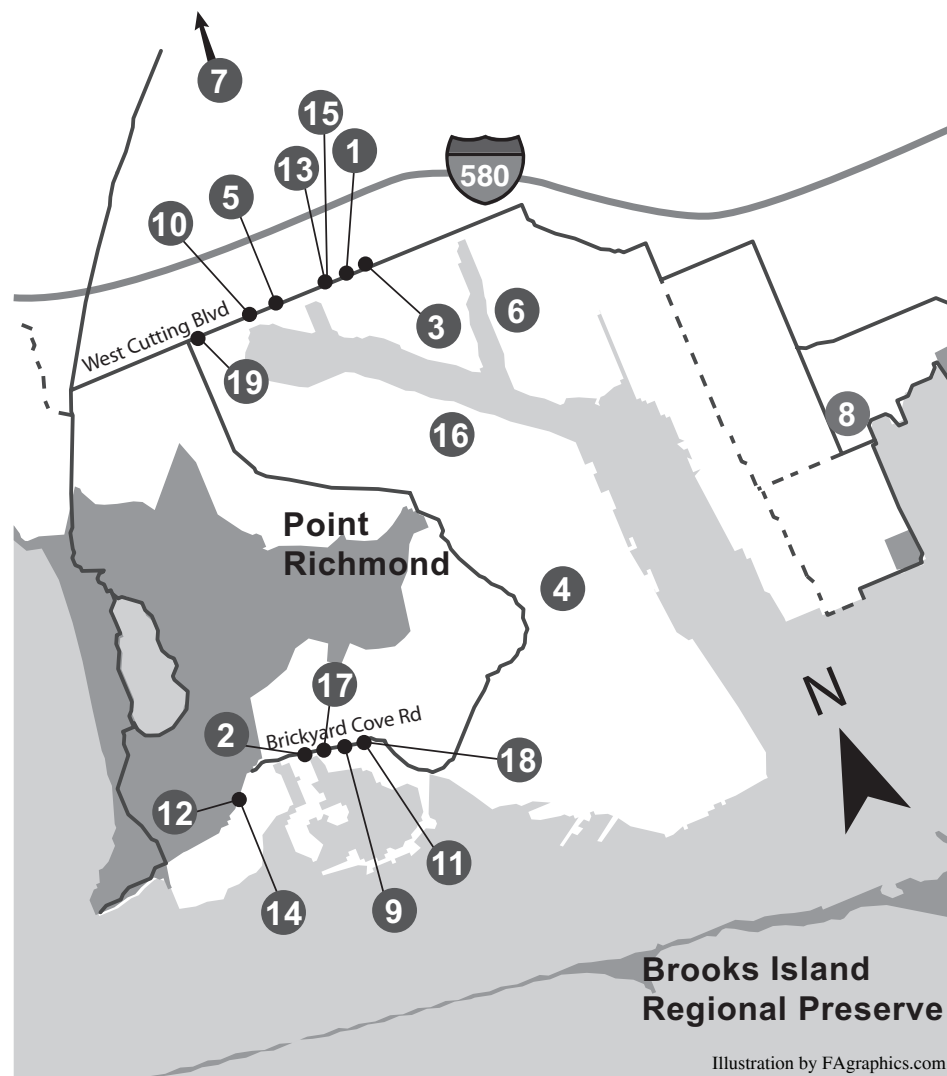
Since its inception in 1932, the Richmond Yacht Club has been the home of sailors and has developed a reputation as "the 'sailingest' club on the Bay." Come join us for sailing and fun!

13. Richmond Yacht Harbor, Ltd.
320 West Cutting Blvd.
(510) 235-1176

RYH, Ltd. is a small privately-owned yacht harbor on the Santa Fe Channel in Pt. Richmond, approximately 35 minutes by water to San Francisco and five minutes by auto to all three major San Francisco Bay bridges. Quiet, deep water accommodates boat sizes of 20-75 feet. Marine architect and custom repairs on site.

14. Richmond Yacht Service
351 Brickyard Cove Rd.
(510) 234-6959

Sailboat: deck hardware; complete rigging service.



15. Rutherford's Boat Shop
320 West Cutting Blvd.
(510) 233-5441

Marine woodworking, classic yacht restorations, structural and interiors, traditional rigging. Currently restoring the 126' steam yacht Cangarda, originally built in 1901.

