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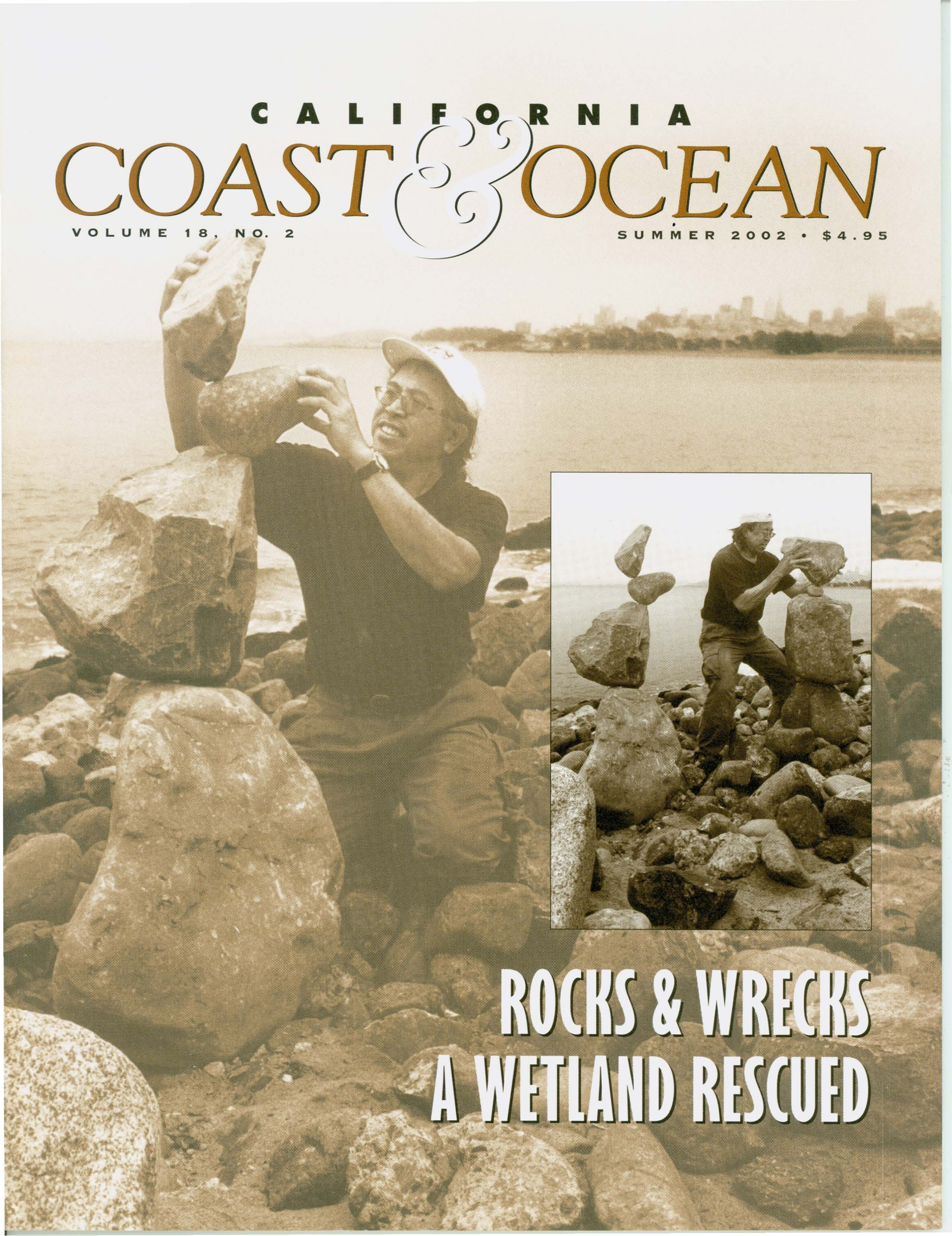

ROCKS & WRECKS
A WETLAND RESCUED

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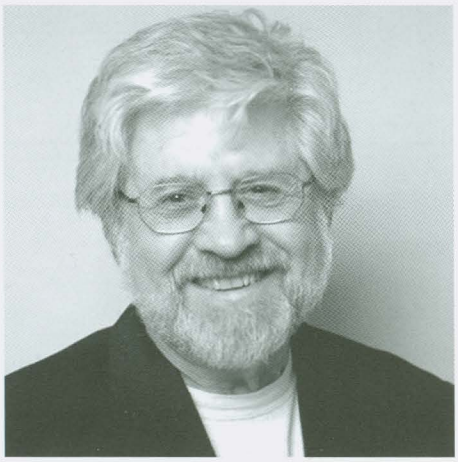

Cover photo: Bill Dan at work at Crissy Field, San Francisco. Photographer Malcolm Lubliner has specialized professionally in architectural photography since 1968. In recent years he has returned to his roots as an artist and his photographs have been exhibited widely. He has lived in the San Francisco Bay Area since 1982.

Back cover: Mati Waiya by David Pritchett

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The Jewel of OXNARD

RASA GUSTAITIS

ABOVE: JAMES GLOVER
BELOW: MATT MCCLAIN/VENTURA COUNTY STAR

THIS STORY, the bare-bones version of it, has been told in the media of Ventura County and beyond: The long-contested wetlands at Ormond Beach, in Oxnard, are now public land and will be protected for people and wildlife. No liquid natural gas (LNG) terminal will be built on this shoreline.

The story could easily have had a different ending, had it not been for more than twenty years of patient effort by a few local people who cared deeply about the place and were determined to save it. They brought together a broad alliance that encouraged elected officials to step forward at a decisive moment, helping the Coastal Conservancy—in the last minutes of the eleventh hour—to secure the future of a place now locally known as "the Jewel of Oxnard." The Conservancy bought 265 acres from the Southern California Edison Company with amazing speed, against heavy odds, on the very last possible day. This larger story—another chapter in the never-ending saga of the struggle over land use on California's coast—may be of value to many other communities.

The decisive moment for Ormond Beach came in late May, when the Conservancy was confronted with an all-or-nothing option: either accept a nonnegotiable offer from Edison and buy the property by May 31, or see it go to Occidental Petroleum Corporation, as the potential site for an LNG terminal.

The area known as Ormond Beach, once part of a vast expanse of marshes, lagoons, and dunes, is a two-mile stretch between Port Hueneme and Point Mugu Naval Air Station. Although a substantial remnant of the natural landscape survives, most of the 4,000-odd former wetland acres have been drained and filled for agriculture, industry

AIRPHOTO USA

Above: Edison's power plant was built in the 1960s in the midst of prime coastal wetlands. The wetlands are now degraded and the adjacent tank farm has been dismantled.

and military uses. At least one lagoon was used as a garbage dump.

To get to the wide sandy beach, you drive along Arnold Road past neat rows of celery, and park near the chain link fence that marks the boundary between the public shore and the Navy base. As you look toward the ocean—the coast faces south here—to your right you will see a power plant, which former owner Edison sold to Reliant Energy after the state deregulated utilities. A flat area inland of the plant was until recently the site of six fuel tanks. Should you drive farther east on the dirt road behind the cultivated field, you might encounter an unpleasant odor and notice a slag heap as you approach the Halaco Engineering Company's recycling plant, which reprocesses aluminum and magnesium.

Nevertheless, wetland advocates explain, Ormond Beach is a gem, a rare one. The "Jewel" begins to shine when someone who knows the place well is your guide. That could be Jean Harris or Roma Armbrust, who led the fight to protect it. Or it could be Don Rideout, a planner who now works for the City of Carlsbad in San Diego County, but in the 1980s worked for Oxnard. As he recalls, "I had heard there was an endangered species on Ormond Beach, and I had never seen one. It turned out to be a least tern. To identify it, I got a bird book, went out and looked. And I realized these birds were nesting on the beach."

Thrilled by this discovery, he returned repeatedly and perceived an ecological treasure. "It's very subtle," he said. "You have to go very quietly—at least that's what I did. I went and stayed and would just sit—and after a time these creatures would come out. I began to see snowy plovers and discovered them nesting there. You have to sit and let the jewel emerge while you're quietly looking for it."

One day he saw a least tern nest with eggs, so he brought a newspaper reporter to it. But a least tern nest is nothing but a dent on an open beach, and by the time Rideout and the newsman returned, there was "just a yolk spot in the sand." Someone had driven over it.

"I talked to Jean Harris, whom I knew," said Rideout, "and she told me about Roma, whom I didn't know." Armbrust had recently become land use chair of the Ventura County League of Women Voters. "I called her and suggested she might wish to evaluate Ormond Beach."

Roma and Bill Armbrust moved to Ventura in 1988 and bought a small house half a block from the ocean. After 25 years of teaching in San Fernando Valley elementary

schools, she was ready to sit by the ocean with a good book. But she wanted to do more, so she joined the League. When someone was needed to head the land use committee, she agreed to do it—although she knew nothing about local land use issues. "The first I knew there even *was* an Ormond Beach was from Don Rideout," Armbrust said. "He was a catalyst."

At that time, various development projects were being proposed on open space along the shore, including marinas, resorts, hotels, a golf course, and thousands of new homes. Armbrust looked at the beach, the dunes, the tidal lagoon, and she thought of the children she had taught, many of whom never got to feel sand between their toes and smell salt air as she had during her childhood and youth—children who had never even seen a shorebird.

Armbrust decided the beach and wetlands had to be rescued. So did Jean Harris, a nine-year member of the Oxnard School Board, and also a retired elementary school teacher and grandmother. Before long, Armbrust said, "we were joined at the hip." Using skills that good elementary teachers use to get children to learn and cooperate, they began to educate their communities, elected representatives, and others.

They attended public meetings, spoke with local officials in public and private, organized a watchdog group, Ormond Beach Observers, in 1989, and in 1993 brought together the Greater Ormond Beach Task Force. "Our purpose was to gather information, it was not advocacy," Armbrust said. By "ripple effect—one person telling another," more and more people came to agree that Ormond Beach was an asset that required protection.

Meanwhile, the Coastal Conservancy was searching for southern California wetlands in need of protection and restoration. Ormond Beach was recognized for its ecological value as early as 1972, when the Coastal Initiative laid the groundwork for the California Coastal Act of 1976.

In the early 1980s, the Conservancy worked for several years to consolidate a few hundred privately owned undeveloped lots at Ormond Beach, which the City of Oxnard purchased. It joined the Ormond Beach Task Force. Among Conservancy staff who worked with Armbrust and Harris early on was Terri Nevins. "Roma and Jean were so inspirational to me," she said. "They were just tireless. They could see what the place was and what it could be, and they could articulate that vision."

The Conservancy was on a very slim budget in those years, but it had expertise to contribute for proposals that might be funded if and when money flowed again for coastal projects. It helped the Task Force to develop a consensus plan, which provided protection for wetlands and dunes but allowed for some housing, "as far as possible from the wetland," Armbrust said. The plan was submitted to the City Council in 1996. Now the "Jewel of Oxnard" vision moved into the political mainstream, where it took on new life.

Both the county and the city were struggling with problems associated with rapid growth. People were moving in from the San Fernando Valley and elsewhere, and concrete was covering the alluvial soils of the Oxnard Valley, which produce a greater value per acre than any other food-growing region in the state. A voter initiative, Save Open Space and Agricultural Resources (SOAR), passed in 1998.

In Oxnard, population growth had exceeded the capacity of public service sys-

Below: A representative of the Environmental Protection Agency presented the Environmental Law Institute's 2000 National Wetlands Award to Roma Armbrust (left) and Jean Harris (right) in Washington, D.C.

COURTESY JEAN HARRIS

tems, including wastewater treatment. "In 1948 we had maybe 18,000 people, now [in 2002] we have 170,000 or so, and the infrastructure never was up to that fast growth," said former mayor Jane Tolmach. Building more housing when services were already under stress did not make much sense. Protecting wetlands and dunes did.

Agreement and About-Face

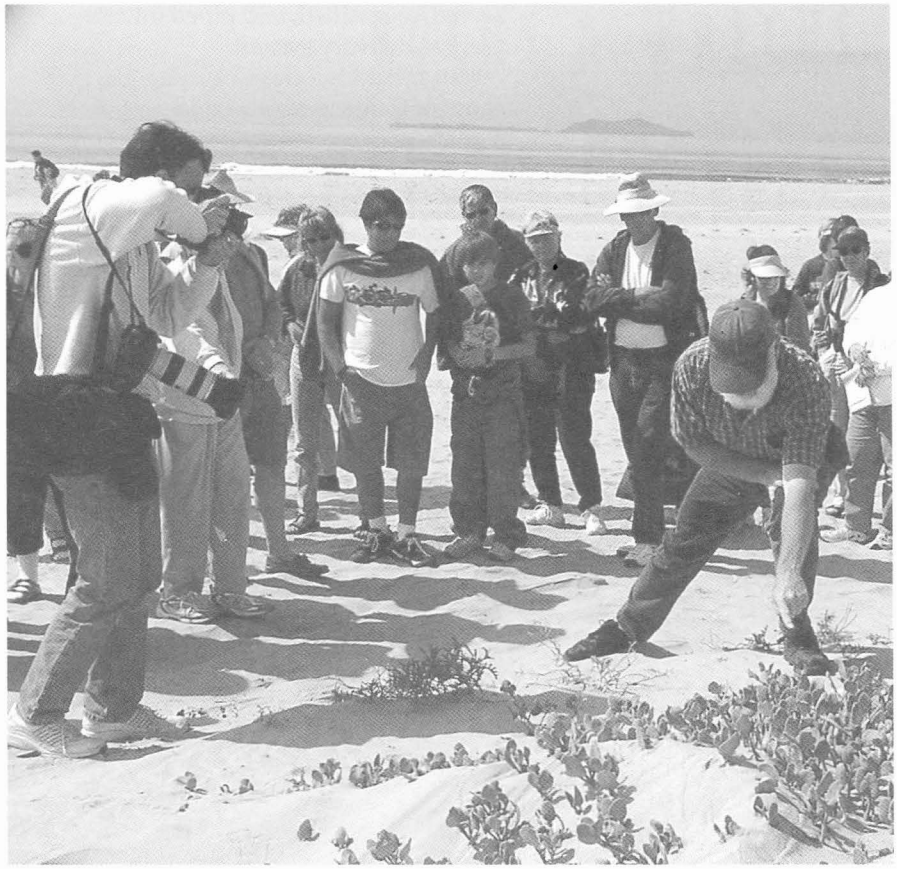
THE 1996 LEGISLATION that required utilities to sell power-generating plants also required that they dispose of surrounding lands so as to provide a speedy return to rate payers. In 1999 the Conservancy initiated negotiations with Southern California Edison for purchasing wetlands at Ormond Beach, Mandalay Dunes, and Huntington Beach, and in February 2000 approved $16.8 million to buy all three. The Huntington Beach property was purchased in 2001 through a grant to the Huntington Beach Wetlands Conservancy, while the Mandalay site, according to Edison, is still available. But the 610-acre Ormond Beach property was the big one.

The Conservancy had first right of refusal for part of this property under a 1969 agreement between Edison and the State of California. After negotiations began, Edison sold the 350 acres that were not covered by this agreement to Southland Sod Farms. This diminished the wetland value of the remainder, but the Conservancy continued to negotiate. The hope was that more adjacent land could be acquired and restored later, said Peter Brand, the Conservancy's project manager for the Edison purchases.

In February 2001, after agreement was reached on the purchase price and other terms of sale, negotiations stalled on the issue of hazardous materials that might be discovered on the land after environmental cleanup had been completed and land ownership transferred. Edison wanted the State to agree not to bring any claims or actions against the company for such conditions, and this the State was unwilling to do. Then came California's energy crisis. As natural gas prices soared in 2001, Edison did not respond to the Conservancy's inquiries about reopening negotiations.

The Conservancy heard nothing more from Edison until February 2002, when the company informed the Resources Agency that it had reached a purchase agreement with another buyer in December, and asked the agency to surrender its right of first refusal. The Resource Agency referred the letter to the Conservancy, to which it had delegated this right. The Conservancy declined.

The letter did not say who Edison's buyer was. That was revealed by the press: Occidental Petroleum, which intended to build an LNG terminal on the property.



DAVID PRITCHETT

Above: Wayne Ferren explains dune vegetation.

All Over Again

THIS NEWS brought an awful sense of déjà vu to people in Oxnard, who had defeated a very similar LNG proposal, by Southern California Edison, in 1977. At that time, the natural gas was to come from Indonesia; now it might come from the Mideast as well as Asia. Beyond that, there seemed to be few differences between the proposed projects. The compressed liquefied gas would arrive by tanker at an offshore dock and be tranported by pipeline to an onshore terminal, there to be stored, then

heated, regassified, and piped into the natural gas delivery system.

Natural gas is a clean-burning fuel, and many of California's non-nuclear power plants use it, receiving it as a gas by pipeline. When compressed into a liquid state, however, it must be treated with extreme care: when it gets into air it vaporizes, spreads quickly, and is extremely flammable. A large accidental release into the atmosphere could create a plume that might ignite, burn back to the storage tanks, and cause a major conflagration, killing thousands of people.

Occidental Petroleum argued that the chances of any such accident were so negligible as to be almost nonexistent. Bill Ahern, energy analyst for the Consumers Union, agreed with this assessment. The trouble is, he said, if a worst-case accident *were* to occur, the consequences would be truly catastrophic.

Jane Tolmach, then a member of the Oxnard City Council, was among those who had gone to great lengths to check out assurances that there was no hazard when the LNG facility was first proposed. She canceled a vacation to Greece and, instead, traveled to Japan to see an LNG terminal that the proponent of the Oxnard terminal said was comparable and a model of safety. She found major differences: that facility was on Tokyo Bay, not on the open ocean, and it received tankers far less frequently than was proposed for Oxnard. "This is a rough, windy coast," Tolmach pointed out, and Oxnard is downwind. Accidents do happen here. This year, during an air show, two planes flown by experienced pilots crashed in nearby duck club preserves— less than a mile from the proposed LNG site.

Now people's awareness of the hazard is even greater. "Putting an LNG plant in this location [between a naval base and a deep-water port] is like putting a bull's-eye between two bases for terrorists to knock out," William L. Terry, who lives within a mile of Ormond Beach, argued to the Coastal Conservancy.

