



wind & currents

Newsletter of the San Francisco Boardsailing Association

Twisting in the Wind

Coyote Point Development Approved

For two years the SFBA and many active members have been working hard to modify an office development planned for the drive-in property directly upwind from the launch areas at Coyote Point. Our two main concerns were to ensure that the City of Burlingame conducted a fair analysis of the impacts on the wind and to push modifications of the project that would preserve the world class conditions at Coyote Point.

Early Success

The original project, proposed by Glenborough Realty Trust and partners, called for five buildings including a 105 foot high office tower located on the corner closest to Coyote Point Park. The density was more than twice the last large project built in the area. In the summer of 1999, we succeeded in having the project voted down by the Burlingame Planning Commission on a 7-0 vote.

The Commission expressed concerns about both traffic and wind impacts. After many months of education as to how windsurfing works, the Commission had reached the conclusion that windsurfing would be seriously impacted even if the City's own consultants thought otherwise. Numerous commissioners suggested that the development should limit buildings near Coyote Point Park to three stories. It was also suggested that the bulk of the project could sit on the side of the property farthest from Coyote Point.

Questionable Revisions

In the fall of 1999, the developer revised the development plan to include four 4-story/65 foot buildings. The height reduction brought the buildings into compliance with area height limits, but the developer would not consider limiting the buildings facing the park to two or three stories. The project was reduced 23% in density but was still very large and expected to have dramatic traffic impacts. The developer took this as an opportunity to claim a 33% reduction in size. The buildings were reshaped and billed as aerodynamic but the semi-elliptical buildings retained corners that will generate turbulence. Wind tunnel tests conducted by the City's consultant indicated that increased turbulence would extend 700 feet past the Airport Boulevard bulkhead. Real world experiences, such as the impacts in Aruba from large hotels, tell us that the impacts could be worse.

President's Column

Just the Facts, Ma'am!

At the most recent SFBA Board of Directors meeting, it was decided that this snail-mail newsletter would focus mainly on two things: to get the word out about what SFBA is doing including how to plug into the online windsurfing community, to let you know where SFBA needs help and what you can do to contribute.

Issues and expectations develop very quickly these days. If you would like to remain up-to-date on current windsurfing issues and events, plug into the windsurfing digital loop (for information, please see The Digital Loop on page 8).

Staying Launched

The most important SFBA windsurfing issues of the last year or two have been access-related. The bulk of your SFBA volunteers have been working their harnesses off to protect and reclaim our windsurfing access at Crissy Field, Treasure Island, Coyote Point and access to the Bay from all locations on the Peninsula immediately north and south of SFO. If you have been following the saga of 301 Airport Blvd at Coyote Point, you know how effective and dedicated your SFBA representatives are.

Take Off

San Francisco Airport Battle Needs Your Support!

Potential devastation is coming to Peninsula sailing sites with the planned SFO expansion. Your help is urgently needed to stop this environmental catastrophe.

Details on pages 4 and 5

Wind from New Sails

SFBA as an organization has always had hard working and committed individuals on its Board of Directors, and this year is no exception as we have several new faces who bring a wealth of personal and professional skills to the table. Last year mid-season Nancy Peck (CPA) joined the Board as our Treasurer and accepted the budget responsibilities from Bob Stevens. David Nelson took over the data management and membership duties from Dave Van Harn. This year we welcome Suzanne Suwanda as our very effective "keep everyone on purpose

and on agenda" Secretary; Peter Thorner as our Peninsula-Issues man and vice president, George Hays as our SFBA eNews man and Richard Zimmerman as our SFO Paul Revere. Yet leaps and bounds above all the new faces stands Kristin Mortimore, who has been handling all the administrative, mailbox, check writing and hold-the-Association-together duties for probably a decade. Kristin is still with us, but we are working hard to relieve her of all that work. Any number of other people who have worked very hard to make SFBA the cornerstone of Bay Area windsurfing stewardship that it is today also should be acknowledged, and we plan to do

so at



Party Alert!

see back page

continued on page 6

continued on page 7

Save Crissy Field East Beach!

Erosion threatens "improved" launch site

For the past eight months, SFBA has observed with concern and alarm the erosion of the Crissy Field East beach. What's left of the original Crissy Field East Beach barely resembles commitments made by the National Park Service (NPS) and GGNRA in the General Plan Amendment/EIS or envisioned by the Golden Gate National Parks Association (GGNPA) as it began implementation of the Crissy Field Restoration Project.