16. SugarDock
800 Wharf St.
(510) 232-4282
www.sugardock.com

SugarDock is a uniquely configured full-service, deep-water dock offering the convenience of fueling, provisioning, watering and repairing alongside a new 1/4-mile-long concrete apron – with the ability to service those larger ocean-going vessels most harbors are unable to berth.

17. Swedish Marine
1150 Brickyard Cove Rd., Ste. B6
(510) 234-9566
www.swedishmarine.com

California's #1 heating & refrigeration store.

18. Tradewinds Sailing School & Club
1230 Brickyard Cove Rd., Ste. 100
(510) 232-7999
www.tradewindssailing.com

Tradewinds has more than 40 years of experience making sailing easy and enjoyable to learn. Offering a professional training program and affordable rental and charter programs to members.

19. West Marine
501 Canal Blvd., Ste. D
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www.westmarine.com

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Our season last from March 1 through Thanksgiving each year.

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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
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No service on weekends

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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	

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	One-Way Ferry Fares			
10:10	10:45	10:55	11:30	LARKSPUR SAUSALITO			
11:10	11:45	11:55	12:30pm	Daily Daily			
11:40	12:15pm	12:25pm	1:00	Adult Cash Fare \$6.75 \$6.75			
12:40pm	1:15	1:25	2:00	Frequent Rider Ticket (Book of 20 Tickets) \$4.25 \$3.60			
2:15	2:50	3:00	3:30	Seniors (age 65+) with Medicare or approved I.D. \$3.35 \$3.35			
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

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	Weekends and Holidays from San Francisco			
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
Weekdays from San Francisco				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	ALAMEDA/OAKLAND FARES:			
3:45	4:10	4:30	4:40	One Round 10Ticket 20Ticket Monthly			
-----	5:20	5:40	5:50	Way Trip	Book*	Book*	Pass
-----	5:45	6:10	6:20	Adult (13+)	\$5.50 \$11.00	\$45.00	\$80.00 \$150.00
-----	6:25	6:45	6:55	Child (5-12)	\$2.75 \$5.50		
-----	7:25	7:45	7:55	Child under 5**	FREE	FREE	
-----	8:25	8:45	8:55	Senior (65+)	\$3.25 \$6.50		
				Disabled Persons*	\$3.25 \$6.50		
				Active Military	\$4.25 \$8.50		
				Seniors must show valid I.D., Regional Transit Connection, or Medicare Card. Military personnel must show military I.D.			

