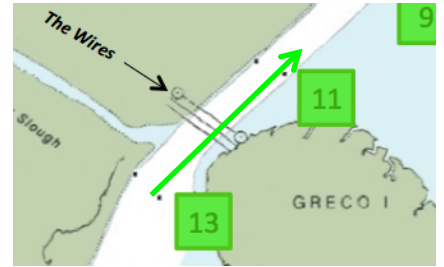


Legend



Green channel markers are always square, with odd numbers. The correct (and safe) lane for **outbound** boats is close to the **green** markers.



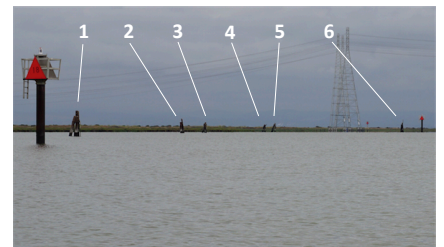
Red channel markers are always triangular, with even numbers. The correct (and safe) lane for **inbound** boats is close to the **red** markers.



This icon represents one of the three pilings between Stanford and BIAC that can be used for navigation (shown is the Outer Piling). Actual size: ●



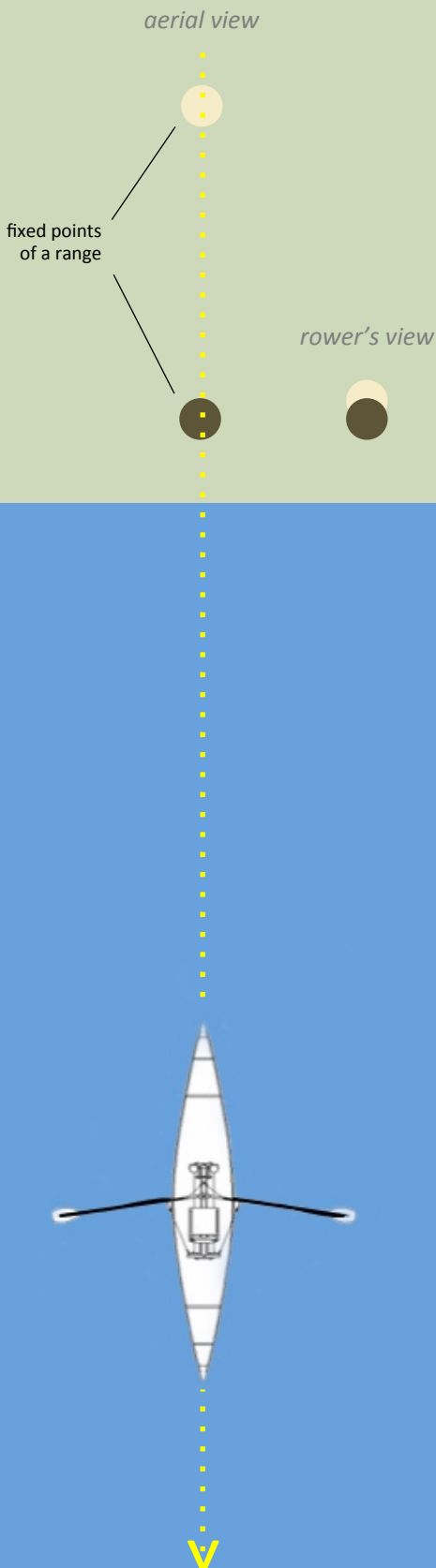
This icon represents one of the "Six Sisters": six groups of pilings remaining from a derelict wharf on Bair Island between markers 16 and 18. Actual size: ●



This icon represents the fat upright (not the thin one) of the big bulk loader on Wharf 2. It looks like a big gray tube, and is so labeled. Actual size: ●



How a Range Works



Introduction

The purpose of this guide is to help people in blind boats stay in the correct lane—the right-hand side of the channel—all the way to Markers 5/6 and back.

The reasons for doing so are obvious. Rowing shells are amazingly slow, hard to turn, fragile, and unstable. To top it off, in blind boats (1x, 2x, 2-, 4x, 4-) the person responsible for safe navigation is facing the wrong way. Exciting. But if you have a collision and you're on the wrong side of the channel, you'll be at fault. And if it goes to court, you'll lose.