The condition of the East Beach is seriously damaged due to erosion and sand starvation. The project is no longer consistent with the State of California's coastal management program. What remains as useable windsurfing access to the east of the "Big Pipe" has been reduced to a fraction of its original size. The San Francisco Bay Conservation and Development Commission (BCDC) did not contemplate adverse effects on public access when originally reviewing the project. Now that the tidal basin and its inlet/outlet have been constructed, however, significant and adverse affects on public access are obvious. As a result, SFBA initiated a formal review of the project under the Coastal Zone Management Act. We believe the National Park Service/GGNRA should return to BCDC and review the consistency of the Crissy Field Restoration Project with their Coastal Management Program.

Water flow from the new inlet/outlet of the new wetland/tidal basin has caused significant beach erosion and has interrupted the movement of sand that keeps the beach healthy. The Crissy Field East Beach is so degraded that users have renamed it Crissy Field Cove. Rocks and debris from the original subsurface make windsurfing or even walking on the beach unsafe. Access to the water is impossible in some areas. GGNRA says that it is committed to bringing the beach back to its original state, but they are stuck between protecting their initial investment in the inlet and taking the action necessary to resolve the dilemma. Placing the inlet to the east of the "Big Pipe" instead to the west eliminated approximately 100 feet of windsurfing access. Now this area and hundreds more feet are covered with rocks and rubble and are not accessible for windsurfing. A new ebb-shoal has formed due east of the pipe, which poses a serious navigational hazard to windsurfers. The beach erodes noticeably each day. Two buried Presidio storm water outfall structures are being exhumed by the erosion process. If GGNRA does not act promptly, they could lose not only the new Promenade and the seat-wall along the beach, but they could face rebuilding two expensive storm water outfall structures.

Time is clearly not on anyone's side here. Although GGNRA is concerned, the consultants have yet to agree on options or a recommended course of action other than further study. Add to this that GGNRA does not want to throw more money in the

wrong direction, and it wants to keep the surface inlet where it is if they can still maintain the beach.

Professor J. Munch-Petersen, writing in *Waves and Beaches* by Willard Bascom, helps describe the forces at play in the transport of sand: "One can get a good picture of the material movement if one looks upon the wave as an excavation machine and the wave current as a conveyor belt that moves the material the machine has loosened. Each wave machine lifts the sand and impels it in a more or less oblique direction, adding it to the conveyor."

The wave direction at Crissy is predominantly west/northwest to east. When tides are in an ebb cycle and the tidal basin is emptying, the added water volume from

the basin creates a stronger current along the beach that also moves from west to east, resulting in two significant impacts:

1) The sand carried down the beach by the existing west-to-east wave current conveyor belt is pushed into deeper water and away from the beach beginning at the outlet /big pipe area. This results in sand starvation of the beach down-current (east) and the build-up of an ebb shoal (sand bar) off of the pipe, a hazard to windsurfing at lower tides.

2) This tidal basin-induced flow increase gets pushed towards the east as it exits the outlet, which then cuts into the beach to the east. This explains why the inlet direction continues to migrate from its original north-south orientation to west-east. Outlet flow also adds to the power of the existing near shore west-to-east wave current conveyor belt, and the sand naturally being excavated by the waves gets carried away even faster than before by the increase in

current.

When the tide cycle is flooding and the basin is filling, it appears that what little sand is being conveyed from west to east with wave energy appears to be collecting in the form of a flood shoal within the inlet and in the basin itself.

SFBA maintains that because any inlet/outlet placed along the shoreline will result in significant beach erosion and will interrupt the movement of sand required for a healthy beach. Thus maintaining any surface inlet/outlet will not be possible without implementing an expensive, and probably annual, beach nourishment program costing hundreds of thousands of dollars each year. *So this is what going back to nature is all about?*

Instead, SFBA is suggesting that GGNRA build one or more culvert or outfall structures for the basin in lieu of a surface inlet. This option could include a throttling

Crissy Field before the GGNRA improvements to the east beach -- a wide beach without man-made obstructions.