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

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

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

Blue & Gold Ferry

ALCATRAZ		ALCATRAZ AFTER DARK		SAN FRANCISCO/ANGEL ISLAND				SAUSALITO					
FISHERMAN'S WHARF, PIER 41		Thursday through Monday		FISHERMAN'S WHARF, PIER 41				FISHERMAN'S WHARF, PIER 41					
Weekdays		Leave Pier 41		Leave Alcatraz		Weekdays				Weekdays			
Leave Pier 41	Leave Alcatraz	6:20pm 7:05pm		8:45pm 9:30pm		Leave Pier 41	Arrive Angel Island	Leave Angel Island	Arrive Pier 41	Leave Pier 41	Arrive Sausalito	Leave Sausalito	Arrive Pier 41
9:30am	9:50am					10:00am	10:20am	12:50pm*	1:40pm*	11:00am	11:40	11:50	12:10pm
10:15	10:35					11:30	12:25pm*	3:20	4:00	12:15pm	12:55pm	1:05pm	1:25
10:45	11:10					* Effective May 30 through September 1, 2006				1:35	2:10	2:20	2:35*
11:15	11:45					Weekends				1:50**	2:15**	2:25**	2:50**
11:45	12:15pm					Leave Pier 41	Arrive Angel Island	Leave Angel Island	Arrive Pier 41	2:45*	3:35*	3:40*	4:00*
12:15pm	12:45					9:45am	10:10	10:20	11:15	3:00	3:25**	3:35**	4:00**
1:15	1:45					11:30	12:40pm	12:50pm	1:35pm	5:00	5:30	5:40	6:30
1:45	2:15					2:00	2:50	4:40	5:30	8:25***	8:45***	8:00	8:20
2:15	2:45					FARES: Round Trip				8:25***	8:45***	8:50***	9:30***
2:45	3:15					Adult (13+)				* Effective through May 26, 2006. These departures will resume September 5, 2006			
3:15	3:45					Child (6-12)				** Effective May 30, 2006 through September 1, 2006			
3:45	4:15					5 and under				***Fridays Only			
4:15	5:20					All prices include State Park fees. Only service animals allowed.				Weekend and Holidays			
-----	5:50									Leave Pier 41	Arrive Sausalito	Leave Sausalito	Arrive Pier 41
-----	6:30									11:20am	11:50	12:00pm	12:30pm
FARES: Round Trip										12:45pm	1:15pm	1:30	2:00
Adult w/Cell house Audio Tour*..... \$16.50										2:10	2:40	2:50	3:20
without Audio..... \$11.50										3:35	4:05	4:15	4:45
Senior (62+) w/Cell house Audio Tour*..... \$14.75										5:00	5:30	5:40	6:35
without Audio..... \$9.75										6:40	7:10	7:15	8:05
Child (5-11) w/Cell house Audio Tour*..... \$10.75										FARES: One-Way			
without Audio..... \$8.25										Adult.....\$8.50			
* Self-guided Audio Tour of the Cell house.										Child (5-11).....\$4.50			
										20 Ticket Commute Book.....\$100.00			
										TIBURON			
										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
										8:25***	9:05***	9:10***	9:30***
										* Effective through May 26, 2006. These departures will resume operating starting September 5, 2006			
										** Effective May 30, 2006 through September 1, 2006			
										*** Fridays Only			
										Weekends and Holidays			
										Leave Pier 41	Arrive Tiburon	Leave Tiburon	Arrive Pier 41
										9:45am	10:35	10:50	11:15
										11:30	12:10pm	12:25pm	1:35pm
										2:00	2:25	3:30	3:30
										4:00	4:55	5:05	5:30
										5:00	5:55	6:05	6:35
										6:40	7:30	7:35	8:05
										FARES: One-Way			
										Adult.....\$8.50			
										Child (5-11).....\$4.50			
										20 Ticket Commute Book.....\$100.00			
										No service Thanksgiving Day, Christmas Day (Dec. 25), New Year's Day (Jan. 1), or Presidents' Day.			
										SBC PARK SERVICE			
										Direct service is available from Alameda, Oakland, Tiburon, Vallejo, Sausalito, and Larkspur for selected Giants baseball games. For information, call (415) 705-5555 or visit our website at www.blueandgoldfleet.com .			
										MUIR WOODS TOUR			
										FISHERMAN'S WHARF, PIER 41			
										Daily			
										9:15am* / 9:00am**			
										2:15pm* / 2:00pm**			
										* - Effective through May 31, 2006			
										** - Effective starting June 1, 2006			
										The Muir Woods tour does not operate during inclement weather. Please check with the ticket booth on day of sailing for schedule.			
										FARES: Round Trip			
										Adult.....\$50.00			
										Child (5-11).....\$27.00			
										Muir Woods Package includes round trip ferry and bus shuttle. No service Christmas Day or New Year's Day (Jan. 1).			
										GENERAL INFORMATION			
										Reservations: Advance ticket sales are available for all services and highly recommended for Alcatraz. Please call (415) 705-5555 to charge tickets by phone or online at www.telesails.com . There is an additional service charge of \$2.25 per ticket for all individual phone and web orders. No reserved seating available.			
										Bicycles: Bicycles load first and leave last unless otherwise instructed. On board, secure bike in bike rack provided. Bicycles are allowed on a first come, first served basis. Twenty-five bicycles are allowed on the ferries; space permitting at the discretion of the Captain. No bicycles or scooters allowed on Alcatraz, Muir Woods, or Wine Tour. No scooters, rollerblades, or skateboards on Angel Island.			
										Groups: Special fares may be available for groups of 15 or more. Call (415) 705-8214.			
										Disabled: All ferries are accessible by gangways and ramps for disabled persons. Ferries are accessible on the first deck only. (Boats are glass enclosed for sightseeing and snack bar service is available.) Restrooms are accessible on all boats. If you need help, please ask for assistance. ATM located at Pier 39 & Pier 41. Schedules, Services, and Prices Subject to Change.			
										Alcatraz is part of the Golden Gate National Recreation Area. Blue & Gold Fleet is a concessionaire of the National Park Service.			
										http://www.baycrossings.com/ferry_schedules.asp			