Tolmach and others who had been involved in the earlier LNG protest got ready to pull files down from their attics. Meanwhile, Armbrust recalled that "for many people in this community, the LNG fight put Ormond Beach on the map." Activists began to consider how Occidental Petroleum's plans might help save Ormond Beach.

The Conservancy was to meet in Monterey on Thursday, May 23, eight days before its right of first refusal was to expire. If it approved the purchase, one more step was needed: approval by the California Public Works Board, which was to meet the following Tuesday. The decision would be difficult. Not only was the purchase price of $9.7 million more than twice the price Edison had agreed to, but Occidental Petroleum had agreed to far more liability for unforeseen hazards than Edison had proposed.

To encourage both agencies toward boldness, advocates turned to the media. Hiring professional help, they produced a radio ad and on May 17 staged a rally and press conference at the beach. "It all had to be done very hastily," said Armbrust. Assembly members Fran Pauley and Hannah-Beth Jackson came and spoke in front of TV news cameras, as did Oxnard's mayor, Manuel Lopez, three county supervisors, actor Beau Bridges, and others. Participating environmental groups included the Sierra Club, Surfrider Foundation, and the Environmental Defense Center. Mati Waiya, executive director of Ventura CoastKeeper and the Wishtoyo Foundation, a Native American organization, wore Chumash regalia as he conducted a prayer ceremony. "The media blitz helped the critical mass to come together," said Armbrust.

Among those who appealed for purchase at the Conservancy meeting were John Flynn, president of the Ventura County Board of Supervisors, and Supervisor Kathy Long. Mayor Lopez sent a plea through a delegate. Elderly veterans of other coastal battles were present, and younger people too. "If the pelicans could come up and speak, or the birds, or the red-legged frogs, or the plants, they would be here," said Mati Waiya. "But you're here. Don't disappoint the elder women who dedicated their lives to this. Be the warriors that you are, Conservancy, this council that represents the people. Let the children benefit. Protect our past."

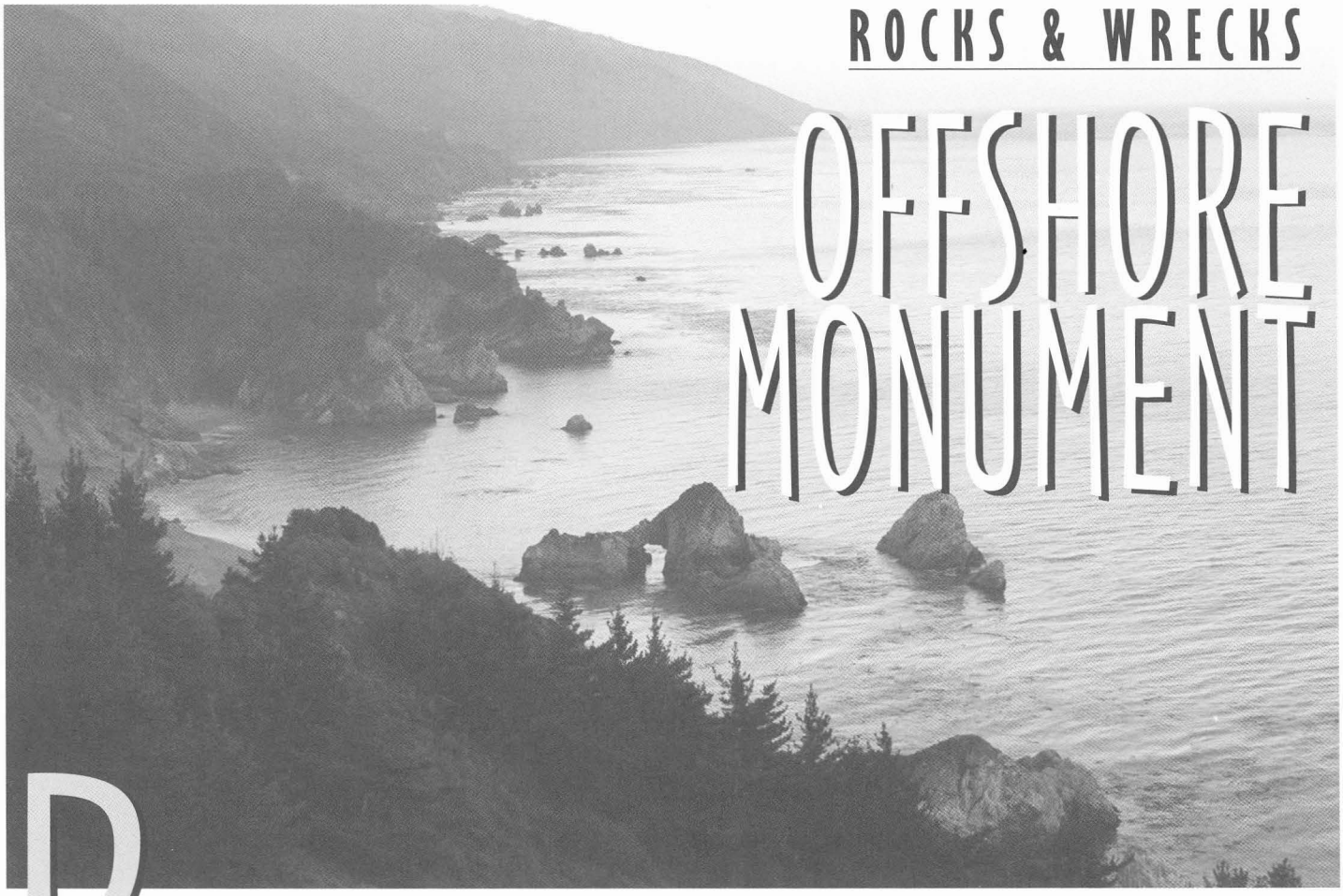
Bill Boyer, representing Occidental Petroleum, spoke briefly, saying that Ormond Beach was the optimal site for an LNG terminal in California, that only the 95-acre site of Edison's storage tanks would be developed, that there would be "minimal environmental impact," and that public access would not be impeded.

(continued on page 32)

Below: Mati Waiya blesses the Ormond Beach restoration area.

DAVID PRITCHETT

OFFSHORE MONUMENT



JAMES PICKERING/BUREAU OF LAND MANAGEMENT

ROCKS. SOME OF US climb them, some of us quarry them, others of us simply admire their beauty in such places as Yosemite and Joshua Tree National Parks. But those are dry-land "rocks." What about all those reefs, pinnacles, and small islands that dot the nearshore waters off California? Who gives them much thought?

Well, President Bill Clinton did: on January 11, 2000, he signed a proclamation creating the California Coastal National Monument, thereby protecting all those *piedras blancas,* pillars, and pedestals. Extending some 14 miles offshore (roughly to the boundary between the continental shelf and the continental slope) and spanning the entire coast between Mexico and Oregon, this monument encompasses all the diverse and sundry bits of rock that rise above the mean high-tide level—some 11,507 large ones (bigger than four square meters) as well as several thousand smaller ones. All offshore rocks owned by the U.S. government are included: a total of approximately (depending on the tide) 883 acres of wave-splashed, salt-encrusted land.

The southernmost of these rocks, which is nameless, is off Sunset Cliffs in San Diego: "just a little rock that birds use for perching," said Coastal Monument manager Rick Hanks, at the Bureau of Land Management (BLM). Most of the protected rocks, however, are north of Point Conception, especially along the Monterey, Mendocino, Humboldt, and Del Norte County coasts.

ANNE CANRIGHT

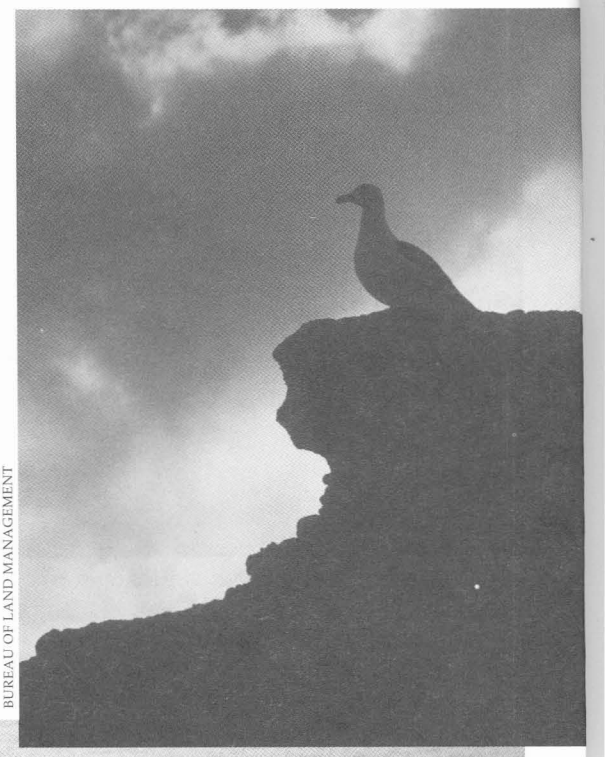
Above: Rocks offshore below Bodega in Sonoma County

Havens for Seabirds

THE MONUMENT WAS formally dedicated on May 11, 2002. Unlike more familiar national monuments in California—Pinnacles, Cabrillo, Muir Woods, Devil's Postpile, and Lava Beds—this will not be a tourist destination, owing to its inaccessibility (not to mention most people's lack of interest in guano). That's just as well, because other species depend on these rocks for their very lives: they are a more-or-less safe haven, providing invaluable forage and breeding grounds for an estimated 200,000 seabirds— including the common murre, pigeon guillemot, endangered California least tern, brown pelican, and gulls—and numerous marine mammals, such as the threatened southern sea otter and California and Steller sea lions. These rocks also are rest stops for migrant birds along one narrow flight lane of the Pacific Flyway.

National monument status is the "pinnacle" of protection for these rocks and reefs, which in 1983 were federally designated the California Rocks and Islands Wildlife Sanctuary, overseen by the BLM. This designation withdrew them from mining, mineral leasing, settlement, and sale. Seven years later, the BLM named them an Area of Critical Environmental Concern—essentially giving them greater visibility in management decisions and reinforcing wildlife protection. As of 2000, the presidential proclamation stated, they were "undisturbed and undeveloped." Now they will remain so.

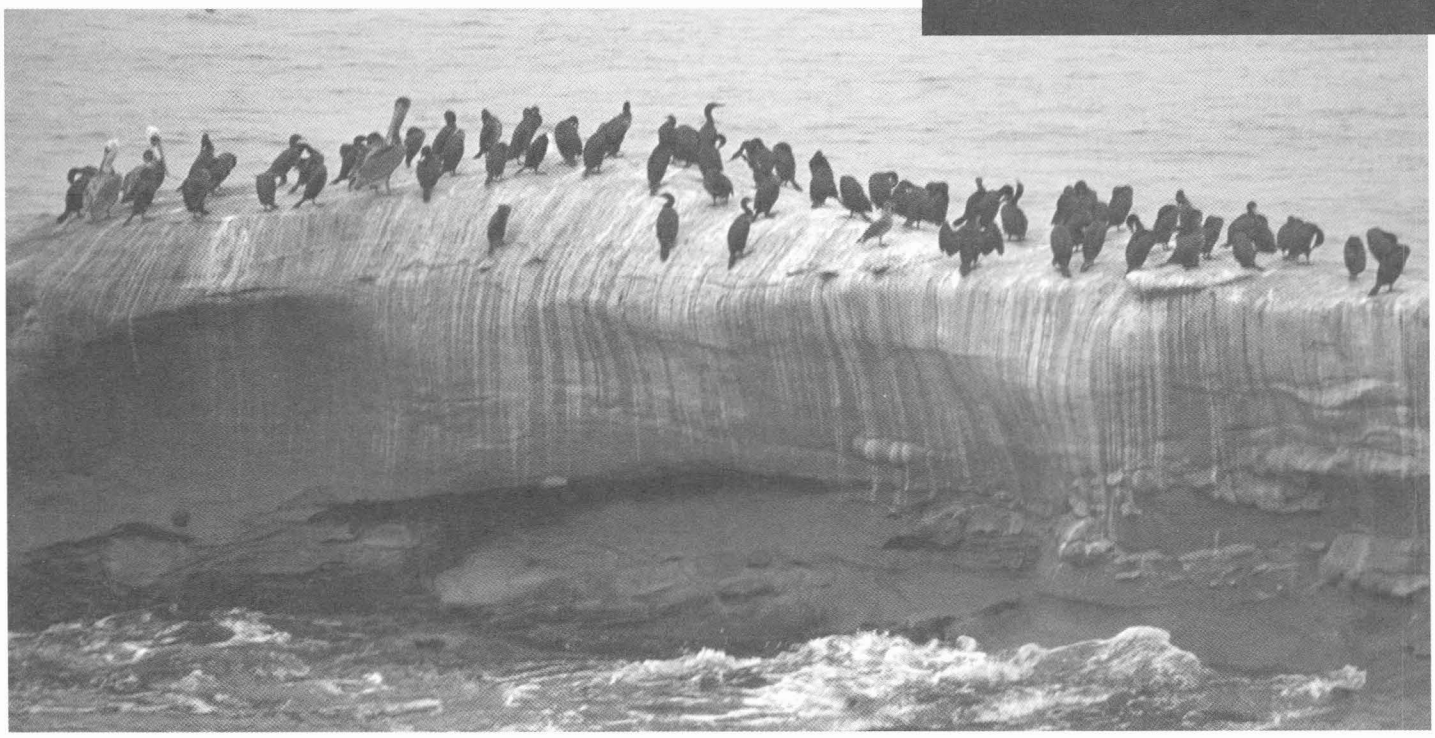
Since 1989 the California Department of Fish and Game (DFG) has managed the rocky outcrops under a Memorandum of Understanding with the BLM. Recently, the California Department of Parks and Recreation joined the management team. Fishing is permitted around the rocks, and valid existing rights to any oil and gas leases



BUREAU OF LAND MANAGEMENT

Right: Near Monterey

Below and opposite: Off the central California coast



JAMES PICKERING/BUREAU OF LAND MANAGEMENT

BUREAU OF LAND MANAGEMENT/JAMES PICKERING

remain unaffected. (Most of these leases lie beyond the vast majority of coastal rocks, mainly in the Santa Barbara Channel, and at present no plans exist to open them for drilling.) However, removal of products that may have commercial value (such as rock for riprap) is prohibited, and activities that might be detrimental to pelagic bird breeding are limited during nesting seasons.

Hanks said, "Monument designation took those little pieces of the California coast that were ignored and gave us a vehicle to coordinate with other partners and work toward consistency in research, outreach, public education, and wildlife protection." In addition to BLM, DFG, and State Parks, those partners include the California Coastal Conservancy, Coastal Commission, and Coastal Resources Management Program; the National Marine Sanctuaries, Point Reyes Bird Observatory, and Monterey Bay Aquarium also intend to participate.

Work is proceeding on a resource management plan, slated for completion in early 2004. Public participation in this planning process is encouraged, and the first opportunities for input will come in late August, when the monument partners will hold a series of seven or eight public meetings in cities along the coast.

In Hanks's view, managing California's coastal resources is like constructing a big garment: many materials are involved, of various shapes and sizes, but one thing you can't do without is the buttons. They don't have to be showy or obvious, but they are critical for linking the many components together. He sees the rocks and reefs that are now protected by the Coastal Monument as those buttons: they complete the coastal garment. ■

Anne Canright volunteers at the Monterey Bay Aquarium, and is an associate editor of Coast & Ocean.

Underwater Mountain Exploration

A VOLCANIC MOUNTAIN as tall as the Sierra Nevada and as wide as Monterey Bay rises from the ocean floor 64 miles southwest of Monterey. Because its peak is 3,600 feet below the ocean surface, it is not part of the California Coastal National Monument.

First mapped in 1933 as a "sea mountain," and named Davidson Seamount after marine scientist George Davidson, it has intrigued researchers ever since. Only recently, however, has technology become available to make exploration possible.

An expedition funded and led by NOAA's Office of Ocean Exploration, undertaken in partnership with the Monterey Bay National Marine Sanctuary, Monterey Bay Aquarium Research Institute, Moss Landing Marine Laboratories, and the Monterey Bay Aquarium, launched its investigation in mid-May. It is posting daily logs, photos, videos, and more on the Ocean Explorer web site of the National Oceanic and Atmospheric Administration: http://oceanexplorer.noaa.gov/explorations/02davidson/davidson.html. Scientists are studying the seamount's geology as well as its sealife and habitats. Some researchers think that sperm whales may gather above the mount to feed on giant squid far below the surface. The study could lead to an expansion of the Monterey Bay National Marine Sanctuary to include Davidson Seamount.

—HMH

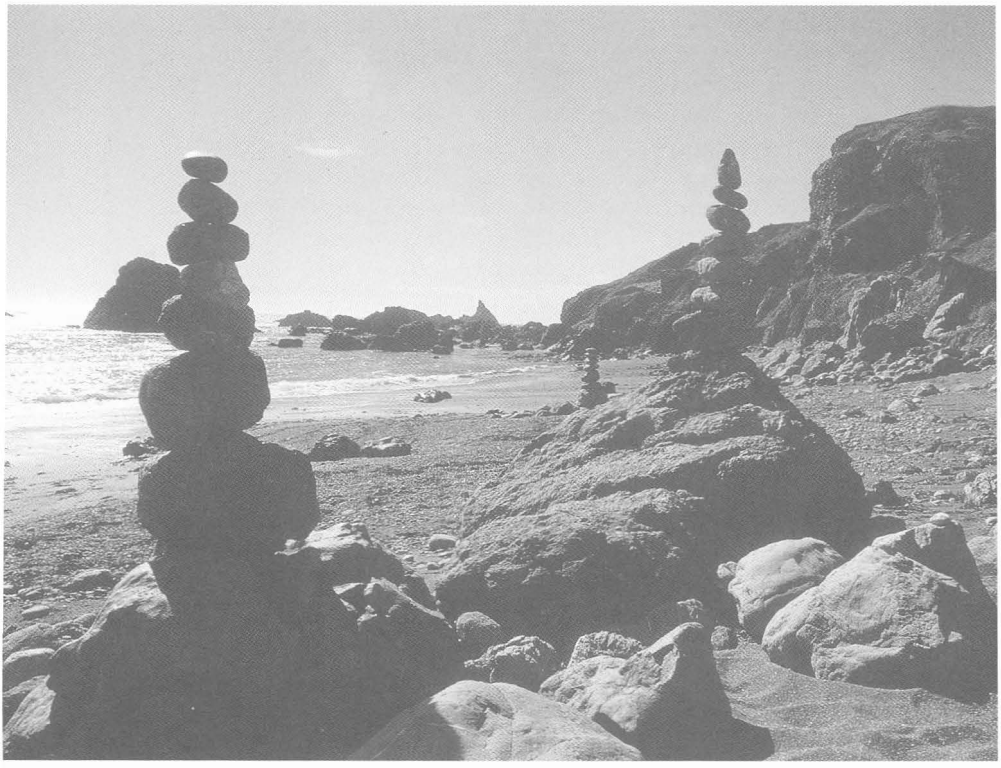
ROCKS & WRECKS

ROCK STACKING

ROBERT SOMMER

PHOTOS BY GLENN MCCREA

THE ANCIENT PRACTICE of rock stacking is experiencing a modest revival along some of California's rocky shorelines. Galleries of rock art have appeared on the San Diego city breakwater, Dana Strand beach in Orange County, on Venice Beach, along the San Francisco Bay shoreline, and on rock-lined river banks here and there.