Photo courtesy of Erik Simonson

"The Crissy Field East Beach is so degraded that users have renamed it Crissy Field Cove. Rocks and debris from the original subsurface make windsurfing or even walking on the beach unsafe. Access to the water is impossible in some areas."

valve or weir that could stand alone or be used in conjunction with a smaller inlet/outlet. This drain would empty into the bay away from the beach much like the existing storm water outfalls placed under the original beach. While it could be difficult to keep smaller culvert-type outlets free of sand in the summer months, this option, if designed and constructed properly, would prevent the shoreline impacts we are experiencing from the present basin inlet/outlet operation.

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At the very minimum, GGNRA should relocate the present surface inlet/outlet to its originally planned position to the west of the Big Pipe. Although this would also impact the transport of sand to the east beach, it most likely would not be as significant as today. In addition, it has been suggested that if the inlet/outlet is situated more to the center of the basin, thus allowing the influx of sand to accumulate towards the middle of the basin instead of at the east end, the tidal basin has a better chance of developing its intended ecosystem and habitat.

We want to support GGNRA and GGNPA, but their slow deliberation is a classic example of the "sit-and-wait for the perfect solution" syndrome. This tidal basin and inlet construction is an experiment. The results of this experiment are sacrificing what once was a beautiful beach and delightful windsurfing access for the visual impact of watching water run in and out of the new tidal basin. We do not believe that the loss is a good tradeoff.

SFBA has been working with all concerned, we have clearly defined and documented the impacts both at present and future. We have outlined a number of options available to keep the tidal basin operating and remove the stresses on the beach.

On July 10, 2000, Dianne Younger and I met with Brian O'Neill (Superintendent, GGNRA) and others on this issue. GGNRA is concerned and wants to take appropriate action to restore and maintain the beach. However, they are still in the study mode, which is a result of working with the consultants who are hoping that the erosion slows, rather than GGNRA not wanting to take action. GGNRA says that as part of their study, they plan to put some sand back on the beach sometime this year (2,500 cubic yards; several maintain that 10,000 to 40,000 cubic yards have been lost) and measure what happens. As of July 12th, O'Neill was unable to make a commitment as to when and how this would occur. More rock and rubble removal is planned, but no timeframe exists yet. On the operational side of things, Dianne Younger and others are working with GGNRA and GGNPA on issues such as water quality impacts of the tidal basin, dog doo and errant dog owners in the beach area, porta-potties, parking issues, and signage.

We will continue to work on these Crissy issues and keep you informed. Thanks to everyone who responded to my call for Crissy "before" photos, we now have some striking pictures of the beach both before and after. Talk up the issue; we need support from everyone to SAVE THE CRISSY FIELD EAST BEACH.

Bill Robberson

Photo courtesy of Dianne Younger

"This tidal basin and inlet construction is an experiment. The results of this experiment are sacrificing what once was a beautiful beach and delightful windsurfing access for the visual impact of watching water run in and out of the new tidal basin. We do not believe that the loss is a good tradeoff."

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Applied Politics at San Francisco International Airport

SFBA Influences Legislature

Demonstrating how the public can influence lawmaking, the SFBA, with some help from Save The Bay, put together a petition opposing Senate Bill 1562. A group of SFBA volunteers obtained 821 signatures in less than four days. As originally submitted by state Senator John Burton (D-San Francisco), SB1562 would have weakened the California Environmental Quality Act (CEQA) by allowing San Francisco International Airport to mitigate the proposed runway expansion by simply proposing to pay for salt pond restoration. The Environmental Impact Report (EIR) would have been able to dismiss the mitigation and restoration of the salt ponds with "a brief description."

"as feared by recreational bay users who sail, windsurf, and fish off Coyote Point, the report predicts that the area between the proposed runways and the current shore will become a giant mudflat over time."

The petitions were hand delivered on April 24th to Burton and Senator Byron Sher (D-Stanford), Chair of the Environmental Quality Committee of the Senate as the committee began hearings on the bill. At the Committee hearings, Burton said "this bill is a work in progress" and "I want to work with the enviros on this." Burton was at least in part responding to the public outcry made apparent by the petition.