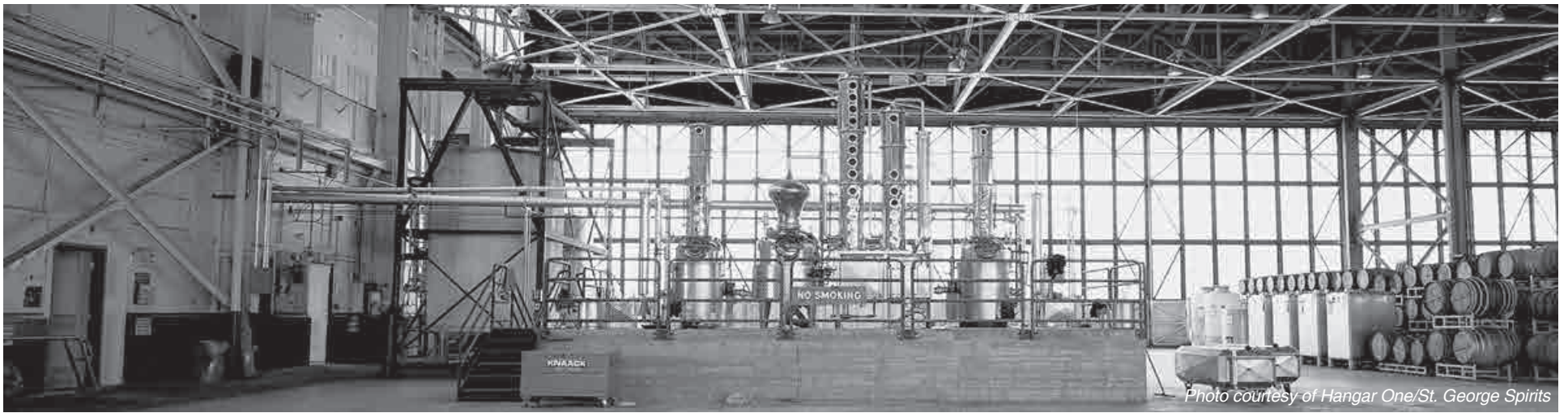


Photo courtesy of Hangar One/St. George Spirits

Sampling St. George's Distilled, World Class Spirits

BY CAMPER ENGLISH

Some of the best liquor poured in the Bay area is produced here as well. And now cocktail connoisseurs can watch the magic being made, and then sample it on site, at the St. George Spirits' distillery in Alameda.

The scenic way to get to the distillery is by taking the Oakland/Alameda Ferry

from the San Francisco Ferry Building or Jack London Square in Oakland. The ride is 20 minutes from San Francisco, and the distillery is only about a half-mile from the dock in Alameda. The 63 AC Transit bus will take you from dock to the distillery door, or it's a short (but not particularly pretty) walk from the boat. As bicycles are permitted on the ferry, you can always make a two-wheeled tour out of the visit, as long as you are careful to avoid drinking and

pedaling afterward.

Though the tasting room (located in a hangar in the old Alameda Naval Air Station) has been open for awhile now, just this August the company began leading distillery tours. Tastings are Wednesdays through Sundays, and the distillery tour is offered once-a-week on Saturday afternoons. These are timed so that visitors may take the 11:50AM ferry from San Francisco and get there in plenty of time for the tour.

During the half-hour tour, visitors walk through the distillery and learn how distilling works as they get up-close to the pot stills and see the bottling process.

After whetting one's appetite in the walk-through, it is time to sample the wares. The full tasting costs \$10 for 11 different spirits, and the tasting glass is yours to keep.

St. George Spirits is the parent company for the various products produced on site, which go by a few different brand names. The tasting begins with the Agua Perfecta brand of eau de vie; the first product produced by St. George Spirits. Eau de vie is an un-aged distillate made from any fruit, typically served as a digestif. The two eau de vie flavors offered for sampling are the pear (with fruit from Lake County, Sonoma, and Ukiah), and the frambois (better known as raspberry, with fruit from Oregon).

Next in the tasting is the range of vodkas produced under the Hangar One brand.

The full range of these high-end vodkas can be found at many better bars and restaurants in the Bay area, as well as across the nation. The straight vodka is actually a blend of pot-distilled vodka made from Viognier wine and column distilled wheat vodka. The wine vodka gives the resulting mixture a smooth and creamy texture free of the usual harsh liquor burn.