Most of these stacks are temporary creations, spontaneously constructed, unlike the conical heaps of stone known as cairns the Celts used to build to mark places, graves and boundaries; or the Inuit people's inukshuk, that mark locations in vast, treeless landscapes. Some cairns and inukshuk built hundreds of years ago still stand today.

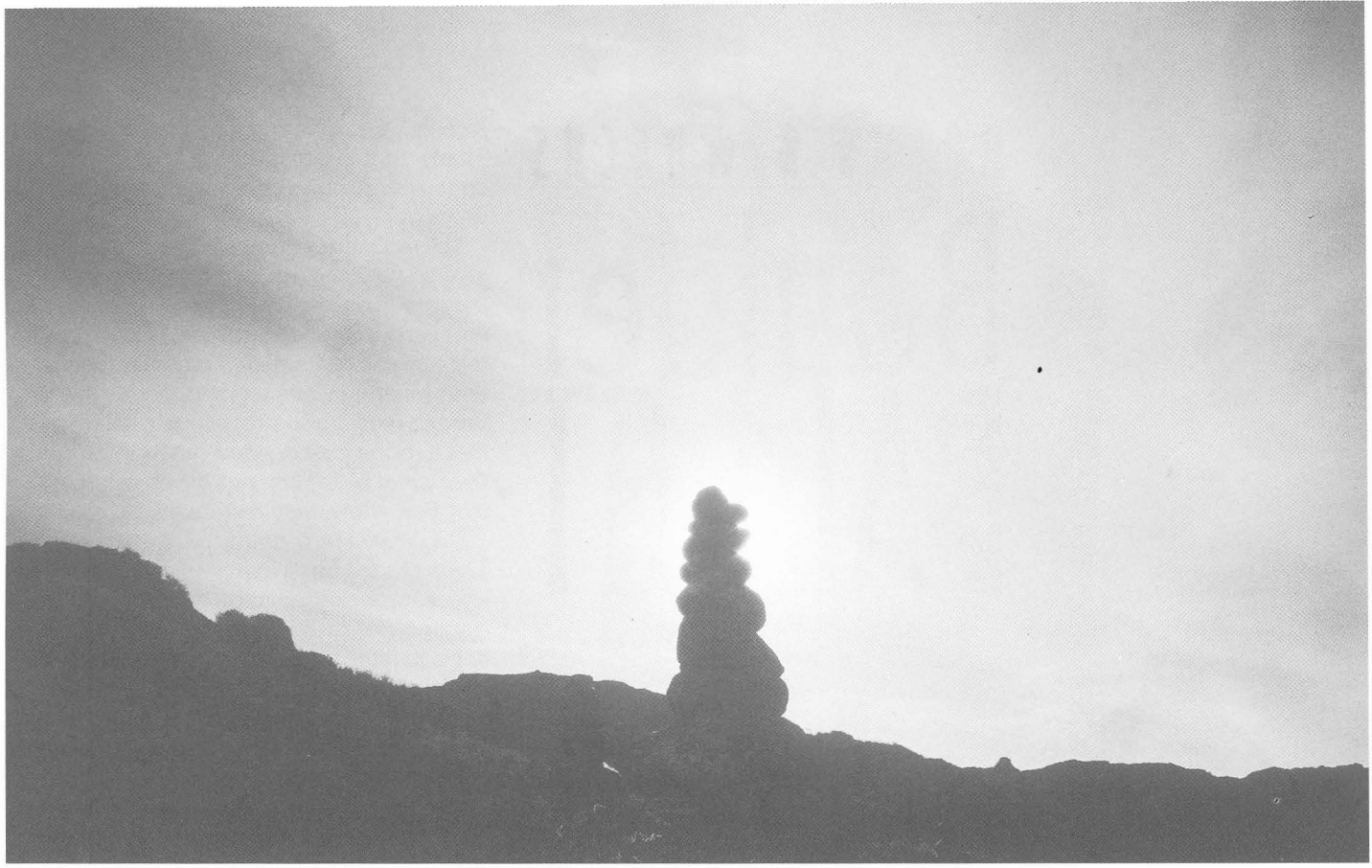
Building rock stacks—or driftwood sculptures or sandcastles—is something that seems to come naturally along the water. One winter morning after several storms, my wife Barbara and I went with another couple to have a look at rock stacks we had heard about at Tennessee Valley Cove in southern Marin County. To reach the beach there we had to remove our shoes and wade across a swift-flowing stream. We found no sculpture—the storms had cleared the beach.

We decided to construct our own, using pieces of serpentine broken away from nearby cliffs. Picnickers watched as four grayhairs foraged for rocks, then stacked them. I tended to use large rocks, while Barbara worked with pebbles. Finding the balance was challenging—I seemed to sense the tension among forces physiologically. In a dialogue between self and stone, the rocks tell you what you can do with them. I was reminded of landscape philosopher J. B. Jackson's comment that the architectural importance of stone is derived from its power to link the cosmic order with our inner search for order. Stone, he maintained, demands that we think about origins.

Barbara enjoyed building stacks only a few inches tall; pebbles of green serpentine contrasted with white quartz and streaked brown sandstone. She was so entranced with one of her creations that she considered bringing it home to be installed in our entryway. In the end she decided that the stones belonged to the beach and would look out of place in the Central Valley.

We sensed that the stacks would not remain for long after we departed, but the fun was in the building. Like sand castles, these are temporary constructions. The satisfactions lie in foraging ("Aha! an interesting pebble"), tactile exploration of the proper balance for each stone, and building something of beauty from available materials.

I first saw rock stack art in 1994, along a path that leads to Fort Point in San Francisco. Dozens of delicately balanced stone spires and some cairns stood within a space



of 200 yards, all created on the spot with rock found on site by Bill Dan (see p. 12). When I first met him he was reluctant to be photographed or identified by name, but in recent years he has become a local celebrity.

Another rock stack artist, Jim Needham, a graduate of the San Francisco Art Institute, works less spontaneously. He hauls rocks from a riverbed near his studio in Carmel to beaches, riverbanks, and other locations—once he even transported some to an abandoned hydraulic mine in the Sierra foothills. He has also experimented, so far unsuccessfully, with stacking underwater in the ocean. He travels the world giving workshops, creating stacks on commission (as Bill Dan also does), and selling photographs of his constructions. His work can be viewed at www.rockstacker.com.

Rock stacking is one of the many ways people engage with California beaches. It is a creative, nonintrusive, and instructive activity. The builder acquires tactile knowledge of different types of rocks, and is motivated to find out more about their history. The next storm will remove all traces of the constructions, but the stones will remain as raw materials and inspiration for others. ■

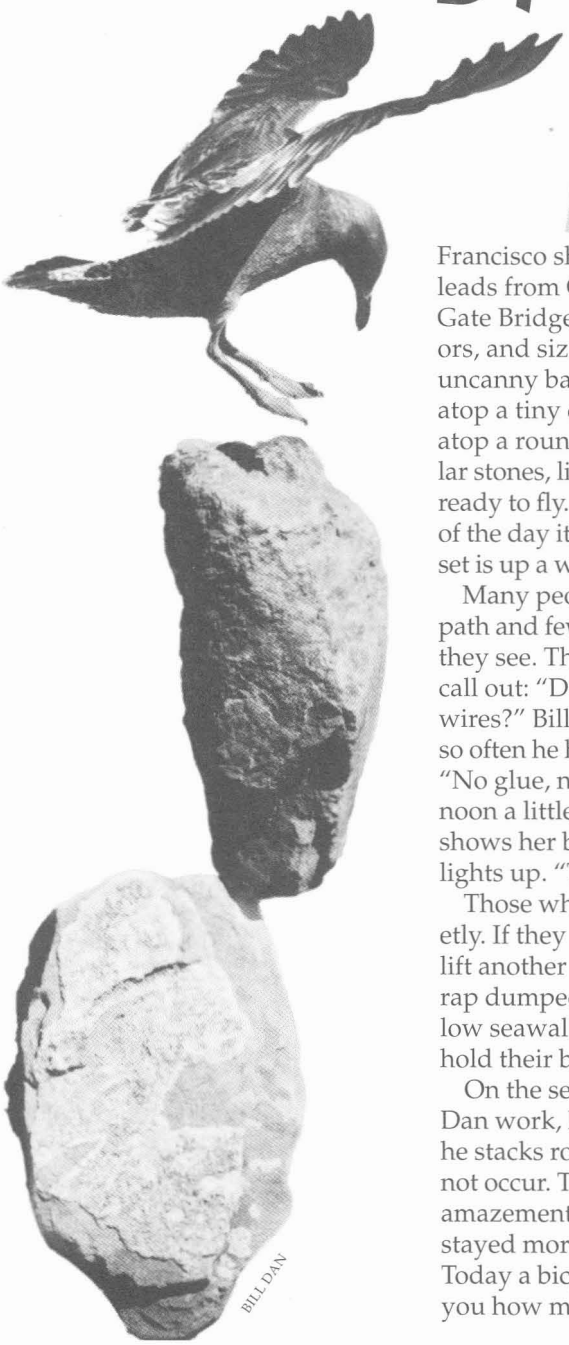
Robert Sommer, professor of psychology at the University of California Davis, has previously written for Coast & Ocean *about driftwood art.*

This page and opposite: Rock spires at Shell Beach, Tomales Bay State Park

ROCKS & WRECKS

Boulder BALLET

RASA GUSTAITIS



BILL DAN

ALMOST EVERY WEEKEND, astonishing rock sculptures appear on the San Francisco shoreline, beside the path that leads from Crissy Field toward the Golden Gate Bridge. Rocks of various shapes, colors, and sizes stand atop one another in uncanny balance. Broken gabbro pirouettes atop a tiny chunk of ocean-polished brick atop a roundish boulder. Rough and irregular stones, lifted in counterbalance, seem ready to fly. It's a ballet in stone. At the end of the day it's gone, but a new and different set is up a week later.

Many people walk and bicycle along this path and few fail to stop and exclaim at what they see. Those who pause only briefly may call out: "Do you glue them? Or do you use wires?" Bill Dan has heard these questions so often he has written the answers on a rock. "No glue, no wires. Balance." This afternoon a little girl doesn't believe him, so he shows her by building a new piece. Her face lights up. "Thank you," her mother says.

Those who stay longer tend to stand quietly. If they talk, it's softly. They watch Dan lift another boulder, selected from the riprap dumped at the water's edge, behind the low seawall that runs along the path. They hold their breath.

On the several occasions when I watched Dan work, I did not hear anyone ask why he stacks rocks. That question simply does not occur. The most common responses were amazement, then—from some of those who stayed more than a moment—gratitude. Today a bicyclist stops: "I just want to tell you how much I appreciate what you do," he tells Dan. "I've watched you many times. Thank you so much." Soon after, two men on foot stop, observe, then respectfully say thanks.

The sculptures seem ancient. Standing against the background of rippling water they are powerfully silent and seem to connect earth and water and sky. There's a dynamic poise, a contained potential, in the way their inner tensions work with gravity. Although they are so precariously balanced that a strong gust of wind can topple a stone, they are at rest. They put the observer at rest. Somehow, they restore peace.

Dan works by intuition, without any plan. The rocks tell him what to do, he says. Gravity—a force exerted upon mass toward the center of the earth—is the essential element of his palette. He picks up a stone, hefts it, reads it. Through his hands, his special sensitivity, he understands the forces within the rock so that when he places it on the earth or another stone, everything is in balance.

The art of Bill Dan, an immigrant from North Sulawesi, Indonesia, is temporal, like that of the Scottish artist Andy Goldsworthy. It is a revelation of the moment. The moment makes it eternal. Both artists work in nature with materials found in place, both build temporary structures that quickly vanish, leaving no mark except in the mind, unlike other "land art" made by gouging and reshaping landscapes. Goldsworthy, too, works with balance and gravity. He uses crystallized water, sunlight, and tidal currents. Dan says he works with friction. Rough rock, chosen from riprap, is an assembly of crystals with angular edgepoints, which he connects in relation to gravity. Goldsworthy is a trained artist. Dan's only teacher has been his own experience.

Eight years ago, he refreshed himself after a day's work in a warehouse by jogging along this path. One day he stopped at this spot and looked out at the water, the sailboats, windsurfers, and big ships, the islands, and the opposite shore. The Golden Gate Bridge was to his left, downtown San Francisco rose to his right. At his feet, broken rocks littered the shore. They reminded him of something he'd seen during a mountain hike in Hawaii: families building rock stacks in what appeared to be a traditional game. He picked up a rock, then he picked up another. "After two years I noticed that people started to talk to me," he says.

Many ask: How do you do that? Dan encourages them to try. "But I can't teach patience. They expect to do this right away,"

he says, nodding toward his creations. Others ask: "Can you make that permanent?" He replies: "What's permanent?"

He now makes a modest living by building commissioned works and performing his art at corporate, private, and community gatherings in the Bay Area and elsewhere. "I'm booked up during the week, like a musician—I'm a rocker!" he laughs. High-tech workers from Silicon Valley, who sometimes are "too much in their heads," have found that watching him work helps clear their minds. Whatever the job, the client is expected to supply the rocks.

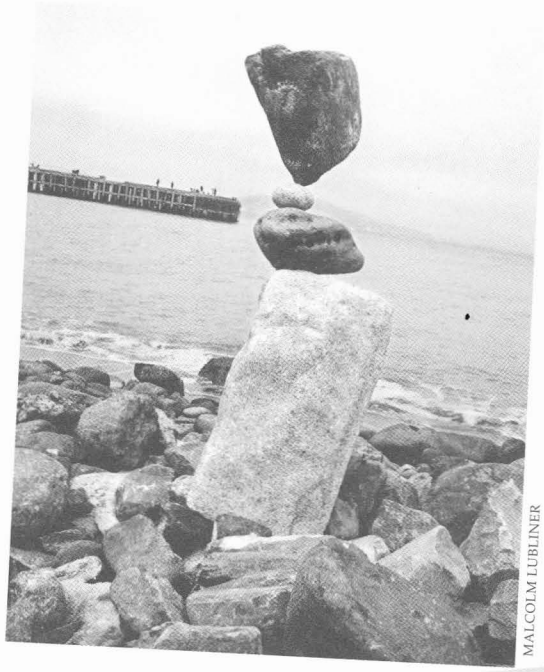
Weekend afternoons, however, he reserves for this favorite spot. He likes the way the rocks look against the soft background of water, and the challenge of the winds, which can be quite strong and unpredictable. "I just want to be here to share my work with everyone," he says. At an art museum he visited, he observed that people were far less diverse; he listened to "the salesmen" explaining paintings, but found that they failed to get to the heart of the matter. Here people react spontaneously.

Once, he says, a woman sat down on the seawall and watched for a long time, then started crying. He kept working. Finally she got up and told him she had been on her way to the Bridge, intending to end her life, but that these rocks had changed her mind. Then there was a group that used to come regularly to sit and meditate in front of his sculptures. And "this afternoon a young woman from Sweden said she was channeling energy." He shrugs. Dan does not interpret his work, he lets people make of it what they will. May it speak for itself.

The wind from the ocean has turned fierce, and several rocks fall. Dan puts them up again, then steps back to survey the entire assemblage. "I amaze myself," he says. "I don't imagine in a million years that I could make this. But I made it." The stacks stand in groups. "Do they talk to each other?" I ask. To me, they do. "Why not? Like people," he replies. Then he takes everything down—carefully lifting and putting each rock back on the ground—gets on his bicycle and rides home, toward downtown San Francisco, which at the moment is transfigured by sunlit fog. What remains is only riprap. ■

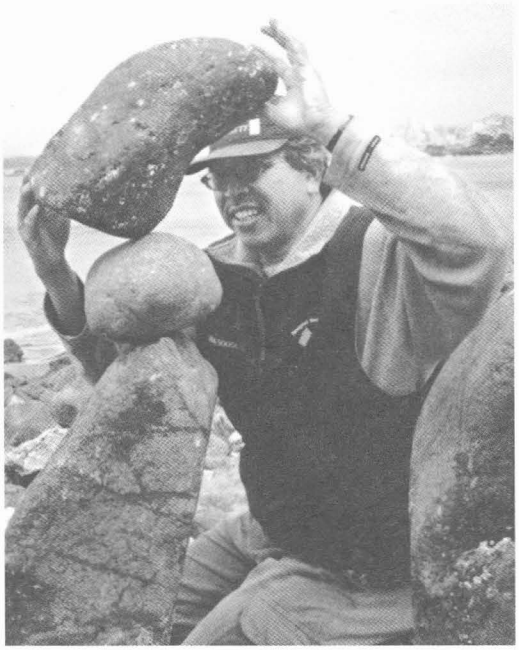
—Rasa Gustaitis

Bill Dan can be reached at bebalance@hotmail.com.



MALCOLM LUBLINER

BILL DAN



MALCOLM LUBLINER

The S.S. Jacob Luckenbach A GHOST STORY

GREGG ELLIOTT

GHOST SHIPS REALLY DO GLOW white. At least the wreck of the *S.S. Jacob Luckenbach* does—resting under 185 feet of water 17 miles southwest of the Golden Gate Bridge for the past half-century, it is covered with pale luminous anemones.