Burton followed up on his promise in negotiations with Sierra Club lobbyists and made significant changes to the bill. Now, according to Tom Adams, the Sierra Club contract lobbyist who worked on the bill amendments, the bill does not weaken CEQA but addresses a minor chance that SFIA could be litigated if they do not complete a restoration plan. Any proposed mitigation plan involving the salt ponds would still need to be analyzed completely, according to Adams. In addition, now the EIR must analyze a joint powers authority that would manage both SFIA and the Oakland airport as a single entity. The analysis would include examining a high speed underground rail connection between the two airports as well as assuming "all technological enhancements reasonably expected to be available" at both airports. The EIR must assess the feasibility of the joint powers authority not withstanding any current state laws.

Concern Over Proposed Runways

Ten Democratic members of Congress from the Bay Area asked San Francisco Mayor Willie Brown and Jane Garvey, Chief of the FAA, to look at the regional aspects of the proposed runway project. The ten are: Nancy Pelosi (San Francisco), Anna Eshoo (Atherton), George Miller (Martinez), Gary Condit (Ceres), Tom Lantos (San Mateo), Sam Farr (Carmel), Pete Stark (Fremont), Lynn Woolsey (Petaluma), Zoe Lofgren (San Jose), and Barbara Lee (Oakland). "Because the proposed runway reconfiguration project will affect the entire region and the Bay we all share, it should be considered within the context of regional transportation and growth planning," said the representatives.

The delegates asked that methods for reducing capacity at SFIA be examined. This would include finding ways for "more direct delivery of passengers and cargo destined for the Central Valley."

New Reports

SFIA issued two reports as part of their on-going studies. One, "Reducing weather-related delays and cancellations at San Francisco International Airport," deals with delays at SFIA. Delay reduction is one of the three primary reasons for requiring new runways in the Bay listed by SFIA. The report makes clear that delays would not be significantly reduced by construction of new runways. It separates delays into "weather-related" and "base-line." Even with no weather-related delays only about 80% of the flights at SFIA would be on time, approximately the same as the national average, according to the report. The report states that in the three years analyzed only an average of 35 additional flights per day out of 380 analyzed arrivals were delayed due to poor weather. Unlike the FAA, which reports a plane as delayed after 15 minutes, the report considers a plane that is one minute late "delayed." The three years analyzed included 1998, a particularly bad year due to El Niño condi-

tions. In addition, the report states that the delays identified as weather-related may be due to other reasons.

On June 7, United announced that it had agreed to a plan that would "reduce flight delays by one-third." While the details of the plan are not available, it is clear that the delay problem is simply a tool to justify new runways in the Bay. If a small change in flight schedules can reduce delays by one-third, imagine what some real effort would produce. United continues to resist using larger airplanes. Perhaps the proposed project should be called "Runways by United."

The second report ("Water Circulation, Sedimentation and Coastal Studies") is a hydrological study of the impact of building runways into the Bay. Two interesting items are apparent from the report. One, as feared by recreational bay users who sail, windsurf, and fish off of Coyote Point, the report predicts that the area between the proposed runways and the current shore will become a giant mudflat over time. The report predicts increased sedimentation rates as far as two kilometers (1.2 miles) south of Coyote Point. Two, opening the Cargill salt ponds to the Bay, as proposed by SFIA, would reduce tide elevations. This means that "as new areas are added to the tidal prism, the tide range decreases, potentially shrinking existing intertidal areas," states the report. The tidal prism is the volume of water between the high and low tide. Hence, other intertidal areas may be harmed by the proposed mitigation.

Both reports can be obtained from SFIA. Contact Tom Gwyn, Senior Manager-Communications, Airfield Development Bureau, P.O. Box 8097, San Francisco, CA. 94128 650/821-2112.

Richard Zimmerman
Board Member
windrider@ProtectOurBay.com
415 397 - 2769

SF Airport Runway Plans: Ten Top Reasons NOT to Get Involved

Helpful excuses to keep you from acting to save the bay

10. "There are already enough people working on it."

Wrong. No one knows how many voices it will take.

9. "There are too many people working on it."

Sorry, wrong again. Most of the organizational effort is coming from just a few folks, and they won't be able to keep it up forever.

8. "It's only a runway reconfiguration — no big deal."

Oops, wrong again. It's two new runways jutting two miles each out into the Bay, and the fill proposal is mindboggling.

7. "We can trust the airport to look after all the necessary environmental requirements."

Nice try. The airport really doesn't care. This is a 3.5 billion dollar construction project, and that is what is driving this plan.