Hangar One's fruit-infused line of vodkas are some of the very best flavored vodkas in the world, made not by adding artificial flavors to distilled vodka, but by actually soaking the fruit in vodka, and then redistilling it.

In the tasting room visitors sample the Buddha's Hand citron, kaffir lime and Mandarin Blossom flavors. As they are constantly experimenting with other flavors at Hangar One, sometimes guests may taste limited edition bottles like Fraser River raspberry and wasabi infusions.

Next up in the tasting is the St. George single malt whiskey that starts as an ale, is distilled in small batches and stored in oak casks that once held bourbon. And after that, the Qi brand tea liqueur, which has a fantastic, smoky aroma and taste, quite unlike the sweet fruit liqueurs most people are used to.

Speaking of fruit liqueurs, the sampling ends with two of them. The raspberry and pear Aqua Perfecta liqueurs are made by combining the eau de vie (sampled first) with additional fruit, which gives it a lower concentration of alcohol and added sweetness.

The return trip to the ferry after the tasting is both nicer and harder than the trip to it: nicer because the buzz puts an easy glide into one's stride, and harder because visitors are likely to leave weighed down with a few newly purchased bottles with which to replicate the tasting room experience at home.

Gordon Biersch

"Every Guest, Every Time."

415 243 8246

2 Harrison Street | Embarcadero | San Francisco

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4 hour validated parking after 5 pm daily
(good after 5pm, with coupon, expires at end of baseball season.)

St. George Spirits
2601 Monarch St., Alameda
(510) 769-1601
www.stgeorgespirits.com



BREW REVIEW

Meet San Francisco Brewers Guild at Brews on the Bay

BY JOEL WILLIAMS

San Francisco was once the capitol of brewing for the entire west coast. There were over 30 breweries at the turn of the 20th Century, and most of the hops for the west coast were grown in the Bay Area (barley was grown in the Central Valley and there were malt houses in Fisherman's Wharf). Brewing was a rather integral part of the community and economy up until prohibition.

Today, there are 8 small craft breweries operating within San Francisco's city limits: Speakeasy Ales & Lagers, San Francisco Brewing Company, Thirsty Bear Restaurant & Brewery, Eldos Grill & Brewery, The Beach Chalet Brewery, Gordon Biersch, Magnolia Pub & Brewery and 21st Amendment. All 8 are currently members of the San Francisco Brewers Guild and are trying to revive the rich tradition of local breweries in San Francisco.

The San Francisco Brewers Guild was formed in 2003 as a non-profit trade association "to preserve, celebrate and promote the heritage of San Francisco's artisan breweries." It also provides a forum for local brewers to communicate, network and promote their products and educate the consumers.

As a former member of the Illinois Craft and Washington Brewers Guilds, I remember that meetings were a great time to socialize with my fellow brewers, but there is much more to a Brewers Guild than the camaraderie it offers. When

brewers get together they share ideas and opinions about new products and techniques and often will pool together to purchase larger quantities of supplies to take advantage of better prices.

But the real reason for the Guild, according to President Steve Bruce of Speakeasy Ales & Lagers is "to promote the fact that there are great beers made right here in San Francisco." He says, "If people support the local products, support the local restaurants and drink local beer then your local brewers have better jobs and more job security and have more of an opportunity to be part of the community."

The Guild holds a "Meet the Brewers" night once-a-month at a one of the member breweries at an informal "happy hour" where people can meet brewers from the different breweries, show appreciation for the products and, often, homebrewers come to ask questions about recipes and brewing techniques. The aim is "getting the brewers out in the public eye and getting them some recognition for all of the hard work they do." Bruce says.

The San Francisco Brewers Guild's biggest event, the Third Annual Brews on the Bay, will be held Sept. 9 onboard the historic Jeremiah O'Brien, docked at Pier 45. Proceeds will benefit the historic ship. Over 50 different beers are being served. There is also food provided and music by local bands. Bruce said, "Hey we may be only 8 breweries but we're going to serve you over 50 different kinds of beers all made in San Francisco. That's the kind of variety that we can provide as a group"

21ST SAN FRANCISCO
AMENDMENT



September 9, 2006 Noon - 4:30PM

Brews on the Bay

3rd Annual Brews on the Bay!
Located on the historic World War II Liberty Ship, the SS Jeremiah O'Brien, at Pier 45 (near Fisherman's Wharf).