Salvage divers have been in close contact with this ghost since last May. They've been living with it. Their mission: map the broken vessel, find the bunker oil that has been periodically escaping to the surface, and then remove that oil, preventing further havoc to beaches and marine life.

In February this year, the *Luckenbach* was identified as the source of some of the "orphan spills"—small to mid-sized spills of unknown origin—that have plagued California's coast on and off for years, killing thousands of murres and other marine life. The daunting effort to drain off and salvage the thousands of gallons of oil remaining in the cargo ship's hold, so as to prevent further spills, began in May.

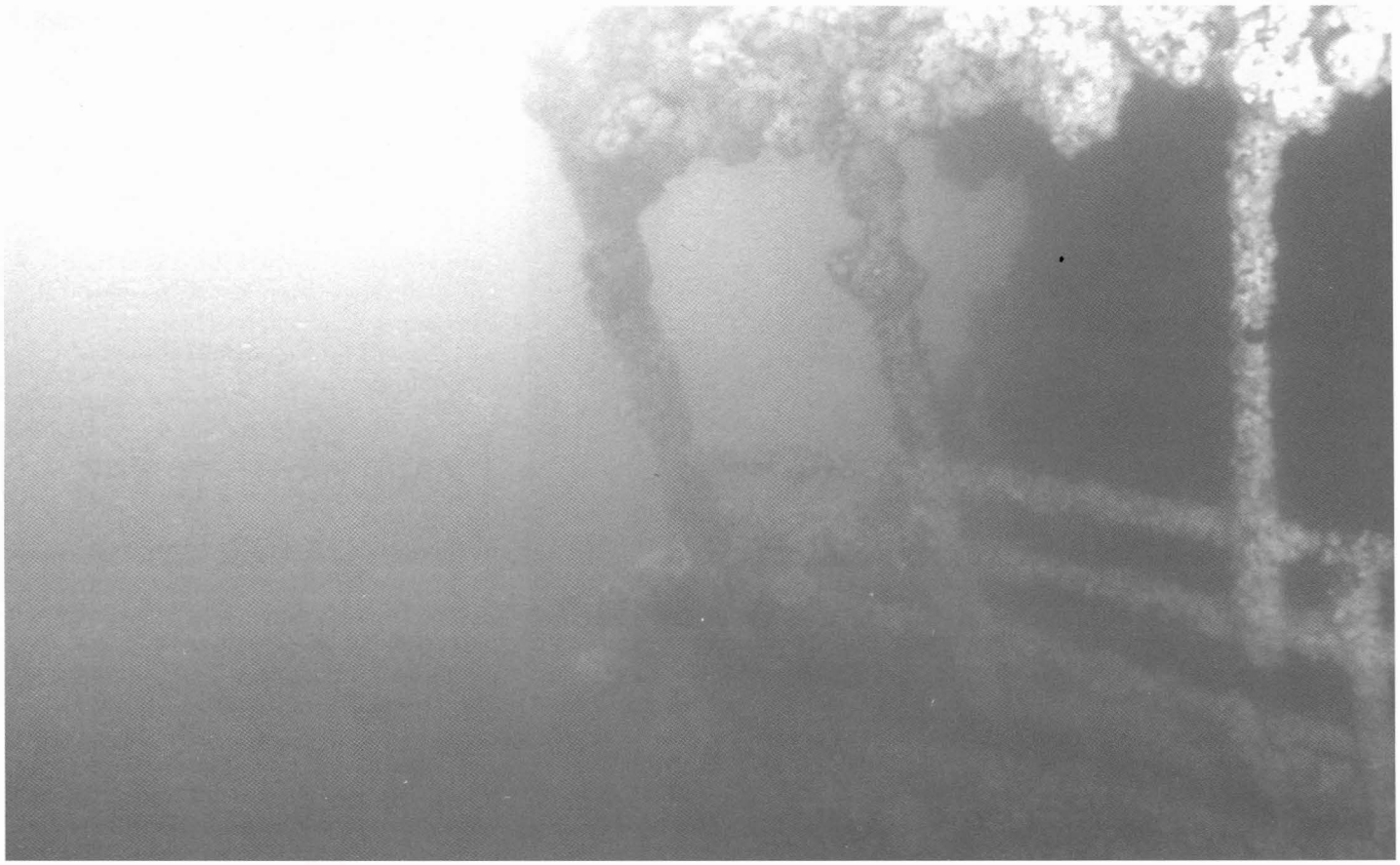
For much of June and into August, two "saturation" divers have been spending their entire time either on the seabottom working on the wreck, or above the wreck on the barge that provides their life-support. This gigantic cleanup job is a highly challenging operation, requiring close collaboration between the contractor and several agencies.

The *Luckenbach* is one of more than 140 ships that have sunk within the area of the Gulf of the Farallones National Marine Sanctuary since 1595. The earliest recorded was the Spanish Manila galleon *San Agustin,* which sank in a gale while anchored in Drake's Bay. Since World War II, with improved radar technology, there have been far fewer wrecks.

A 468-foot freighter, the *Luckenbach* was bound from San Francisco to Korea on July 14, 1953, carrying 475,000 gallons of oil, when it collided before daybreak with the inbound *S.S. Hawaiian Pilot,* a freighter en route from Honolulu. While navigating under foggy conditions, the master of the *Pilot* sighted a ship on radar and assumed it was the San Francisco Lightship (a precursor to light buoys for guiding ships to harbor), and made a slight course adjustment

Below: The reconnaissance submarine and crew

PHOTOS THIS SPREAD: U.S. COASTGUARD / KIP EVANS



Above: Midship passage of the sunken *S.S. Luckenbach*

toward it. The approaching ship was actually the *S.S. Jacob Luckenbach.* Struck on the starboard quarter, the *Luckenbach* sank within 30 minutes. The *Hawaiian Pilot* suffered bow damage.

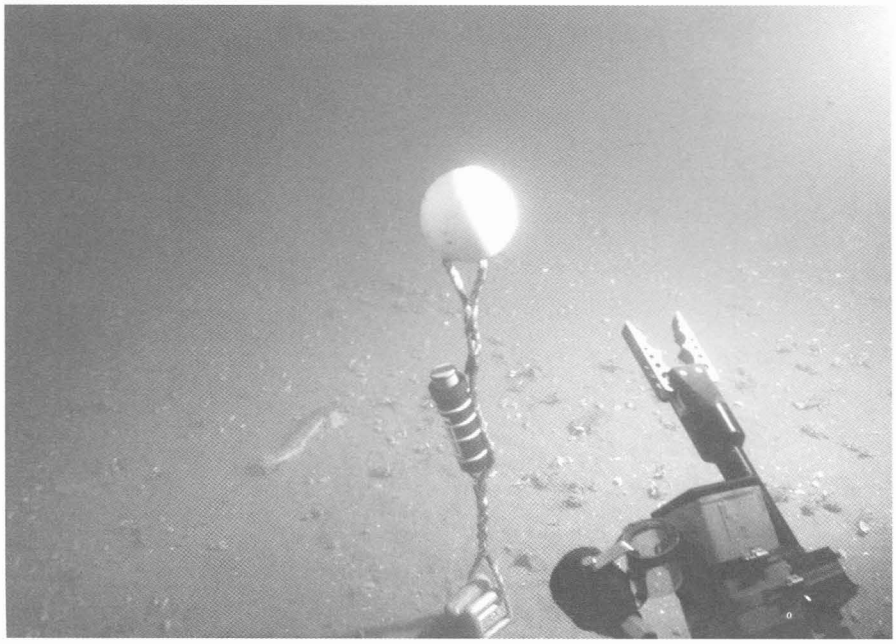
As later reported by the Marine Board of Investigation, the collision resulted from "wanton disregard, or otherwise ignoring, the applicable rules to prevent such collisions." Neither captain plotted bearings to determine the course and speed of the other. Eventually, American Hull Insurance Syndicate, which insured both vessels, paid out its highest aggregate claim of the 1950s for the wreck, totaling $2,021,798. There the matter rested until 2001.

On November 24, beachgoers began bringing oiled birds, including murres, loons, and grebes, to the state's wildlife rehabilitation facilities. Oiled birds were showing up, all at once, in San Francisco, at the Fitzgerald Marine Reserve, Half Moon Bay, Santa Cruz, Pajaro Dunes, Rio del Mar, and the Farallon Islands. In December, scattered tarballs were washing up on beaches in southern Marin and Monterey counties.

Wildlife casualties continued to trickle in through early 2002 along a 220-mile stretch of coast in what came to be known as the "San Mateo Mystery Spill." Staff at the Office of Spill Prevention and Response (OSPR) at the California Department of Fish and Game had been seeing similar mystery spills for years. Perhaps for this reason, or perhaps due to the agency's success in solving the *T/S Command* illegal dumping case three years earlier in the same area (see *Coast & Ocean,* Autumn 1999), OSPR staff worked aggressively to pinpoint the source of the spill.

The chemical fingerprint of the mysterious oil showed it could not have come from a natural seep, nor was it Alaska North Slope oil, the type commonly transported by vessels along the California coast. With the help of satellite imagery, one oil sheen was spotted, and by checking samples from oil tankers that had recently traversed the vicinity, OSPR ruled out illegal dumping. By a process of elimination, OSPR and the U.S. Coast Guard (known collectively as the "unified command") determined that the oil must be emanating from a sunken vessel. Several clues, including the location of the sunken vessel, led to the *Luckenbach.*

By February 8, 2002, OSPR had confirmed that not only was the *Luckenbach* the source of the current spill, but also that this ship's



U.S. COASTGUARD/KIP EVANS

Above: Deploying a beacon near the wreck

"oil fingerprint" matched those of at least three previous mystery spill events in California dating back to 1992. Chemists at the OSPR and Coast Guard labs were exhilarated to have finally resolved a number of troubling cases.

The U.S. Coast Guard sent an ROV (remotely operated vehicle) down to explore the wreck, then examined it further by sending three men down several times in a submersible. "Some of the submarine reconnaissance we did was kind of unnerving," said Lt. Commander John Kaplis, Coast Guard Chief of Port Operations with responsibility for environmental response to the *Luckenbach* spill. "Very little was known about this wreck, and we had concerns about getting snagged on obstructions." But they needed to know about hazards that might confront divers. "At times it was hard to make out where you were, unless you could make out something distinctive, like an anchor or a piece of railing. It was very difficult."

Riding with Lt. Com. Kaplis and the pilot in the submersible was photographer Kip Evans, who had been hired along with Sylvia Earle's firm, Deep Ocean Engineering Research, for this phase of the project. His job was to compile a photographic assessment of the wreck.

The first time they went down, visibility was so poor they couldn't see the shipwreck until they were five feet from it, Evans said. "It was keeled over, cargo booms were extending sideways and sticking up from the bottom, cables were hanging from them. We explored the starboard side. We couldn't explore the port side, currents were so strong they were pushing us into the ship."

They also found that the wreck had become an artificial reef, habitat to a variety of marine species, including octopus, anemone, and rockfish. "We saw schools of hundreds of rockfish," Evans said. Once, while navigating through a particularly dense concentration of krill in the water column, they turned off all their lamps. A lightshow of bioluminescence was revealed—a billion tiny stars in the surrounding blackness.

Laying Ghosts to Rest

On May 6, the Coast Guard announced the award of a $3.5 million contract to Titan Maritime, LLC, of Dania, Florida, to conduct an underwater assessment of the sunken wreck and remove any recoverable oil discovered within the fuel tanks.

It is probably safe to say that the saturation divers (two per team) who were eventually hired to rid the *Luckenbach* of its oil problem are complete strangers to the concept of claustrophobia. Connected via an "umbilical" line to a 460-foot barge anchored above the shipwreck, they have been working from a "dive bell" about the size of a small elevator in waters with an average visibility of five to 15 feet.

To minimize the risks of deep diving (e.g., nitrogen narcosis), saturation divers do not breathe compressed air as scuba divers do. They breathe a special mix of oxygen and helium dispensed into a helmet similar to that of an astronaut. To avoid risky and time-consuming decompression, they live at underwater pressures for up to 28 days at a time, confined at night to pressurized living quarters housed on the barge. They can spend hours in 45° to 55° F waters because their wetsuits are heated, but none of these features can protect the divers from the occasional strong currents and underwater swells on the seafloor.

Through a painstaking process of drilling (then plugging) tiny holes through the hull to test for oil, the "sat divers" have located 26 oil pockets, from 100 to 1,000 gallons, floating in the upper portions of many hold compartments. Of about 132,000 gallons remaining in the wreck, 12,000 had been recovered by August 1. Divers have identified the transit routes for escaping oil. At

over five atmospheres pressure and frigid temperatures, oil trapped inside the ship has the consistency of peanut butter. To remove the oil, divers take aim with a steam wand designed to heat the oil to flow consistency and vacuum it up to containers on the barge anchored 170 feet overhead. During such "hot taps," a ship deployed above the salvage operation is on hand with oil recovery equipment in case of any accidental releases.

As soon as the unified command agencies pinpointed the source of the oil, they started sleuthing for a potential "responsible party" (RP) to pay for the cost of the cleanup. Because so much time has elapsed since the original wreck, it now appears unlikely that a viable RP for the spill exists (the Luckenbach Steamship Company was dissolved in the 1960s). Therefore, current response expenditures totaling over $3.5 million are being paid out of the nation's $1 billion federal Oil Spill Liability Trust Fund (Federal Fund), established by Congress in 1990 to prevent spills, improve emergency response, and reimburse states for damages uncompensated by an RP.

As of late July, 1,917 seabirds, mostly common murres, have been injured by leaks from the *S.S. Luckenbach,* and 86 percent of these have died. Only two, however, were added to the list between April and the end of June.

The investigation that pinpointed the *Luckenbach* was a successful team effort, bringing together experts and techniques from the fields of satellite imagery, oiled wildlife treatment, ocean currents, vessel operations, and oil fingerprint analysis. If the ongoing salvage operation has equal success, a blight affecting seabird populations up and down the California Coast will have been permanently removed. Steve Hampton, Resource Economist at OSPR, has indicated that the agency intends to test oil samples from feathers collected as early as 1978 to determine the extent of the *Luckenbach's* environmental damage over the years.

But what of long-term effects from years, perhaps decades, of chronic oil-related wildlife mortalities from the *Luckenbach*? Hampton says the agency will seek compensation for this from the Federal Fund. A precedent-setting claim was initiated in 1998 resulting in over $300,000 to assess wildlife damages from the 1997–98 Point Reyes Tarball Spills, which are now known to have originated from the *Luckenbach.* The agency's current plan is to apply to the Federal Fund again to assess damages from this latest incident, as well as all other incidents confirmed by fingerprint analysis to have originated from the *Luckenbach* since 1990 (federal law prohibits claims for damages occurring prior to establishment of the Federal Fund). Their ultimate goal is to combine all of these assessments to apply for a single award of *Luckenbach* restoration funds that could be used to restore seabird populations and habitat.

Steve Sawyer, staff counsel for OSPR, says "the dilemma is that these claims could set a precedent, and there are over 1,500 sunken vessels in U.S. waters, some with oil." Whether or not the Federal Fund eventually pays for actions to mitigate long-term seabird population declines is a question that will be answered in the next two years.

For now, until completion of the operation in September, vessels traveling one of the main outbound shipping lanes from San Francisco Bay must avoid a safety zone of one nautical mile radius around the wreck site. Within this forbidden area, the *Luckenbach* is begrudgingly giving up its secrets. ■

Gregg Elliott has a master's degree in public policy, and works for PRBO Conservation Science (formerly Point Reyes Bird Observatory). She usually gets early notice of oiled-bird events through PRBO's Wildlife Processing Group, a partner of the unified command in cataloguing oil impacts on wildlife.

Below: Tracks in the sand show the final struggle of this oiled common murre.

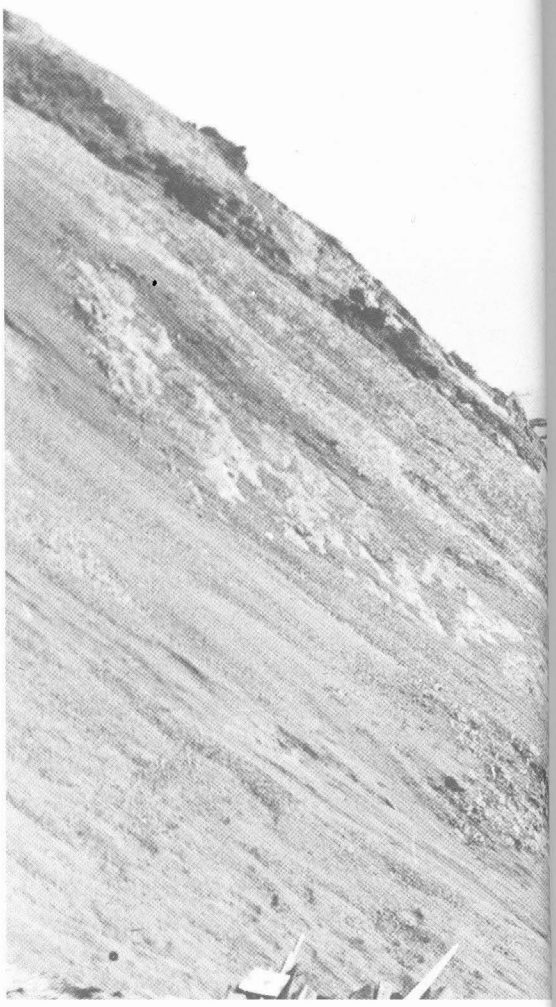
STEVE HAMPTON/OSPR

ROCKS & WRECKS

Long-Lost Negatives of Early SHIPWRECKS

PHIL FRANK

PHOTOGRAPHS BY GERTRUDE SOUTHWORTH, COURTESY BOLINAS MUSEUM



Not long ago, a resident of the small coastal town of Bolinas in west Marin County called the town's museum. She was getting rid of a number of items and wanted to know if the museum would be interested in a shoebox full of old negatives.