6. "We need the new runways so flights will be on time."

Nice PR move by the airport. But even they admit that new technology could alleviate the weather delay problem. And their own estimates state that 10 years after completion the new runways will be maxed out in terms of capacity; Bay Area airspace may max out sooner. The project is simply a construction pork-barrel, that's all.

5. "But everyone else seems to think this is a good idea."

The airport has hired the biggest PR guns in the City to convince you and everyone else precisely of that.

4. "Even if I helped, we wouldn't be able to stop this thing."

In just 36 hours, a few hundred people sent enough e-mails to the Bay Conservation & Development Commission to sway them against their own staff's recommendation to vote against a new Senate bill that would help the airport circumvent environmental laws.

3. "I don't really understand the issues."

There's a great website (www.ProtectOurBay.com) that will keep you informed with minimal brain strain and no spam.

2. "I don't windsurf (sail, swim) at Coyote Point, so I don't care about that part of the Bay."

Think again. The proposed dredging and fill required for the proposed plans could raise toxicity levels in the ENTIRE Bay - for FIVE years. And where will all the displaced Coyote Point sailors go once the Bay is blocked there? "Your" parking space?

1.5 "I don't have time."

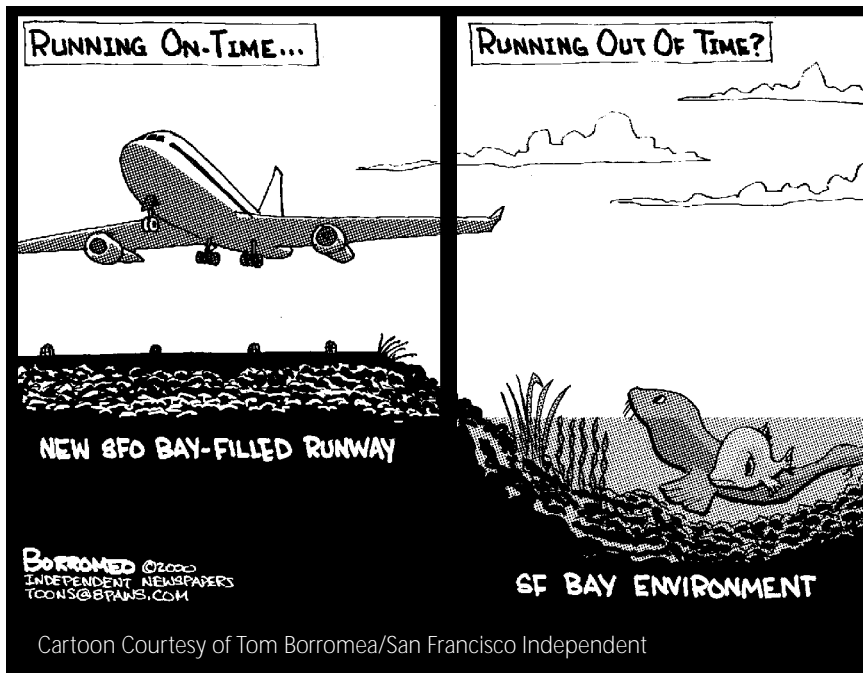
In less time than you spent reading this, you could have signed up and joined the fight. Sending a few e-

of the above reasons.

So, how can you help?

ACT. Go to the SFBA website now and sign up for the alert list, read the e-mails you get and when you're asked to send an e-mail, recruit a friend or show up at a meeting, JUST DO IT...PLEASE.

Suzanne Suwanda
Board Member
Suwanda@earthlink.net
415 454 1448



mails won't make a noticeable dent in your free time, and if you do a little bit more, like reading the details or showing up for a meeting, you'll find your investment very rewarding. Promise.

And the number one reason not to get involved stopping SFO's runway disaster plans:

1. "It's a done deal."

No it is not! The airport doesn't know how they're going to do this or even if the industry will build the equipment to construct the proposed plans. They don't have their environmental approvals or even title to the land they propose to use. What they do have is all the people who won't get involved for one or more

You Are Needed!