Sample more than 50 artisan beers brewed within San Francisco. Live music all day. Food (from Thirsty Bear Brewing Co.) will be available for purchase on the ship.

Tickets are \$30 in advance (online or at all eight participating breweries) and \$40 at the door.

Admission is free for children 12 and under, \$8 for 13 to 20 year olds. You must be 21 or older to drink (ID required at gate).
www.sfbrewersguild.org

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.

ST. GEORGE
SPIRITS



Makers of Hangar One
Vodka, St. George Single
Malt Whiskey, and Aqua
Perfecta Eau de Vie

Tours: Saturdays at 1pm

Tasting Room Hours:
Wed-Sat noon-7pm
Sun noon-6pm

2601 Monarch Street
Alameda, CA 94501
510.864.0635
www.stgeorgespirits.com

Right Recipe Hits the Spot at the Right Time

BY DIANNE BOATE & ROBERT MEYER

The “spot” is certainly some mythical place in our emotional makeup that becomes very real when hunger, thirst and some fatigue join forces to cry out for relief. Along comes a cold drink that brings instant gratification. Coca-Cola® is one of those beverages that “hits the spot.”

And aside from very astute business practices - like never ever stopping the advertising campaigns and keeping the recipe an absolute secret - it remains a best seller for two simple reasons: it tastes good and makes you feel better.

May we digress for a moment on this point? A few years ago we were attended a winemaking seminar in Maui. Some famous names were up on the stage pontificating and posturing. Robert Mondavi was sitting in the audience, raised his hand and spoke in stentorian tones: “Ladies and gentlemen, (pause) let us not forget (pause) that the reason we are in business (pause) is to make wine that tastes good.”

We are going to explore some of the history of Coca-Cola®, dig up a funny story and provide an unusual recipe — anybody can put cola in a glass and add some rum.

Let’s start with the funny story: During his long reign in Spain, Generalissimo Franco would get nervous about what people thought of him, and periodically

go out in the streets in disguise. While on one of these undercover expeditions he received a lot of negative responses to his questions about how the country was being run and how people felt about Franco, himself. Exasperated, he asked someone if he recognized who he was talking to. The fellow admitted he did not know. Franco, still in disguise, said that his name was on the sides of buildings, on street corners and signs everywhere. The fellow said, “Oh! I am sorry Mr. Coca-Cola, I did not recognize you.”

The history of Coca-Cola® begins in 1886, when a pharmacist named John Pemberton from Atlanta, invented the first version of Coke. He found the ingredients by accident while trying to find a relief for headaches. He had been formulating quack remedies that were popular in those days. The use of coca, which was extracted from the coca plant, was included in many patent remedies in those days. Coca provided a stimulating effect and was well-received by the medical society. The French were mixing coca with wine; so, Pemberton came up with the idea of taking “French wine/coca and adding West African Kola nut extract. The Kola extract provided an invigorating effect and was thought to be a “wonder-cure” ingredient.

Sales of this product grew until the temperance movement in Georgia gained ground. As a result, there was a two-year ban on alcohol in the state. In response, Pemberton went to his laboratory and created a “temperance drink,” which was

advertised as such.

When the Georgia ban was discontinued in 1887, Coca-Cola® was established. When Pemberton died, the company went to the survivors with a complicated lawsuit. The family was only interested in promoting the syrup and did not see the value of bottling it. They granted the bottling rights to two businessmen, free-of-charge, thinking they would not succeed; but if they did, they would only sell more syrup.

Of course, now we know the success of the bottle. The businessmen franchised the bottling rights all over the U.S., and during the WWII, bottling plants were set up wherever the troops were. The cola became popular around the world - from Quack Remedy to pop-culture, sung to the tune of millions of dollars in sales.



Illustration by FAgraphics.com

Dianne Boate is a freelance writer, photographer and botanical artist. Robert Meyer is a consultant to the wine and spirits industry. Her question, “Anything special you would like for dinner tonight?” being always answered with “No, Dianne, you decide,” took a new turn when improvising on something tasted at a South American consulate home: roast pork, marinated in orange juice and garlic and basted with Coca~Cola®.



We thank Joyce Aldana for surprise gift of “A History of the World in 6 Glasses,” by Tom Standage, which inspired this article.