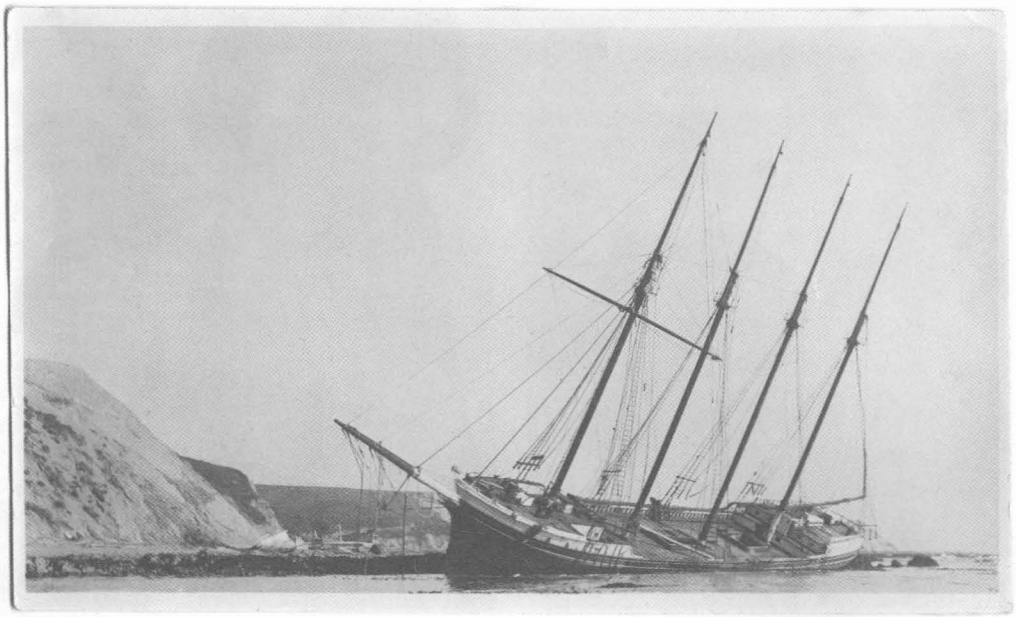
Far left: Bolinas residents on the beach waiting to help rescuers

Above: The *Polaris* in the grip of Duxbury Reef, 1914

Left: Gertrude Southworth herself, looking slightly uncomfortable in front of her camera

Above: Salvors aboard the *Inman* offload a woman visitor.

Right: *Polaris* hard aground



Bolinas has always been a photogenic town, with its meandering main street of Victorian buildings. At the turn of the century it had wharves, a fleet of gaff-rigged schooners sailing to and from San Francisco, stagecoaches, cattle ranches on ocean cliffs, cabañas on the beach, a lifesaving station, a copper mine, and even an oil well. The town took the brunt of the 1906 earthquake. It also witnessed many shipwrecks over the years.

I answered that call from Amy Jordan about the shoebox full of old negatives. She explained that her brother, Parker Edwards, an amateur historian, had acquired them in the 1930s. They were all taken by a woman photographer, Gertrude Southworth.

The museum has a hundred classic images of the town that have been copied and recopied over the years so that now the third- and fourth-generation prints are long distanced from the original negatives.

The first negative I held up to the sunlight was one of those classic images: an old man, Pedro García, standing in the doorway of the long-abandoned home of Gregorio and Ramona Briones, the original holders of the 9,711-acre Mexican land grant in West Marin that included Bolinas. The photograph was taken in 1903. I knew instantly that I held in my hands a treasure trove of local history.

The shoebox held over 500 negatives. Many were in envelopes with Gertrude Southworth's handwriting on the outside describing the images, stating when they were shot, the exposure time for the prints, and sometimes even dates and weather conditions.

We know relatively little about this photographer. She arrived in the States in the late 1800s as Gertrude Rice-Coles, trained as a home nurse. She was hired to assist Stephen Southworth, a wealthy, aging dentist in San Rafael, who with his wife maintained a summer home in Bolinas.

Gertrude traveled with Dr. Southworth and cared for him. She was quiet, efficient, and unassuming. Her hobby was taking photographs with a Kodak camera. The first Mrs. Southworth died in 1900. Gertrude continued in her capacity as nurse, and in 1902 she and Stephen Southworth married.

Gertrude is pictured in only three of the 500 images in our collection. She clearly preferred the role of observer, the one behind the camera. She had a marvelous eye for composition, occasionally creating

Above: Salvors onboard the *Inman* preparing for a dive

dream-like vistas with her choice of focus, subject, and printing technique.

One group of negatives stands out: images of three major shipwrecks on the Bolinas coastline. Two of the wrecks, the steam schooner *R. D. Inman* and the four-masted schooner *Polaris,* took months to be turned into scrap by pounding ocean waves, and so provided ideal subject matter for the amateur photographer. The *Hanalei,* on the other hand, went on the rocks in the dead of night and by morning was nothing but a debris field on the beach, with 16 lives lost.

Doctor Southworth lived to be 95 years old. He and Gertrude had been married for 32 years when he died in 1934. Gertrude lived on until 1946 in the little summer home on the hill in Bolinas. She was 86 when she died. No obituary, which would have given us some glimpse into her life, was ever printed in the county newspaper, so she remains, to a great extent, an enigma. But we at the Bolinas Museum feel that the 500 negatives she left behind speak volumes about her and her life. ■

Phil Frank is a member of the board of directors and the history committee of the Bolinas Museum. His cartoon art can be found in Mycena News, *the bulletin of the San Francisco Mycological Society, as well as in the* San Francisco Chronicle *and* Bay Nature *magazine.*

Below: Visitors at the wreck site

Left: The *Polaris* gets pounded in the background. In the foreground are the remains of the *R.D. Inman,* hard on the rocks in 1909.

Below: "Camp Inman," where the salvors lived while scrapping out the ship

REFUGE from the BUSY WORLD

RICHARD RETECKI

IN THE LATE 1960s and early '70s, mostly because of military service, I spent several years overseas. On my return to California, by a stroke of luck and some planning, my first permanent place of residence was Jenner, a small town at the mouth of the Russian River in Sonoma County. I moved there along with two Army friends intending to start a small business, but we were not financially solvent. A contractor in Bodega Bay hired us as laborers for various construction projects, and we commuted along the coastal highway, a beautiful ten-mile drive.

As fall turned to winter, the work was often rained out. Then, if we felt sufficiently "flush," we would drive or hitchhike either north or south with no particular destination in mind. Usually the length of daylight—and of course the availability of rides—determined how far we traveled in a day.

Among our favorite stops were the deep rugged canyons that lead to the ocean, with their enormous ferns, fallen trees, and tangled canopies of redwood and Douglas fir. We also sought out several small, old cemeteries between Bodega and the hamlet of Manchester, on or near the coastal highway. These, like the canyons, were great places to rest, offering respite from the busy world.

That was 30 years ago. Since then I have returned to those cemeteries often. Just a few weeks ago I visited all four again. All date back to the 19th century, the earliest probably having been established in the 1850s.

They are not level. One ascends sharply from the entryway, another descends from the chain that marks its gate. Still another lies close to the coastal bluff, sloping toward the edge and the constant crash of the surf. The fourth is at the end of a short pot-holed driveway, atop a rounded hump of land.

I stayed long enough at each to get a feel for how the light moved across the land. There is order there, and also some randomness. Some graves are aligned in rows, others are clustered in various patterns. What do we say when we lay out graves in straight lines? Life is not lived that way. Do the living require that token orderliness to feel good about the passing? Does the order help visitors find their loved ones? Does it make maintenance easier? Near the cemetery borders, or near a stream, or on rugged land, the graves are in clusters or groups.

PHOTOS THIS PAGE: MALCOLM LUBLINER

Having been to other graveyards, including several military cemeteries, that offer a sameness of monuments and headstones, I took pleasure in the eclectic mix in these four. Creativity and thought went into the making of grave markers. Many markers are round or oval in shape, there are various styles of obelisks, columns, columns topped with figurines or designs, thin rectangular slabs squared or rounded at the top, and the more common thick slabs of granite atop solid plinths. There are not many crosses, even though the inhabitants' ancestry was predominantly Christian.

The people laid to rest here came from numerous places. In one cemetery all the names are Russian; in others many European countries are represented. The Italians and Portuguese who settled along this coast were farmers, dairymen, and fishermen. They rest in the southernmost cemetery. The Scotch, Irish, English, and Scandinavians to the north also farmed, but many worked as lumbermen. I searched through all four graveyards for someone born in the 1700s, but the oldest birthdate I found was 1801.

The Russian cemetery has a wall with onion-dome turrets, a rusted iron gate, and trees all around. Trees—ranging from riparian corridor species to eucalyptus to Monterey pine and redwood—also border the other three. Whatever is found at each location seems to be right for that particular spot. Things fit.

Wandering here, I experienced a sense of loss. An inordinate number of children are buried here. The loss of young children had to have been tremendously painful for parents who had traveled about as far as you could go in the America of that time. In one spot, five young children of one family are buried side by side.

I am sure there were good days and good times for these people. They must have had a tremendous sense of accomplishment just arriving at these destinations. They had made a long, hard passage to a new life, and they must have given thanks for a journey successfully completed.

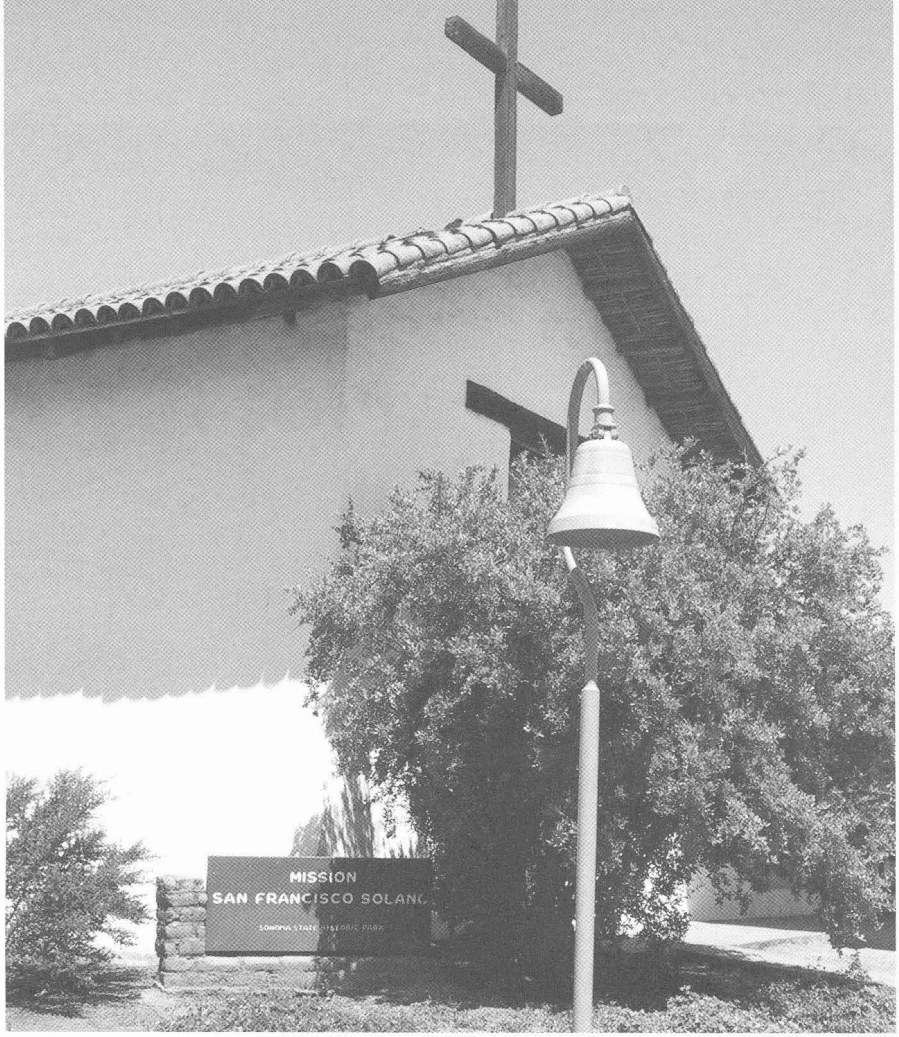
I thought of all this, stopping here 30 years ago, when I also thought of Vietnam and my own return journey home. Death was part of these people's lives. They needed the formalities of spiritual passage. Their customs required them to establish cemeteries as final physical resting places. They ensured a certain respect and meaning for the lives represented and remembered here.

MALCOLM LUBLINER

RICHARD RETECKI

I still seek these locations as places to rest or to hide from the elements. They have always been places where I knew I could contemplate and relax. They are places where it is possible to observe the outside world and imagine what will come next. You can hear the wind in the trees, watch shadows move, feel the sun's warmth on stone, huddle during a damp fog-drip night, and, in one of the four, hear the surf pound endlessly. For these and other reasons, I will continue to return to each of them. ■

Richard Retecki is a Coastal Conservancy project analyst.



ANNE CANRIGHT

Mission Indians REMEMBERED

ANNE CANRIGHT

WALKING THROUGH the cool green plaza in downtown Sonoma, heading toward the simple white-washed buildings of the 21st, and last, mission in the chain of California missions, I felt my steps drawn by three slabs of polished gray rock propped atop long adobe bricks, facing First Street on an otherwise featureless side of the old church. I heeded this magnetic pull, and found the following inscription: "In this sacred ground lie buried men, women, and children of the local Coast Miwok, Patwin, Wappo, and Pomo tribes. They built, labored, and died at Mission San Francisco Solano." Below this statement was carved name after name: Liberata, Neofita, and Beatran; Cuccufata, Teofilo, and Juan Soneto; Gaudiosa, Venancio, and Cipriana. Eight hundred thirty-seven names, all gleaned from records of baptisms and deaths that occurred at this mission some 160 to 180 years ago. The Christian names of ancestors of Native American people living today.

The monument, I later learned, looks out over one of two now-paved-over burial grounds, where the individuals named on the plaques are interred in mass graves. No physical evidence of the cemeteries exists any longer: one is covered by First Street, and the location of the second is largely the educated guess of archeologists. Yet now this beautiful marker, made of granite quarried in Clovis, California, can convey some of the truth of this overlooked aspect of California's past.

The Sonoma Mission Indian Memorial is the only monument in the state to officially commemorate the legacy of the Native Californians who built the missions. Like many commemorative projects, it had numerous forces driving it. Native Americans came together with California State Parks officials; donors and artists contributed funds, materials, and talent. Dreams of reconciliation and closure coalesced with anger at the continued misrepresentation of Mission Indians throughout the state.

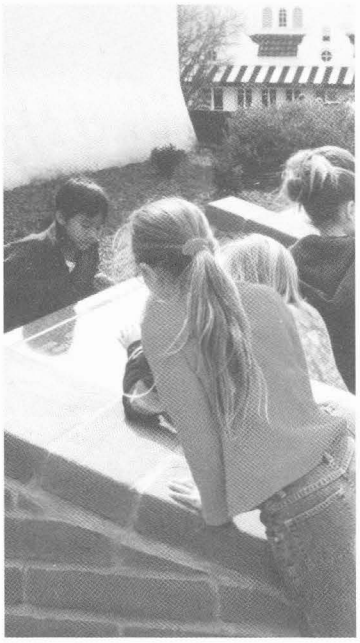
A major player in this story was Edward Castillo, a Cahuilla-Luiseño Indian and a Native American Studies professor at Sonoma State University. For years he had researched and written about the impacts of the mission system on Native Californians. Then one day his fourth-grade daughter came home from a visit to the Sonoma mission and told him what she had learned. "She didn't make the connection that Indians built these missions," he said, believing instead that the padres had done all the work. He was dismayed, of course, yet at the same time he saw the lack of sound instruction as a challenge: something had to be done to honor the people who really had built the missions, and in particular the 78,000 Native Californians, almost all victims of European diseases, buried in unmarked mission graves statewide.

A visit to the Vietnam Memorial in Washington, D.C., inspired Castillo to create a memorial in which those Indians were actually named: were again given identity as human beings. In speeches and presentations, he began to promote the idea that such a memorial might be built in Sacramento.

In 1993 E. Breck Parkman, an archeologist with State Parks, heard Castillo on the radio. Parkman had recently moved his office to Sonoma, directly across from the mission,

and the fact that hundreds of Indians were buried under the adjacent roadway had been brought to his attention. He had been thinking of an interpretive panel on Native Californians' contributions, but Castillo's idea sounded more potent. Although Sonoma wasn't the place for a statewide memorial, it might be the perfect site for a monument honoring local Mission Indians.

And so the two of them, together with a fistful of other interested individuals, got to work. In 1996 the nonprofit Sonoma Mission Indian Memorial Fund (SMIMF) was established to raise $35,000 for design, construction, and landscaping. In the meantime, Castillo and a student began to search the mission registers for the names of the Indians buried there between 1824, when this northernmost of the 21 California missions was founded, and 1839, five years after secularization. They found 896 names, some 25 percent of which were those of children. Many of those named on the plaques had two other names, one given at birth, and known only to family and close friends, and a public name, given later, often in a village ceremony. As Mission Indians they also had a Christian name, given at baptism. When the memorial was being designed, some elders were uneasy. "In this area of the world, in Native communities, there was, and still is, an avoidance of the name of the dead," explained Parkman. It was eventually decided that the Christian names could be inscribed. They were unable to decipher all the names, and decided to exclude names of *Californios* (Spanish and Mexican colonists), so only 837 individuals are represented on the plaques.



BOB SKELTON, COURTESY CALIFORNIA STATE PARKS

On May 10, 1997, SMIMF sponsored a memorial service and reception, dedicating the grounds and providing prayers and going-home songs. The all-important fundraising continued, and design of the monument by a local architect, Adrian Martinez, commenced.

Parkman noted that not everyone in the community was happy with the idea of a memorial: some were afraid that the Indians might get "stirred up," or that the monument might be somehow "anti-Church" (since the memorial effort coincided with the increasingly polarized drive to canonize Junípero Serra). In the end, however, everyone came together—and there was no better demonstration of this, Parkman felt, than the March 1999 dedication of the memorial itself, when individuals ranging from SMIMF vice-chair Lanny Pinola (Kashaya Pomo-Coast Miwok) to Roman Catholic Bishop B. Patrick Ziemann of the Santa Rosa Diocese rose to speak.