Why? Because *all of San Francisco Bay* is what the Coast Guard calls a "restricted waterway," which means two things for us:

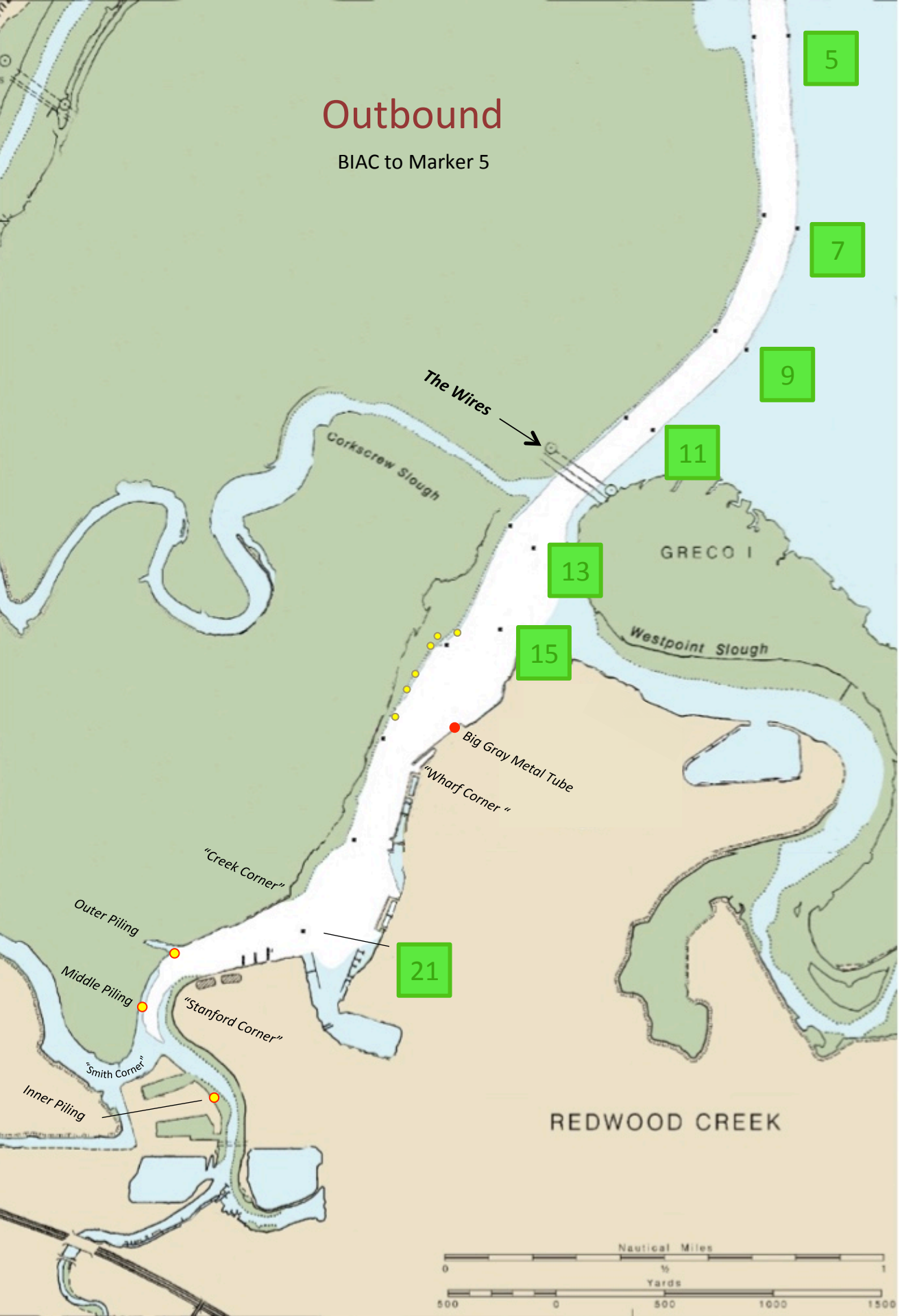
- 1) All pleasure boats must give way to commercial traffic;
- 2) All boats of any kind *must stay on the right-hand side of the channel.*

A guide can't help you stay away from commercial traffic. But it can help you stay in your lane using a "range"—two fixed points that define a line directly down the middle of a safe course. Following are a set of ranges that blind-boat rowers can see *over the stern* during a typical workout. Keep these points in alignment, and you'll be in your lane.

Of course, **you still have to look where you're going.** Ranges do not protect you from collisions. They make collision courses less likely.