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



“The Mothership of all Pubs”
SF Guardian

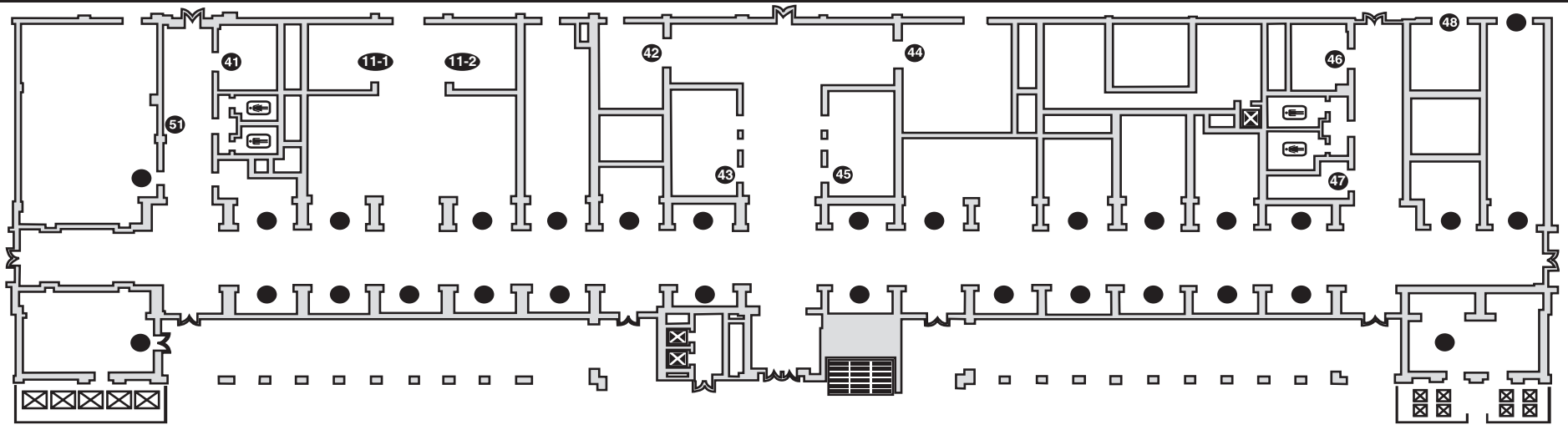
“A reasonable priced menu feeds the masses”
SF Guardian

**85 Beers
(68 on draft)**

**Jacks Cannery Bar
Del Monte Square**

441 Jefferson St. San Francisco

FERRY BUILDING MARKETPLACE DIRECTORY



- | | | | | | | | |
|----------------------------|----------------------------|---------------------|--|------------------------------------|---|----------------------------------|-----------------------------|
| 05 Slanted Door | 10 Miette | Chocolate Maker | 21 Capay Organic Fruits and Vegetables | 27 Imperial Tea Court | 32 Prather Ranch Meat Co. | 37 Sur La Table | 45 DELICA r1 |
| 06 Taylor's Refresher | 11-1 Ferry Plaza Seafood | 15 Acme Bread | 22 Bay Crossings | 28 Stonehouse California Olive Oil | 33 I Preferiti di Boriana-Montepulciano | 41 Mistral Rotisserie Provencale | 46 Frog Hollow Farm |
| 07 Oak Hill Farm of Sonoma | 11-2 Hog Island Oyster Co. | 16 McEvoy Ranch | 23 Ferry Plaza Wine Merchant | 29 Village Market | 34 Far West Fungi | 42 Book Passage | 47 Mastrelli's Delicatessen |
| 08 Ciao Bella Gelato | 12 Tsar Nicoulai Caviar | 17 Cowgirl Creamery | 26 The Gardener | 30 Recchiuti Confections | 35 Culinaire | 43 Peet's Coffee and Tea | 48 Boulette's Larder |
| 09 Farmer's Garden | 13 Golden Gate Meat Co. | 19 LuLu Petite | | 31 San Francisco Fish Co. | 36 Market Bar | 44 Mijita | 51 Mill Valley Candleworks |
| | 14 Scharffen Berger | 20 Kingdom of Herbs | | | | | |



Far West Fungi, Store #34
www.farwestfungi.com
 Phone: (415) 989-9090

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



Prather Ranch Meat Co. Store #32
www.pratherranch.com
 Phone: (415) 378-2917

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



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

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



Bay Crossings, Shop #22
www.baycrossings.com
 Phone: (415) 362-0717

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



Fifteen Minutes of Stop and Shop: Convenient parking option for the Ferry Building customer on-the-go