Reconciliation and forgiveness were strong themes, as was recognition and memory of men and women who toiled in mission fields and labored to build the historic buildings that we see today. Participant Dennis Barela (Kashia Pomo-Coast Miwok) perhaps said it best: "It's easy to forget they loved life like us. . . . They had the same needs, goals, and right to happiness as we did. Sometimes they were successful and sometimes not. They were like us. They can teach us about life and our connection to the land. . . . Bones have a memory. The earth has a memory. Every living thing that disintegrates into it adds to that memory."

The names of the 203 children (indicated with asterisks on the plaques) were read out loud by 23 community members. As the reading commenced and as it ended, the mission bell tolled. The dedication proper, which consisted of speeches and a prayer song led by Lanny Pinola, was followed by dancing and singing and Plains-style drumming.

As the crowd dispersed, 24 people, mostly Indians, gathered at the memorial, which by now was bedecked with offerings of angelica, acorns, juniper, sage, sweet grass, and flowers. To commemorate the "abused, forsaken, misappropriated, forgotten, and lied to," Dennis Barela offered another prayer song.

In the three years since the dedication, Parkman said, "every day when I'd come out of my office I'd look right down on this monument. And there's not a time except during rainstorms when there's not someone leaning over, looking at it." He hopes that it will become a destination in its own right—perhaps not nudging out the local vineyards in popularity, but certainly providing a better understanding of the crucial, living role Native Americans played in Spanish and Mexican California. ■

ANNE CANRIGHT

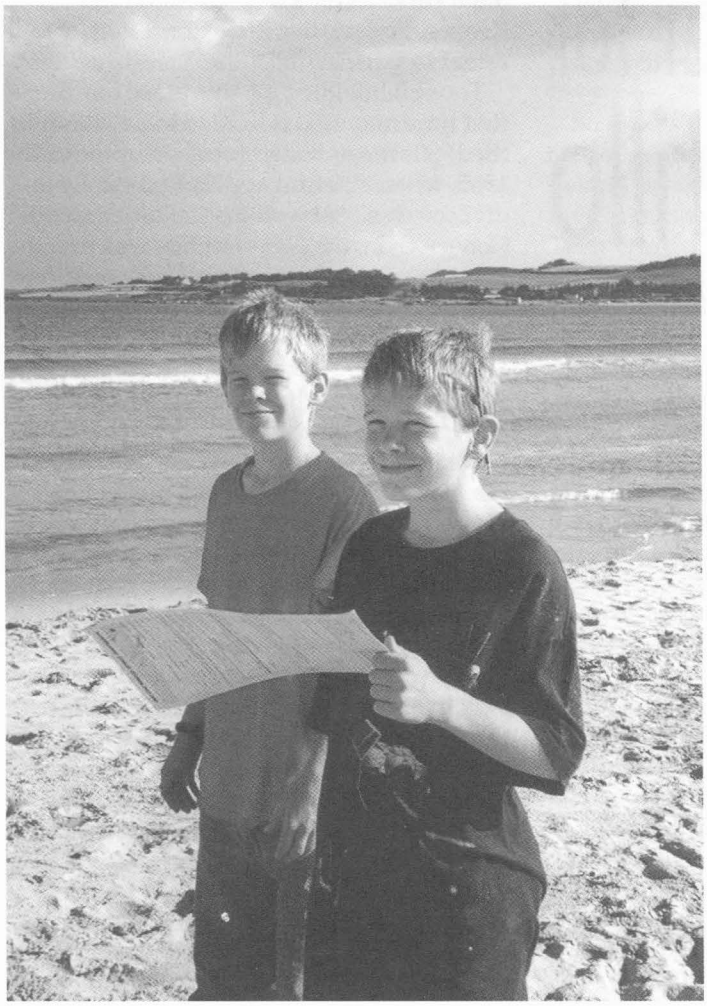
COASTAL CLEANUPS AROUND THE WORLD

PHOTOS COURTESY THE OCEAN CONSERVANCY

Right: An Indonesian high school diving club helped clean up a beach.

Below: Bagpipers urged beach cleaners on in the United Arab Emirates.

ON SATURDAY September 21, between 9 a.m. and noon, Californians will once again fan out along beaches, bays, and rivers to gather trash and debris. At roughly the same time, coastal people around the world will be doing likewise, all participating in the International Coastal Cleanup. This annual planet-wide event has engaged more than 4.5 million people in 118 countries in the past 17 years, according to its sponsor, the Ocean Conservancy.



Left: Young Norwegians with cleanup checklist

Below: Instructing Brazilian children about beach litter

Bottom: Divers in the United Kingdom

The amount of litter and debris on beaches has decreased over the past five years, perhaps because awareness of the problem has grown, according to the Ocean Conservancy. Most of the trash littering shorelines comes from people—and most ocean pollution comes from land. The ocean recognizes no borders, so a common effort yields benefits from shore to shore.

In California, the Coastal Cleanup has been happening annually for 17 years, sponsored by the California Coastal Commission and the Ocean Conservancy. The Coastal Commission also sponsors an annual Ocean Day Kid's Cleanup in May.

For more information contact: the Coastal Commission at (800) COAST-4U or www.coastal.ca.gov, or the Ocean Conservancy at (800) 262-BEACH or www.oceanconservancy.org.

Another opportunity to help with cleanup, trail work, and habitat restoration comes on Saturday, September 28, with National Public Lands Day, sponsored by the National Environmental Education and Training Foundation: (800) Vol-Teer or www.npld.com. ■

New Chapter for Point Cabrillo

JULIA MCIVER

IN JUNE, THE Coastal Conservancy transferred ownership of the Point Cabrillo Light Station and Preserve to the State Parks Department, thus completing a landmark project crafted over two decades. Since the Preserve was created, it has evolved into a model of cooperative land management, in which a state agency and a citizens' group work together to protect natural and historic resources and provide public access.

Situated on an open coastal terrace and rocky promontory just north of the town of Mendocino, the Preserve has been managed for the past nine years by the North Coast Interpretive Association (NCIA), a nonprofit organization formed to help the Conservancy as steward of this public property.

In partnership with the Conservancy, the NCIA has opened Point Cabrillo to the public, accomplished extensive historic restoration, and established conservation and public education programs, assisted greatly by local volunteers. The same group will continue to manage the Preserve for State Parks as the Point Cabrillo Light Keepers Association. The Conservancy will remain a partner.

BRUCE LEWIS

Those who now visit this place for the first time may find it hard to believe that in the 1980s it was slated for development. In 1985, when a permit application for a subdivision was filed with the California Coastal Commission, the Conservancy was urged to try to protect the site's unique combination of resources for habitat, history, and public recreation.

Taking up the challenge, the Conservancy bought the headland, piece by piece. Between 1988 and 1994, it assembled eight parcels and the Light Station, a total of 300 acres, intending to pass them on to State Parks. The acquisition process included an unprecedented property exchange: to acquire the 30-acre Light Station, which includes the Lighthouse, three keeper's houses, and other historic structures, the Conservancy arranged to have seven homes built in Fort Bragg. These enabled the Coast Guard to provide permanent and expanded housing for its Noyo Harbor station's married crew, who had been quartered at the Light Station, thus securing a continued presence in this North Coast community.

By 1993, the site was ready for transfer, but State Parks was in a budget squeeze and was unable to repay the Conservancy's acquisition costs or assume management responsibility. So the NCIA was formed and became the Preserve manager.

All the buildings and the land needed attention. Paint was peeling, roofs were deteriorating. The original third-order Fresnel lens, which had shone 15 miles out to sea since 1908, had been decommissioned years before. The survival of native plants was threatened by invasive species.

With the help of the NCIA, its volunteers, and the Conservancy's financial and technical assistance, the Preserve has been open to the public since 1993 (daily, sunrise to sundown). The Lighthouse has been restored, along with the oil house, pumphouse, and carpenter shop and smithy; their brightly painted new roofs shine candy-apple red in the Mendocino sun.

The beautifully crafted Fresnel lens has not only been restored; in an extremely rare event it was reinstated as the Coast Guard's primary aid to navigation. Volunteer Light Keepers, as members of the Coast Guard Auxiliary, assist the Coast Guard in maintaining the lens, giving the prisms and the bronze a weekly dusting and polish, cleaning the motor that turns it, and keeping the diamond panes of the lantern clear.

"We have a deep, abiding love for our light and it shows every time we get to share it with visitors," said Ginny Rorby of her service as NCIA president. "I wouldn't trade these last four years for anything."

Volunteers have removed invasive plants and taken steps to protect wildlife. Schoolchildren now flock to Point Cabrillo on a regular basis, while hikers, birders, artists, and photographers come to observe and explore. Thousands of visitors arrive each March for the annual Whale Festival, when gray whales are moving north with their calves. Increasing numbers of visitors enjoy the serenity and tranquility of the place.

Now that a new chapter in the Point Cabrillo story has begun with the transfer to State Parks, more restoration is in the works. With $4 million in Proposition 12 funds recently obtained, restoration of the Light Station is expected to be completed within the next four years. The Conservancy will administer these funds.

"I'm thrilled to be working with the folks at Point Cabrillo," said Greg Picard, Mendocino District Supervisor for State Parks. "I haven't found a group of more dedicated people, or a group more devoted to their project, in over 29 years with State Parks. Everyone's working on the same page."

So what's the secret of this management model's success? Volunteers experience delight in taking responsibility for a place they love, on behalf of a wider community. Their creative contributions are welcome. The Conservancy has maintained oversight while supporting local stewardship.

Mary Ellen Hill, who has been a leader in developing the Preserve's marine life exhibits, reports satisfaction in "being able to do something important for the public as well as wildlife." Her work has been appreciated, and her reward has been "an incredible experience," she said.

So come and visit, watch as the barn is rebuilt, the lightkeeper's houses are restored, and a museum is created—that's just part of what's ahead. ■

Julia McIver was the Coastal Conservancy's project manager for Point Cabrillo from 1993 to 2001. She is now on the Point Cabrillo Light Keepers Association's board of directors.

International Year of Ecotourism

WILDLIFE FESTIVALS

along the coast and upstream in coastal watersheds through October

Modoc Migratory Bird Festival, September 14, Modoc National Wildlife Refuge, Alturas; (530) 233-3572 or www.r1.fws.gov/modoc. This family-oriented event also has appeal for serious birders. See ducks, geese, sandhill cranes, pelicans, and other migratory species.

Oroville Salmon Festival, September 28, Feather River Nature Center and Feather River Fish Hatchery, Oroville; (800) 655-4653 or www.oroville-city.com/chamber. Through an underwater viewing window, watch salmon climb a fish ladder in their upstream migration. Tours and spawning demonstrations.

Shark Festival and Sanctuary Celebration, September 28, Santa Cruz Wharf, Santa Cruz; (831) 420-5273 or www.santacruzwharf.com. Learn about sharks from experts through presentations and exhibits.

Kokanee Salmon Festival, October 5–6, Taylor Creek Visitor Center, South Lake Tahoe; (530) 573-2674 or http://tahoe.ceres.ca.gov/taylor_creek.html. Includes a hike down Rainbow Trail to watch salmon spawning in Taylor Creek.

Lodi Salmon Festival, October 12, Lodi Lake, Lodi; (209) 333-6742 or www.lodi.gov. This celebration of the return of the salmon includes a Native American Powwow.

American River Salmon Festival, October 12–13, Nimbus Hatchery, Lake Natoma, American River Parkway, Rancho Cordova; (916) 361-8700 or www.salmonfestival.net. Boat, raft, canoe, and kayak tours; speakers, storytellers and skits; clinics, demonstrations, children's activities.

Welcome Back Monarch Festival, October 13, Natural Bridges State Beach, Santa Cruz; (800) 423-4609 or www.santacruzca.org. Learn about the incredible monarch migration and the importance of this prime resting area.

Return of the Salmon Festival, October 20 at Anderson River Park, Anderson; (530) 225-2300 or http://krcrtv.com/return_of_the_salmon_festival.htm. Celebrate the return of Chinook salmon to spawn in Battle Creek. Salmon viewing, tours, programs, children's activities.

Sandhill Crane Festival, November 8–11, Hutchins Street Square, Lodi; (209) 367-7840 or www.lodichamber.com. View the state's largest concentration of greater sandhill cranes and more than 100 other bird species. Tours, workshops, exhibits, events for children.

The Watchable Wildlife, Inc. web site: www.watchablewildlife.org has a lot of useful information, including two brochures, "California Wildlife Festivals 2001–02" (see Wildlife News) and "A Guide to Ultimate Wildlife Watching" (see Publications) that can be downloaded as PDF files, or call (916) 440-0282 to request copies.

JEWEL OF OXNARD *continued from page 6*

The Edison-Occidental purchase agreement had a number of conditions that released and indemnified Edison from any liability, going so far as to protect Edison at other sites, if hazardous materials taken to a disposal site were identified as having come directly from the property.

This was a cliffhanger. The Conservancy's counsel, Marcia Grimm, was able to show that its insurance policy covered all possible risks. Moreover, the county supervisors and the City offered critical support: they would back up the Conservancy on the liability provisions. Chairman Flynn offered to call a special meeting to get the Board of Supervisors to issue a formal resolution.

In the end, the Conservancy unanimously approved the purchase. At the ensuing special meeting, Ventura supervisors voted unanimously to support the purchase. That resolution was carried to the Public Works Board meeting in Sacramento. The Board also approved the deal. On May 31, the purchase agreement was signed.

Polishing the Jewel

"NOW WE NEED to complete the vision," said Peter Brand. "The area that looks like a dirt parking lot, the former tank farm, will be returned to coastal wetlands, but that's just the beginning." The Conservancy hopes to add about 500 acres to the newly acquired 265-acre property by buying and restoring filled wetlands that are available for purchase. This would improve survival prospects for the snowy plover, least tern, and other species. "We have the opportunity here to reestablish surrounding dunes and grasslands and to bring back the edge-dependent species and predator/prey dynamic that assures a self-sustaining ecosystem," said Brand. In time, a National Wildlife Refuge might be created, joining Ormond Beach and Mugu Lagoon.

Local advocates hope that an interpretive center can be built and a docent program created. Waiya looks forward to participating. The Wishtoyo Foundation, which he founded, seeks to preserve Chumash culture and link it to current issues. "This is the home of the future," he said, "and the key lies in the past." (*Wishtoyo* means "bridge." Legend has it that the Chumash people crossed from *Limuw,* now Santa Cruz Island, to the mainland on a rainbow bridge. Their ancestral lands extend from *Humaliwu,* now Malibu, to *Pismu,* now Point Conception.)

Supervisor Flynn, whose district is "80 percent non-Anglo" has observed that environmental activism has become much more inclusive than it was in the 1970s, drawing in "people from all walks of life." The relationship between healthy marshes, public health, and quality of life is much better understood "by the general population and elected people." To promote a future that takes into account the well-being of everyone in the county's increasingly diverse population, Flynn is establishing a countywide Vision Committee, which he expects will start meeting in November.

Local people who were involved in the battle for Ormond Beach are standing taller now and looking at larger possibilities. They see what can be done by people like themselves, citizens without a lot of money or special access to political leaders. Roma Armbrust still hasn't had much time to sit on the beach with her books. She's still a teacher, and her experience is in demand. She can tell a story that carries a lesson, as do Native American and other legends. It shows how in conservation, as in the martial arts, preparation and timing are critical; and how—with a lot of work, imagination, and courage, plus a little bit of luck—a movement started by a few determined people can shape their community's future. ■

JAMES GLOVER

Summertime Reflections

SUMMER IS A FINE TIME to kick back, lie on the beach, and think about where you've been and where you're going.

If you're looking for a good beach, check out Malibu's first new public beach in 18 years—Lechuza Beach, a few miles west of Point Dume. After an 11-year effort, in May the Coastal Conservancy was finally able to complete the purchase of this wide, sandy beach for public use and enjoyment.

As with many of the Conservancy's long-term projects, this one went through many fits and starts over the years, as the former owner pursued plans to develop the beach for private residences. Working closely with the local community, the Conservancy kept its eyes on the goal and finally arranged acceptable terms for the property's purchase. The price wasn't cheap—over $9 million—but the growing population of southern California now has a new place to seek relief from the stresses of urban life, play in the surf, and enjoy the warm sand and sunshine for which Malibu is famous.

On the north coast, a fine place to reflect on California's history and the spectacular beauty of its coast is at Point Cabrillo (see p. 30), a few miles north of the town of Mendocino. The coast may be more rugged here than in Malibu, but the experience is every bit as satisfying. Wind-swept bluffs overlook crashing surf, seals lounge on offshore rocks, whales parade by from December through May, and a lighthouse keeps vigil on a rocky promontory, as it has been doing for almost a century.

The Conservancy has been involved with Point Cabrillo since 1978, the year after the agency was formed. A deteriorating Coast Guard light station on a spectacular rocky headland adjacent to privately owned lands was extremely vulnerable to residential development. Between 1988 and 1991, with strong support from the local community, the Conservancy acquired the property in several pieces and began to restore the light station's historic buildings and the headland's rich native habitat. Working closely with the community, the Conservancy developed plans for the property to become a California State Park. Point Cabrillo Light Station was transferred to State Parks last May, after 24 years of Conservancy work to ensure the future of this treasure.

Lechuza Beach and Point Cabrillo were complicated projects that took many years to complete. Looking ahead, the Conservancy has recently taken on several new and even more complicated challenges, including two huge wetland preservation efforts, one on San Francisco Bay, the other in Ventura County.

In June, federal and state agencies reached a preliminary agreement to purchase 16,500 acres of salt ponds from Cargill Inc. to add to south San Francisco Bay's wildlife habitat. The purchase price is $100 million, and it is estimated that the ponds' restoration will take 20–100 years. This restoration should allow one or more species to be removed from the federal and state endangered species lists, bring bird populations up to levels not seen since the Gold Rush, and provide people with many square miles of natural lands to enjoy and explore. The Conservancy will coordinate the restoration planning process, which is expected to take five years.

Also in June, the Conservancy purchased from Southern California Edison 265 acres of dunes and wetlands along two miles of shoreline in Oxnard. The Ormond Beach property is at the center of a historic chain of wetlands that once stretched for nine miles along the coast. Much of it could be restored for the benefit of several endangered plants and animals, over 200 species of birds, and many other varieties of wildlife. The purchase of Ormond Beach is round one of a landscape-sized project that will take decades to finish.