Get involved at

www.ProtectOurBay.com
www.sfba.org

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Treasure Island Update

Newly re-opened access after two year closure

Treasure Island is now accessible by the public after being closed more than two years due to infrastructure upgrades and repairs. While San Francisco does not endorse or promote use by windsurfers, police will not ticket us for parking and launching there. The main concern for any windsurfer sailing at TI is safety. This spot is unforgiving and offers no possibilities of returning to the launch in case of a breakdown or the wind dying out. If, for whatever reason, you cannot make it back to the island, then you will literally be miles away from land. Three things to know before sailing TI:

- Do not sail until you have been briefed about the conditions
- Do not sail alone!
- Be prepared for the worst in case the wind does die or you break down

The SFBA web pages will be adding TI to the list of sites shortly to provide detailed access information. Until then, you can contact David Nelson for local site information at the email address or phone number shown below. As this access can be taken away just as easily as given, so please sail and behave responsibly and safely while using the site.

David Nelson, Board Member and Treasure Island Sailor
dnelson@hooked.net

Coyote
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The SFBA opposed the developer's revised plan based on traffic and wind impacts. The developer argued that its opponents were reactionary and hysterical. The Planning Commission disagreed with the developer. In spring 2000, the Planning Commission rejected the revised development plan by a 6-0 vote.

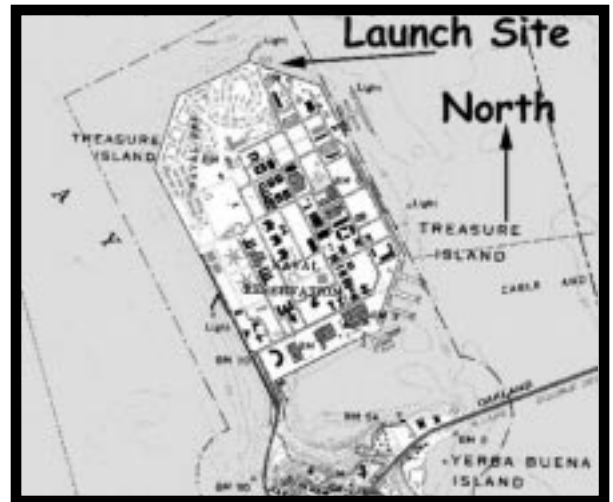
Developer Wins Appeals to the City Council

Following its second defeat before the Planning Commission, the developer appealed the decision to the City Council. The developer lobbied the City Council hard. A representative of the Planning Commission asked the Council to respect their decision and hold out for a well-designed and reasonably sized project. The developer provided a slate of extra programs targeted at Council member pet projects, such as a daycare center and traffic demand management programs. The SFBA argued that the Council should hold out for a reasonably sized project first and for concessions and bonuses second. The Council ultimately voted 4-1 to reverse the decision of its Planning Commission. It appears the project will move forward as four 4-story buildings. The developer stands to realize an extra \$30 million or more in the end value of the project as compared with a project the Planning Commission would have approved.

Only time will tell how bad the actual impacts at Coyote Point will be. It is likely that impacts at the corner launch will be serious but hopefully impacts at the main launch will be less noticeable.

Everyone who helped in this effort should be thanked for stopping the original project that would have been far worse. If there is a lesson here, it is that we should all pay closer attention to our local politics . . . both for the sake of windsurfing and to protect recreation and quality of life in general in the face of a strong market for development.

Many Burlingame residents probably did not realize how deep a divide there is



510 587-0900 x1048

between their Planning Commissioners, who favor moderate growth and a better quality of life, and their City Council members, who are swayed by tax revenue and consider the bay front as a great place to isolate the developments that they would not want to be able to see from City Hall.

Peter Thorner, Vice President
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415 454-3522 x 104

"If there is a lesson here, it is that we should all pay closer attention to our local politics -- both for the sake of windsurfing and to protect recreation and quality of life in general in the face of a strong market for development."

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The San Francisco Boardsailing Association

All those details you have always wanted but were afraid to ask

The SFBA Board generally meets once a month. Meetings are open to all members and are a great way to get involved with the Association. Why not come to the next meeting on August 30th, 7:30 PM at the St. Francis Yacht Club? We need more people to volunteer if the Association is to grow, especially people to serve on the social, newsletter, and safety education committees, and be site representatives and callers. Your Board moves the needs and interests of the membership into action-- and recently that has meant:

- monitoring access threats and organizing access campaigns (Crissy Field, SFIA Coyote Point)
- organizing launch repair (Third Avenue)
- maintaining the windtalkers, installing new one
- organizing social events
- meeting with other organizations about windsurfing

issues (Coast Guard, Treasure Island police, SFIA, Regional Airport Planning Commission, Bay Area Alliance for Responsible Airports, GGNRA, Save the Bay, BCDC, Coyote Point Yacht Club)

- providing porta-potties (Larkspur)
- producing a newsletter
- setting a budget, paying the bills, processing dues

With your participation we could do more -- will you volunteer? Call or email a board member and let us know how you'd like to help.