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.*

AROUND THE BAY

Workshop Bees

“Bee Keeping in the City” will give insight to the bee colony and the benefits bees provide to the planet. Learn how to construct and keep your own hives. Taste local honey. Hand’s on: some materials required. **Sat., Sept. 24, Berkeley Eco-House, 1305 Hopkins St., Berkeley.** \$15 sliding scale. (510) 547-8715. www.ecologycenter.org

Cool Atmosphere, Warm Flick

“An Inconvenient Truth” is a movie about global warming, as presented by Al Gore being shown in one of SF’s coolest neighborhood theatres that serves hot tea and popcorn. **Red Vic Movie House, 1727 Haight St.** \$8. (415) 668-8999. <http://redvicmoviehouse.com>

Seastars & Cigarettes?

Mornings are beautiful at the beach, come make it more so by participating in California Coastal Cleanup Day. Pick up some litter and a maybe find sand dollar or two. **Sat., Sept. 16. 9AM-Noon.** (800) 262-7848. coast4u@coastal.ca.gov

See Majestic Whale Tails

If you’ve never gone to the Farallones and seen the whales, now’s the time. Space is limited to get a glimpse of the fins and tails. **Sun., Sept. 17.** \$85. (415) 561-6625 ext. 300. www.farallones.org

City of Love Has Its Own Ball

San Francisco has more love than a whole parade can shake a stick at. So, even though the born-in-Berlin Love Parade is no longer, locals know how to let love happen anyway. San Fran Love Fest is **Sat., Sept. 23.** www.sflovefest.org

Our Hearts Will Go On

But just for two more weeks during the Titanic Exhibition. More than 300 artifacts and a 30,000-pound section of the ship’s hull are on display through Sept. 15. 10AM-9PM daily. \$14.95-\$22. (415) 421-8497, www.sftitanic.com

Dragon Boat Legend

Lavishly carved and painted dragon boats race across the San Francisco Bay to Treasure Island. Twenty-two rowers power these canoes. Dragon boats commemorated a legendary Chinese poet. See story, page 26. www.sfdragonboat.com

Blackie’s Pasture

In the beautiful Marin County, California town of Tiburon, there stands a life-sized statue of one of its most beloved citizens; Blackie, a sway-backed gelding who spent the last 27 years of his life—mostly motionless—in a pasture overlooking the Bay. Learn about this revered horse in a new children’s book by Sesame Street writer, Christopher Cerf with illustrations by Belvedere artist Paige Peterson. Tiburon celebrates Blackie on **Sept. 30 in Blackie’s Pasture. 10AM-2PM.** www.tiburonpeninsulafoundation.org



In Your Neighborhood

September is a great weather month in the Bay Area. Take a City Guides walking tour to learn the history, architecture, legends and lore of individual neighborhoods -from Alamo Square to West Portal and all the bawdy, deco, haunted, heroic 'hoods between. www.sfcityguides.org

Flashlight Picnic on Ring Mountain

It’s not a scary movie but an easy hike to the top of Ring Mountain in Tiburon. Be one of six hikers to walk to the top for 360 degree views of the Bay Area, then potluck at sunset. Bring warm clothes and a flashlight is a must! **Fri., Sept. 15. Meet 5.45PM at Ring Mountain trailhead** on Paradise Dr.

Rain cancels. Contact: Richard Watson (415) 461-9255 or rgwatson@pacbell.net.

Swing Away

The Belvedere-Tiburon Open Golf Tournament benefits the Belvedere-Tiburon Library and will help buy books and other resources for the community. Sponsor the tournament, play in the tournament, donate raffle prizes or volunteer. **Tue., Sept.19, Stone Tree Golf Club, Novato.** Sponsor invitations, sponsor forms, and player sign-up forms at www.cityofbelvedere.org

Festival of the Sea

Combine music, activities, gold-panning, maritime demonstrations and self-guided tours of authentic, historic ships; add a nice crowd; shake it up like a snowglobe tchotchke; set it down on the Hyde Street Pier and you’ve got something like the Festival of the Sea. Sailing ship Balclutha, tugboat Hercules and ferryboat Eureka are open for visitors to come aboard. Free. **Sept. 9, 10AM-5PM. Hyde Street Pier at Aquatic Park** (415) 447-5000, <http://www.nps.gov/safr>

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