From projects like Lechuza Beach and Point Cabrillo, we know that persistence and hard work pay off. We are willing and eager to embark on other, much more difficult projects that may not be completed in our lifetimes, or even our children's lifetimes. Ormond Beach and the Cargill Salt ponds are truly enormous efforts—restoration and habitat conservation on a regional or landscape level.

But right now it's summertime, a good time to lie on the beach and appreciate the wonders of California's coast. We will spend the rest of this summer preparing for the next 20 years of restoration, dreaming of the coastline our grandchildren will inherit. ■

—Sam Schuchat

NORMAN HAYNIE

Above: Lechuza Beach is Malibu's first new public beach in 18 years.

COASTAL CONSERVANCY NEWS

WHERE THE COASTAL CONSERVANCY'S PROPOSITION 12 MONEY IS GOING

WHEN VOTERS APPROVED Proposition 12 two years ago, they enabled the Coastal Conservancy, in partnership with other agencies and nonprofit organizations, to undertake major projects along the coast and San Francisco Bay for people and wildlife. The Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000 provided $2.1 billion, of which $250.4 million went to the Conservancy. Unless otherwise noted, all the diverse projects described below, approved between April and June, were funded with Proposition 12 money.

POINT ST. GEORGE PROTECTED

POINT ST. GEORGE, JUST NORTH of Crescent City, is the site of the earliest known human habitation along the northern California–southern Oregon coast. Among artifacts found—some dating to 310 B.C.—are bone needles, stone net-sinkers, and charcoal from hearths. The Tolowa people and their ancestors have lived in this area for centuries.

From the steep bluffs, several trails lead down to sandy beaches. Blufftop meadows, wetlands, and nearby forests are home to abundant birds and wildlife, including mountain beaver, river otter, and the threatened Oregon silverspot butterfly. In spring, flocks of Aleutian Canada geese roost on offshore rocks during their northward migration, while human visitors flock in for the Aleutian Goose Festival.

Although the Conservancy has been interested in protecting Point St. George for over 10 years, and has conducted several studies to detail its natural resources, the owners were not willing to sell until last year, when they approached the agency. In June, the Conservancy approved up to $1.5 million to Del Norte County toward the purchase of 339 acres for $3 million. The Wildlife Conservation Board is expected to contribute $1.25 million, and the Smith River Rancheria $500,000. Using $50,000 of the Conservancy's funding, the County will prepare a management plan, working with Tolowa people of the Smith River and Elk Valley Rancherias and other groups.

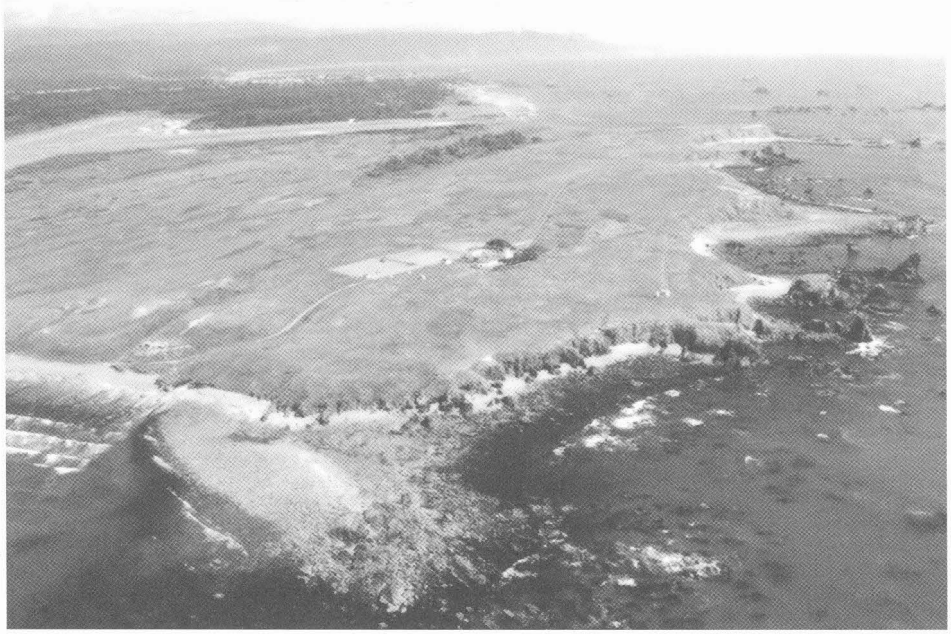
In addition to protecting grasslands, wetlands, and three miles of beaches, the purchase of Point St. George will allow the County to upgrade Crescent City Airport. It will enable the airport to expand runways, retain its commercial status, and comply with requirements for modern commuter jets by providing 60 acres on its east side as a buffer area, as required by the Federal Aviation Administration.

NEW ON EUREKA'S WATERFRONT

EUREKA'S WATERFRONT REVIVAL moved another step forward in June, when the Conservancy approved $1.5 million to help the City build a commercial fishing dock, two walkways, and a pedestrian plaza. These improvements will not only open more of the bayfront for public enjoyment, they will also support commercial fishermen and allow for direct dock-to-table sales.

The new 40-foot-wide fishing dock will run for 420 feet along the waterfront westerly from C Street, and will allow up to three fishing vessels to unload while providing room for a public walkway. It will be part of a larger Fishermen's Terminal project, which will eventually include a fish buying and distribution center where the public will be able to buy directly from fishermen. A pedestrian plaza will be built at the foot of the dock, with space for farmers' markets, live music, and other activities. The plaza will be the heart of a city redevelopment project, Seaport Village Square, with commercial space and residential units.

The new dock will allow the public to walk along the water beyond the popular boardwalk, built with the help of Conservancy funds and opened last



F.L. HISER JR.

Left: Point St. George, with its two miles of coastline, will eventually be traversed by the California Coastal Trail.

GARY BOUGHTON

Left: Overlooking the Eureka boardwalk

year, which runs from F Street to C Street. A tree-lined walkway at F Street links the boardwalk with Old Town. A second walkway will be built at C Street.

These projects counter the effects of a long-term decline in the city's resource-based industries. Many structures along Humboldt Bay have been abandoned and have deterioriated, and most of the city's five-mile waterfront has been inaccessible. Construction of the fishing dock and walkways is expected to begin in early 2003 and be completed within a year. Additional contributions to these projects include $1.3 million from the Eureka Redevelopment Agency, $500,000 from California State Parks, and $700,000 in federal funds. Part of the Conservancy's funding is available through Proposition 12.

NORTH COAST RANCH PROTECTED BY EASEMENT

THE 3,600-ACRE HOWE CREEK Ranch, in Humboldt County, is likely to become a model for north coast family ranchers who want to improve the viability of their operations while keeping natural resources on their lands sustainable and intact.

Steve Hackett grew up on the ranch, which has been in the family for five generations, and now manages it, running cattle and harvesting timber on its rolling hills. Like many ranchers, however, he has been financially unable to invest in improvements that would lead to long-term sustainability (see *Coast & Ocean*, Winter 2000–01).

The ranch lies eight miles from the ocean, in the Eel River watershed. Its 13 miles of healthy streams provide habitat for coho and Chinook salmon and steelhead; almost 2,000 acres of forest sustains wild mammals including bears and mountain lions. It has 1,500 acres of grassland and coastal scrub. Birds on the land include the northern spotted owl and bald eagle.

The Hackett family decided to sell a conservation easement over the property to the Pacific Forest Trust (PFT), at $1.25 million less than its appraised value. In June the Conservancy approved $1.15 million to PFT for this purchase. The state Wildlife Conservation Board has approved $911,000.

The owners are donating an endowment to PFT to enable it to monitor the easement and help develop conservation-oriented timber harvest plans and other restoration and preservation efforts.

The ranch and the surrounding region were extensively logged, particularly during the first half of the 20th century, when much of the old-growth forest was lost. The family's primary objective is to protect the property's ecological values while maintaining an economically viable ranching and timber operation, restricting timber harvesting to allow the forests to recover.

Conservation easements are deed restrictions landowners voluntarily place on their properties to protect resources such as productive farmland, wildlife habitat, or scenic views. The nonprofit PFT (www.pacificforest.org) worked closely with the Hacketts on the terms of the easement.

Other landowners in the region have expressed an interest in similar easements. A large-scale conservation effort within the Eel River watershed could help sustain ranching operations and protect salmonid resources.

MATTOLE FOREST PROTECTED

TO PROTECT OLD-GROWTH trees and fill a gap between two parts of Sinkyone Wilderness State Park, the Conservancy approved $1,231,000 in April to enable the North-coast Regional Land Trust to buy 320 acres of forest land at the top of the Mattole River watershed. The property lies across the Humboldt-Mendocino County border on Baker Creek, about four miles from the coast. The land trust intends to convey it to State Parks. Included in the acquisition is land owned by Sanctuary Forest, Inc. and Barnum Timber Company, Inc. Sanctuary Forest will provide about $154,000 toward the purchase cost, estimated at $1,385,000.

The Mattole River's anadromous fish habitat has been damaged by sediment washed from deforested slopes and roadcuts. The river's lower channel, which was deep and meandering before logging in the upper watershed, is now shallow and braided, with seasonal warm water that can be lethal to young salmon. The acquisition of the headwaters properties for conservation ensures that tree cover can be maintained to protect water quality and manage sediment runoff to prevent it from building up in river channels and suffocating eggs of spawning steelhead and salmon. The protected multi-storied forest cover will also help to keep water at the cool temperatures these fish require.

SANTA ROSA TRAIL EXTENDED

SONOMA COUNTY WILL extend the Joe Rodota section of the West County Regional Trail into downtown Santa Rosa with the help of $250,000 approved by the Conservancy in April. The trail runs along an abandoned railroad right-of-way parallel to Highway 12.

MARIN FARM PROTECTED

THE MARIN AGRICULTURAL Land Trust (MALT) has protected another 1,310 acres for farming and habitat with the purchase of a

conservation easement over the Barboni ranch, located between Novato and Petaluma in an area that is highly desirable for estate homes. With this $2 million purchase, completed in June, MALT has protected almost 32,000 acres on 47 family farms and ranches in the past 22 years. The Conservancy has provided almost $3 million to MALT during that time, contributing $905,000 toward this purchase.

The easement allows continued agricultural use and protects soil and water while preventing non-farm development. The Barboni family will use the proceeds to complete the purchase of a 448-acre parcel that was part of the family's original holdings and will be included in the area covered by the easement. The ranch lies on the southeastern edge of the Walker Creek watershed. About two-thirds of the land is pasture, the rest is steep and densely wooded with madrone, pine, and oak.

LAS TRAMPAS PRESERVE TO GROW

THE EAST BAY REGIONAL PARK District will add a 196-acre ranch to Las Trampas Regional Preserve, using $438,750 approved by the Conservancy in June, matched by its own funds. The ranch in the San Ramon Valley includes oak woodlands, chaparral-covered hillsides, several small ponds, and over half a mile of Bollinger Creek. The central feature is 1,754-foot-high Rocky Ridge, which offers views of the Diablo ridgelands and the San Francisco Bay Area. The Mueller family has owned the property since the 1930s and has offered to sell it to the park district for almost $400,000 below its appraised value.

BUTANO STATE PARK TO GROW

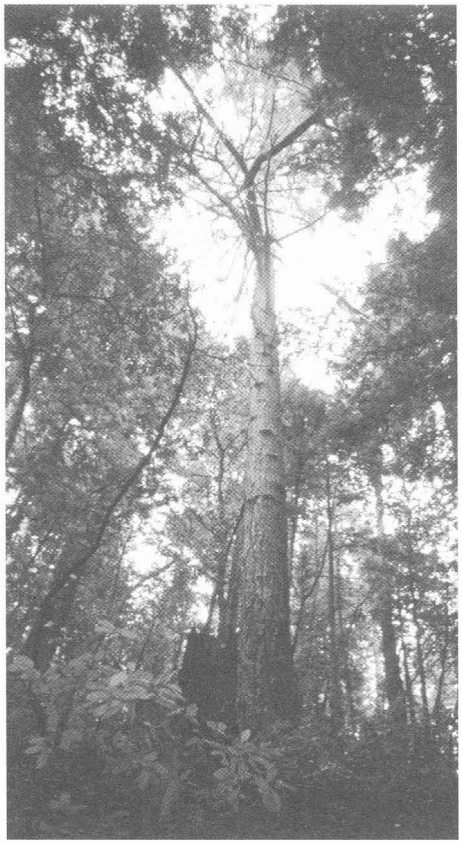
SAVE-THE-REDWOODS LEAGUE has purchased an 80-acre timberland near Butano State Park in San Mateo County. The property includes about 30 acres of old-growth forest that may be habitat for the endangered marbled murrelet, a robin-sized seabird that nests in old-growth coniferous forests along the coast.

The University of California had owned the land since the 1860s, and its Board of Regents recently directed that it be offered for sale to a nonprofit conservation organization. If such a deal could not be worked out, however, the property would have been placed on the open market, exposing it to purchase by timber interests. The League met the $720,000 price with the help of two $180,000 grants from the Conservancy, one reimbursable, to be repaid in three years. The League proposes to transfer the property to California State Parks for inclusion in Butano State Park.

DOWNTOWN SAN JOSE PARK

GUADALUPE RIVER PARK, IN downtown San Jose, will get $1.7 million from the Conservancy for multi-use trails, an irrigation system, signs, educational panels, benches, picnic tables, and other furnishings. The park is being created within a flood-control project. Parts of it have already been built and are heavily used, the rest is to be completed in 2004. Extending 2.6 miles along the west side of downtown between highways 880 and 280, the park is expected to be used by more than 1.3 million people a year. The new 12-foot-wide trails will be integrated with the city's regional trails network, and ultimately will connect to the San Francisco Bay Trail to the north and the Bay Area Ridge Trail to the south.

The Army Corps of Engineers has been working on flood problems along the Guadalupe River since 1941. In 1985 a park was incorporated into the project's design. Construction began in 1992 but stopped in 1996, partly because of new requirements to protect central coast steelhead trout and fall-run Chinook salmon. The Corps and the City completed a revised project plan in February 2001, and construction has since resumed. The San Jose Redevelopment Agency is providing $6 million toward the total cost of the park's development, estimated at over $8 million. The Metropolitan Transportation Commission will provide over $500,000.



SAVE-THE-REDWOODS LEAGUE

Right: Tall trees on land that will be added to Butano State Park

PROTECTION FOR GAVIOTA COAST RANCHES

THE TRUST FOR PUBLIC LAND (TPL) has secured funding for the purchase of 2,500 acres of El Capitan Ranch, nine miles west of Goleta. The purchase will preserve scenic open space and wildlife habitat, and will allow for 11 miles of public trails, stretching from El Capitan State Beach to Los Padres National Forest. TPL will convey the property to State Parks, to be added to El Capitan State Beach. The purchase price is $9.5 million, $2.5 million less than the appraised value. The Conservancy has contributed $3 million, State Parks will contribute $5 million, a state transportation grant is expected to provide $1 million, and TPL has raised the remaining $500,000. The ranch owners will retain 600 acres but will donate a conservation easement to the Land Trust for Santa Barbara County to limit development potential.

In another action on the Gaviota Coast, the Conservancy approved $200,000 to the Land Trust for purchase of conservation easements on the 745-acre La Paloma Ranch and another property of six acres north of Refugio State Beach, both owned by the Hvolbøll family. The family has operated La Paloma Ranch since 1866, growing walnuts and avocados and raising cattle. It will sell the easements for $1.2 million, donating nearly one-fourth of their value. Santa Barbara County and the State Resources Agency will contribute most of the cost of the easement.

SAN LUIS OBISPO CREEK WORK

FOR THE PAST SEVERAL YEARS, the Land Conservancy of San Luis Obispo County has taken the lead in coordinating over 30 riparian and steelhead restoration projects in the San Luis Obispo Creek watershed, including the removal or modification of nine instream barriers to steelhead migration. These projects were funded with $2 million provided through the Avila Beach Trustee Council, which was established to administer settlement funds from the 1992 Avila Beach Oil Spill.

In June the Coastal Conservancy approved $750,000 to the Land Conservancy to buy Creekside Farms, an 80-acre property with nearly a mile of high quality steelhead habitat along lower San Luis Obispo Creek. In addition to protecting and enhancing this habitat, the Land Conservancy intends to preserve agricultural values by leasing apple and cherry orchards on the property to the previous owner for continued production. Proceeds from the lease will fund restoration efforts, including removal of cape ivy that is spreading along the stream.

NEW SAND FOR GOLETA BEACH

SAND WILL BE PUMPED ASHORE in November at Goleta Beach to prevent further beach erosion and wave damage. The Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) will dredge 250,000 cubic yards of sand from one mile offshore and deposit it on this beach, which is next to the campus of the University of California at Santa Barbara. Some sand is expected to drift downcoast, nourishing other beaches. To fund the project, the Coastal Conservancy approved $1.4 million in April. The Department of Boating and Waterways will contribute $650,000.

Based largely on a study funded by the Conservancy last year, BEACON has determined that pumping sand from offshore directly to the beach would be most effective at this site, and would have fewer potential side-effects than an alternative beach nourishment method recently used successfully in northern San Diego County, where sand was brought to a nearshore zone then allowed to wash onto the beach. BEACON will monitor the project to document how long the new sand stays in place and to gather information for future project planning.

BEACON is a joint powers agency formed in 1986 to address shoreline erosion and sand loss along the Santa Barbara and Ventura County coast.

California and the World Ocean '02

AN INTERNATIONAL CONFERENCE, California and the World Ocean '02, will take place in Santa Barbara, October 27–30. Major coastal and ocean issues to be discussed range from global warming to marine reserves to shoreline erosion and water quality. Progress made toward carrying out the 1997 statewide strategy, *California's Ocean Resources: An Agenda for the Future,* will be reviewed. The California Resources Agency and California Environmental Protection Agency are organizing this conference in cooperation with the Coastal Zone Foundation. Along with meetings addressing policy issues, there will be short courses, field trips, and other events. For more information see: http://resources.ca.gov/ocean/CWO_02/Call_index.html or contact conference headquarters at P.O. Box 279, Middletown, CA 95461.