Check out our website at

www.sfba.org

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Budget 2000 - 2001

Expenses	
Printing/Mailing	\$6500
New Windtalkers	\$2000
Insurance	\$1000
Internet	\$400
Launch Maintenance	\$400
Larkspur	\$400
Telephone	\$300
P.O. Box	\$240
Bank Charges	\$50
Miscellaneous Administration	\$50
Income (projected)	
Membership	\$16,000
Donations	\$500
Assets	
Cash and Bank Accounts	\$27,500

our season ending party tentatively scheduled for Saturday, October 7th.

Other items in the works includes a likely new home for SFBA beginning early next year on Pier 17 with the America True contingent, on which Nancy Peck is working. We also plan to initiate annual dues invoices by mail this season to make it easier for those off-line to keep their annual membership current. For the on-line types, Bob Indig (our selfless Web Master) is putting together our on-line membership subscription and renewal process, and both Bob and Dianne Younger will now share the role of keeping our Web site content and links up-to-date.

SFBA continues to provide insurance for the CalCup and other events and a porta-potty at Larkspur (thanks to Suzanne Suwanda's initiative), and we were successful in coordinating the donation from a local Foundation to a project at Crissy Field. On the windtalker topic, we have just purchased new windtalkers which should be installed very soon.

So what does SFBA need and how can you contribute? We are in dire need of a strong "Rapid Response Network" for each sailing site, which we envision as a group four or five individuals who can mobilize any number of local windsurfers quickly to address immediate issues which might threaten a site or even pose an opportunity for enhancement that we need to address. Volunteers for these networks can contact George Haye (geohaye@yahoo.com) for further information. SFBA also needs people to fulfill the following roles:

- Newsletter Editor
- Newsletter Layout and Design
- Social Committee Chair (OK, a Party Coordinator)
- Rapid Response Coordinator
- Safety/Education Coordinator

The SFBA Board of Directors will be meeting next on Wednesday, August 30th, 7:30 PM, at the

St. Francis Yacht Club. We welcome your participation.

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The Digital Loop

To subscribe to SFBA eNews newsletters and alerts, send any email to

SFBAeNewssubscribe@egroups.com

To subscribe to the Windtalk listserver, send an email to

listserv@opus.labs.agilent.com

with the contents:

subscribe wind_talk
your_first_name
your_last_name

This is the best way for you to stay connected to other windsurfers and to get timely updates on local issues.

Join the Digital Loop today.

San Francisco Boardsailing Association
1592 Union Street, Box 301
San Francisco, California 94123

Party Alert!

The SFBA End of Season Bash will be held Friday, October 6. Thanks to Chip Wasson and everyone at UltraNectar, we're going to have a real blow out! There will be food, drinks, music, dancing, videos, and lots of fun.

Where: The UltraNectar Warehouse, 2734 East 7th Street, Oakland
When: Friday October 6, 7:30 pm

This event will include the end of season awards for the Cal Cup and the St. Francis Yacht Club Friday Nite series.

It's easy to find...it's right off the freeway! From the Bay Bridge, take 80 to 880, exit on 23rd/Alameda and turn left on 7th. From points south, take 880, and exit on 29th/Fruitvale.

Events

<i>Date</i>	<i>Event</i>	<i>Location</i>	<i>Contact</i>
Racing Schedule			
September 1	Friday Twilight Series 5:30	St. Francis	(415)563-6363
September 15	Friday Twilight Series 5:30	St. Francis	(415)563-6363
September 16	Cal Cup	see www.calcupevents.com	
San Francisco Airport Meetings			
September 21	Task Force Meeting 7:30PM	Coyote Point Yacht Club	(650) 966-1526
SFBA Open Meetings			
August 30	Board Meeting 7:30 pm	St. Francis Yacht Club	(415) 307-7720

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