MORE LAND AND ACCESS FOR LAGUNA COAST PARK

OVER 10 ACRES WILL BE added to Laguna Coast Wilderness Park, allowing the public to enter from El Toro Road, and from there to reach many miles of trails that extend to the coast. The City of Laguna Woods has bought the property, which contains coastal sage scrub habitat, and will lease it for a nominal amount to Orange County, which manages the park. The Conservancy approved $2.6 million for the purchase in May; the City contributed $100,000 and plans to repay the Conservancy $215,000 at no interest within one year. If the property had not been purchased by the City, it might have become the site of 23 new single-family residences. Instead it will become part of an 11,000-acre greenbelt that includes Crystal Cove State Park, Irvine Company Open Space Reserves (managed by the Nature Conservancy), Aliso and Wood Canyons Wilderness Park, a small ecological reserve owned by the Department of Fish and Game, and several Laguna Beach open space sites.

NEWPORT BEACH NATURAL PARK

THE CITY OF NEWPORT BEACH will improve wildlife habitat at Castaways Park, which overlooks the south end of Upper Newport Bay, by replacing invasive alien plants with natives and recreating historical habitats. Trails designed to protect habitats will be built, and a demonstration garden to inform visitors about native plant communities and the wildlife they support will be installed. To fund these projects, in May the Conservancy approved $99,600 to the City, which will provide $75,000.

The 17-acre park lies just north of Pacific Coast Highway on the east side of Dover Drive. It has an acre of wetlands and a small canyon. In 1998, at the urging of many residents, the City designated Castaways a "natural park." Citizens raised $10,000 for habitat restoration, which the City matched.

MADRONA MARSH UPGRADE

TO ENABLE THE CITY OF Torrance to reduce pollution and restore wildlife habitat at Madrona Marsh Preserve, at Sepulveda Boulevard and Madrona Avenue, the Conservancy approved $780,000 in April, and the Army Corps of Engineers agreed to provide $750,000 more. The City plans to expand the marsh's open water area and install a pipeline that will bring reclaimed water to irrigate plants around the preserve and neighboring nature center. The stormwater treatment system will be improved to reduce or eliminate pollutants that drain into the marsh.

FOG, GLORIOUS FOG

Weather of the San Francisco Bay Region, *second edition, by Harold Gilliam. University of California Press, Berkeley, 2002. 115 pp., $24.95 (hard cover), $12.95 (paper).*

WEATHER WATCHING is one of the more esoteric pleasures of living in the San Francisco Bay Area, and it is free for everyone to enjoy. For some of us it amounts to a passion. Usually it starts with a glance out the window to see if a sweater or coat is needed today. By the time Elsewhereans—newcomers to the Bay Area—have discovered that by noon one must peel off that outer layer of clothing, they too are confirmed weather watchers.

It's helpful to have our local weather codified, because Bay Area weather is as changeable as a drag queen's outfit. Arguably, we have the most variable weather in the world. We learn to listen for the diaphones that tell us there is fog in the Golden Gate, to watch for the "Hand of God" fog formation that pours over into Hurricane Gulch above Sausalito, sometimes during the daily commute.

Down through the years, the more erudite weather watchers have often sought answers to questions in bookstores. The lucky ones have found Hal Gilliam's *Weather of the San Francisco Bay Region,* a pocket-sized gem originally published by U.C. Press in 1962 at $1.50, and a real bargain at any price. My own first edition copy is so well used that its highlighting has faded to pale yellow.

This jazzy new second edition, beautifully updated and revised, is now in bookstores. Like other handbooks in the U.C. Press natural history series, it is now available in hard cover. The new cover seems weatherproof, perhaps for those of us who like to walk in the rain, and shows the first of many elegant color photographs of fog in the Golden Gate. The quality of the photographs—many by the author—is superb. One well-conceived photo essay has 15 plates, each more remarkable than the last.

Perhaps the most notable new text sections are those on El Niño and La Niña, the greenhouse effect, and other climate changes. New maps help make these phenomena more understandable.

Weather is a science of the unknown, of course, and that has given rise to any number of jokes and witticisms. My favorite is: "Why does the weatherman hold two fingers in the air?" "To get a second opinion." Gilliam acknowledges this vulnerability: "Trace any cause and effect pattern far enough and you ultimately venture into realms where human knowledge has barely begun to penetrate. . . . What science does know as certainty might be compared to a drop of water in a near-infinite ocean."

This is a deeper, fatter book than its predecessor, a good book made excellent. Every weather buff who sees a copy will want one.

—Margot Patterson Doss

ONE MORE SHIPWRECK

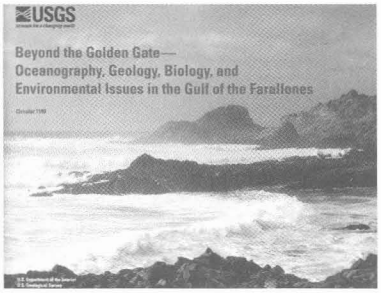
Gifts from the Celestial Kingdom: A Shipwrecked Cargo for Gold Rush California, *by Thomas N. Layton. Stanford University Press, Stanford, CA, 2002. 270 pp., $55 (hard cover), $21.95 (paper).*

IN **1850,** the clipper *Frolic,* at the tail end of a voyage from China to California, succumbed to the rugged Mendocino coast, just north of Point Cabrillo. The ship's holds were filled with Chinese goods, ranging from silks and chinaware to furniture and sweetmeats. These had been intended for the Gold Rush market in San Francisco. Instead, they were salvaged from the shipwreck by local Pomo Indians, and over a century later turned up in archaeological digs in the 1980s.

In a previous study (reviewed in *Coast & Ocean,* Autumn 1997), anthropologist Thomas Layton chronicled his discovery of remains of the Frolic's cargo among the Pomos, and traced their origin back to the shipwreck. In this new book, Layton focuses on the cargo itself, shedding light on the dynamics of trade between China and California, as well as the process of archeological discovery and analysis.

Layton alternates between first-person accounts of his own investigations and narrative glimpses into the lives of the merchants, sailors, and Pomo Indians as they interacted with the doomed clipper. This book is a highly readable reminder that the history of the California coast is a prism with many facets.

—Jay Kinney

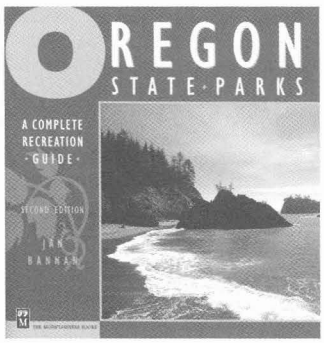


A DEEP LOOK AT THE FARALLONES

Beyond the Golden Gate—Oceanography, Geology, Biology, and Environmental Issues in the Gulf of the Farallones, *edited by Herman A. Karl, John L. Chin, Edward Ueber, Peter H. Stauffer, and James W. Hendley II. U.S. Geological Survey Information Services (Circular 1198), Denver CO, 2001. 78 pp. and CD-ROM, free (paper).*

THIS SLENDER DOCUMENT contains a wealth of information on the Gulf of the Farallones National Marine Sanctuary, which lies offshore west

of the Golden Gate, between the Monterey Bay and Cordell Bank sanctuaries. Considering its location near a major population center and tourist attraction, the public has had surprisingly little information about this 1,000-square-nautical-mile region. This full-color booklet presents data from the geologic and oceanographic study begun in 1989 by the U.S. Geological Survey and other agencies, as well as information about biology, ecology, and environmental management. It covers problems caused by drums of radioactive waste that were dumped in these waters more than 30 years ago. Summary chapters are copiously illustrated with maps and photographs; the accompanying CD-ROM contains a PDF file with complete chapters and extensive technical information. To get copies, contact USGS Information Services, Box 25286, Denver, CO 80225; http://geopubs.wr.usgs. gov/circular/c1198; or e-mail farallones@ noaa.gov.



OREGON STATE PARKS

Oregon State Parks: A Complete Recreation Guide, *second edition, by Jan Brennan. The Mountaineers Books, Seattle, 2002. 85 maps, 146 black and white photos, 240 pp., $16.95 (paper).*

CALIFORNIA TRAVELERS headed north will appreciate this guide, greatly expanded in a new edition, with its thorough descriptions of 170 parks, including recreation areas, trails, and historic sites. Special attention is given to places visited by the Lewis and Clark Expedition, in anticipation of the bicentennial celebration in 2003–06. The many lovely photographs show that the great diversity and beauty of Oregon's landscape is well worth exploring. (Just don't mention that you're from California!)

—HMH

FROM THE TOP OF THE WATERSHED

The High Sierra of California, *by Gary Snyder and Tom Killion. Heyday Books, Berkeley, CA, 2002. 144 pp., $50 (hard cover).*

SOME BOOKS are celebrations: they beckon us to turn our gaze upward and outward and to dream; they expand our awareness, our appreciation of the possible. *The High Sierra of California* is such a volume.

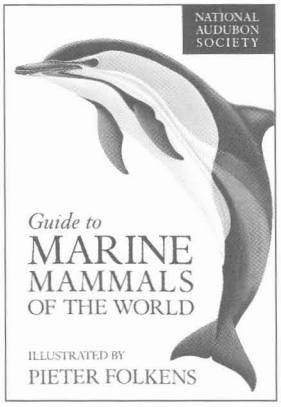
The focus of the book is the truly high Sierra, those meadows and peaks and passes above 9,000 feet, accessible only by foot. The qualities of this special place are evoked in the book in two ways: verbally, through excerpts from the writings of John Muir (penned between 1869 and 1874) and poems and journal entries by Gary Snyder (previously unpublished, covering the period 1955–1991), and visually, by means of 40 woodblock prints—23 in full color—by Santa Cruz artist (and history professor) Tom Killion. At first I found the combination of Muir and Snyder somewhat curious: effusive, poetic passion ("Down came the infuriate waters chafed among combative buttresses of unflinching granite until they roared like ten thousand furies, screaming, hissing, surging like the maddened onset of all the wild spirits of the mountain sky—a perfect hell of conflicting demons") juxtaposed with spare, sharp observation ("Pick your steps/—the crisp, slightly burnt smell of wet rock—rain sprinkle on granite"). However, Killion's prints, which are strongly influenced by Japanese *ukiyo-e,* complement both Muir's ardor and Snyder's clarity perfectly.

In addition to being about a particular place, the book is about sheer pleasure: the pleasure of walking and observing; the pleasure of the "simplified ritual" that life in the high country brings. Killion, in an introductory essay called "Singing the High Sierra," describes both Muir's and Snyder's deep attachment to these mountains, as wanderers and witnesses of the natural world, but also as seekers of spiritual power: of "renewed joy in the very experience of *being.*"

Killion also provides two more prosaic appendixes titled "Sketching, Carving, and Printing the High Sierra: Art and Craft" and "The Making of a Woodcut Print," with detailed description and illustration.

I have been thinking for the past few months of doing some solo backpacking in the high Sierra. Although I didn't really need any encouragement, I certainly found it in this book. It is an exquisite package, combining love of place, love of craft, love of life.

—Anne Canright



HOW A WALRUS GETS ITS CLAMS, AND MUCH MORE

National Audubon Society Guide to Marine Mammals of the World, *by Randall A. Reeves, Brent S. Stewart, Phillip J. Clapham, and James A. Powell, illustrated by Pieter A. Folkens. Alfred A. Knopf, NY, 2002. 123 maps, 418 color photos, 320 color illustrations, 528 pp., $26.95 (paper).*

THIS BOOK IS A DELIGHT, and an exemplary field guide. It's beautiful to look at, loaded with information, easy to use, thorough, and up-to-date. Substantial and very readable introductory material lays a firm foundation for detailed and fascinating descriptions of otters, polar bears, seals, sea lions, whales, dolphins, porpoises, and sirenians—all the 120 known marine mammal species. I found many surprising facts, e.g., that walruses use their tusks for fighting, not for foraging, as once thought. They can create enough suction with their cheeks to suck clams from their shells, even when the clams are buried deep in sediment.

The paintings and photographs, including illustrations of comparative sizes, give a much clearer picture of distinctive features than is usually available from a single source. This beautiful book will be savored.

—HMH

A NORTH COAST COMPLAINT

Editor:

Michael Bowen sings the praises of a 25,000-acre acquisition of redwoods in Del Norte County ("North Coast Story," Spring 2002). I support the protection of ancient forests, but this land isn't old-growth, it's second-growth, and its purchase seems rooted in a false dichotomy between ecological integrity and resource extraction.

Bowen describes a stop he made in Redwood National and State Park, where a walk in the forest refreshed his spirit. Forty miles to the south, he could also have walked among lush ferns and towering redwoods, in the hills just east of Humboldt State University. But that 1,200-acre forest is logged regularly, carefully, and selectively by the City of Arcata. Certified by the Forest Stewardship Council, the City's management benefits the entire web of life, from salamanders and spotted owls to mountain bikers, loggers, and hikers. Imagine if the 25,000 Del Norte acres were dedicated to that kind of forestry, instead of mere parkland. Deed restrictions could limit future logging to protect wildlife, salmon, and recreation.

As Bowen reports, 75 percent of Del Norte County is in public ownership, off-limits to logging. The quest for economic diversity no longer justifies the purchase of parkland there. Now, diversity in Del Norte means keeping second-growth forests in production, so the region can earn its keep from timber as well as tourists and prison inmates.

Our future on the North Coast requires us to relate to the forest more gently than corporate loggers, while engaging the terrain more concretely than birders. We belong in this ecosystem; we're not outside of it. That's why the acquisition Bowen describes is an outmoded North Coast story. Unlike the Sharks and the Jets, logging and environmental protection don't have to be implacable foes. I hope that future projects by Save-the-Redwoods League and the Coastal Conservancy help demonstrate that reality.

Seth Zuckerman, Petrolia

Michael Bowen replies:

Many on the North Coast share your views. Connie Best and Richard Geinger, who have made it their lives' work to seek that delicate balance between resource use and abuse, expressed them eloquently. I encourage you to join the Conservancy-funded planning process, where real decisions affecting the future disposition of Mill Creek will be made.

PASADENA YOUTH

Editor:

In your Spring 2002 issue, the article "East L.A. Comes to Point Reyes" states that the kids are from East L.A. They are not. They are all Pasadena youth, enrolled in a Pasadena Police Department program, the Youth Accountability Board. The trip described in the article was paid for by a grant from the Pasadena Police Foundation, a nonprofit volunteer organization that sponsors several community youth programs. As these kids worked very hard for six months to graduate from this program, it would have been nice if the information was correct. The article is appreciated though, and I thank you for publishing it, as Outward Bound Adventures volunteers work very hard to educate youth and to teach them to respect their environment.

Sgt. Tracey Ibarra
Pasadena Police Department

Charles Thomas, Director of Outward Bound Adventures, replies:

It's unfortunate that this mistake occurred. It was an oversight on my part, as I was provided the story to proofread. I apologize.

NOT THAT PART OF THE PATIO

Editor:

I was pleased to see the article "New Sand—and New Seawalls on San Diego County Beaches" in your Winter edition. It contained some misinformation, however. It states that part of the Santina property "fell away when a bluff gave way as a neighbor was trying to reinforce it." I am that neighbor and had, with tie-backs and grouting, reinforced the lower bluff under my property. There was an obvious fracture on the property next to me, and the owner was advised of the potential fall. It was necessary for me to reinforce the upper bluff to protect my house. The steel pilings you mentioned were not put in until September and October of 2001, so of course did not cause the failure mentioned in your article. The concrete slab that fell later was not "part of a patio extension the neighbor was building," it was part of the patio which had been there since 1984. And a workman was not standing on it when it fell. Several days, or even weeks later, he fell as he was working on the upper bluff, off what was left of my patio. No extension of a patio has been built. The patio is smaller now than it was when this work began, and is in accordance with plans approved by the Coastal Commission and the City of Solana Beach. When your source is not providing scientific or expert information, it might be well to check it out.

I have subscribed to your magazine since living in this area, and will continue to enjoy it.

Renita Greenberg via e-mail

Wheelchair Guide Now On-line

A Wheelchair Rider's Guide: Los Angeles and Orange County Coasts, is now available on-line in two electronic formats. You can download the complete guide as a PDF file, or use the interactive version, which has site descriptions linked to maps and other features. Both versions are on the Coastal Conservancy web site (www.scc.ca.gov). To get a free printed copy of the guide, published last October by Coastwalk and the Coastal Conservancy, contact the Conservancy. (See inside front cover for address.)

Work has also begun on an expanded and updated edition of *A Wheelchair Rider's Guide: San Francisco Bay Area and Nearby Shorelines,* first published in 1990 and now out of print. The new edition, to be published in 2003, is a project of the Association of Bay Area Governments and the Conservancy.

BLACK AND WHITE IN GLOWING COLOR

WHEN JUST ABOUT EVERY OTHER magazine has switched to full color, why is it that we continue to publish *Coast & Ocean* in black and white?

Well, to begin with, our budget has not allowed color; our subscriptions would have to increase quite a bit in number or cost before we could afford it. But that is no longer the primary reason. In fact, we prefer black and white. Driven by necessity, we have worked to get the best images we can find, and to display and print them as well as possible—and in the process we made a discovery.

Although we love looking at beautifully designed magazines that glow with color, such as *California Wild* and *Bay Nature,* we agree with photographer Michelle Vignes, 2001 recipient of the Dorothea Lange Award (given by the Oakland Museum of California): "Black and white is stronger, it conveys more depth, drama, feeling, and emotion." Color photography leaves little room for the imagination. Black and white, in contrast, invites the imagination to create colors. (Think of radio, which allows you to see with your mind.)

Strong black-and-white landscape and nature photography has become scarce, partly because so few publications now use it. What's most often seen is work by earlier artists. Ansel Adams's work seems to be everywhere—even on computer screensavers—making it seem that he had a monopoly on black-and-white nature photography in California. But great work is still being done, and we are proud to provide a vehicle for outstanding contemporary photographers who love working in black and white.

Send us your best black-and-white photos for consideration.

The Editors

BACKGROUND PHOTO: JAMES PICKERING/BUREAU OF LAND MANAGEMENT

INSET PHOTO: KEN GARDINER

Coastal Conservancy

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Also in this issue:

Long-Lost Negatives of Early Shipwrecks

Mission Indians Remembered

Coastal Cleanups Around the World