Outbound

BIAC to Marker 5



Stanford Corner past Marker 21





Stanford Corner > past 21: Line up the left hand edge of the electronic billboard on 101 with the large, isolated “haystack”-looking tree on the ridge in front of Skyline. This takes you right past 21 to the next range. Heads on swivels; this is a very busy stretch of water.

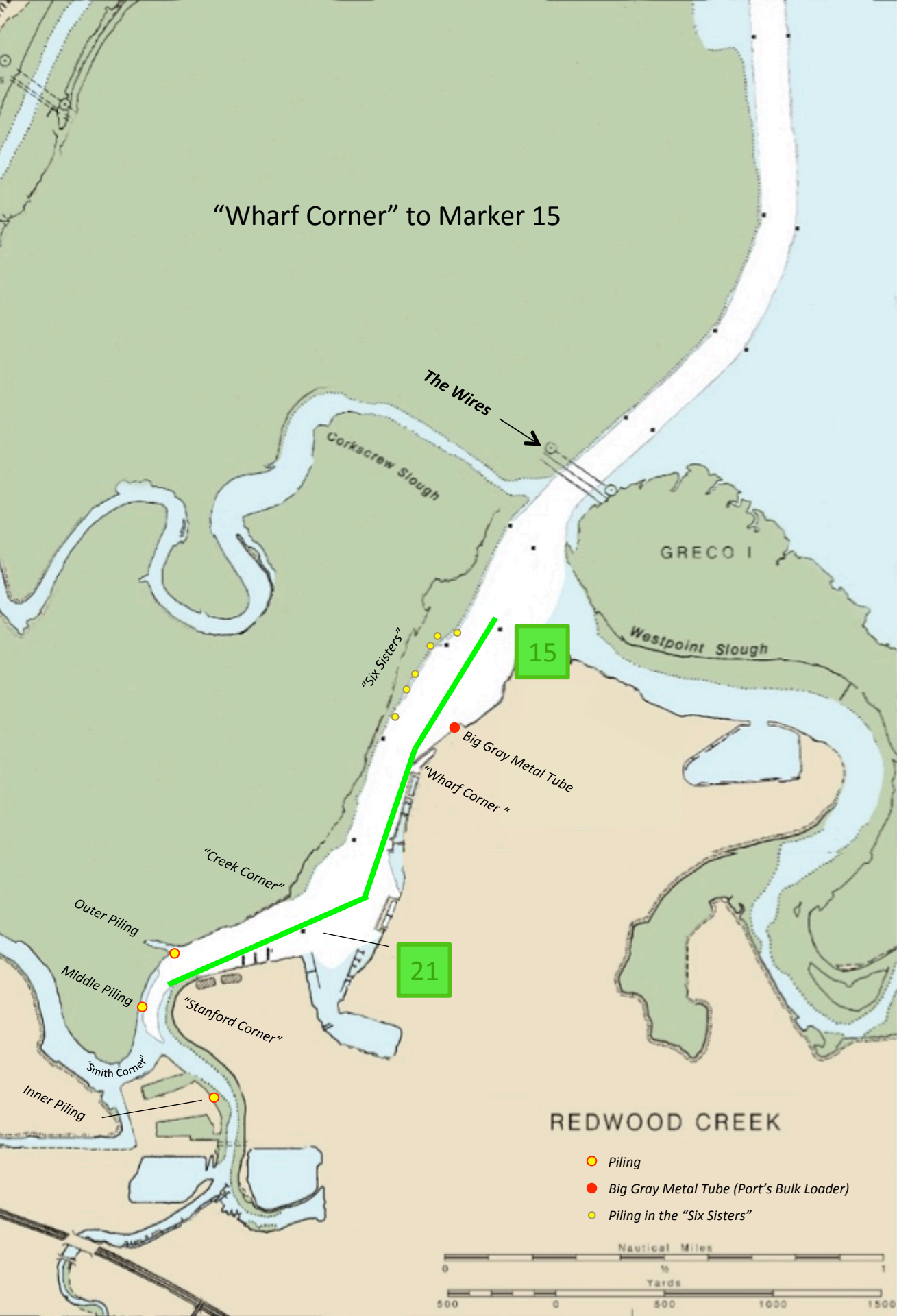
To "Wharf Corner"





To “Wharf Corner”: The solid green vertical line marks the center of the left-most group of pilings. That’s the near point of this range. The far point is the pair of high-tension towers behind it. Put the green line on Position 1 till you get close to the wharf. Then turn to port till the line is on Position 2. The yellow diamond sign helps ID the correct set of pilings.

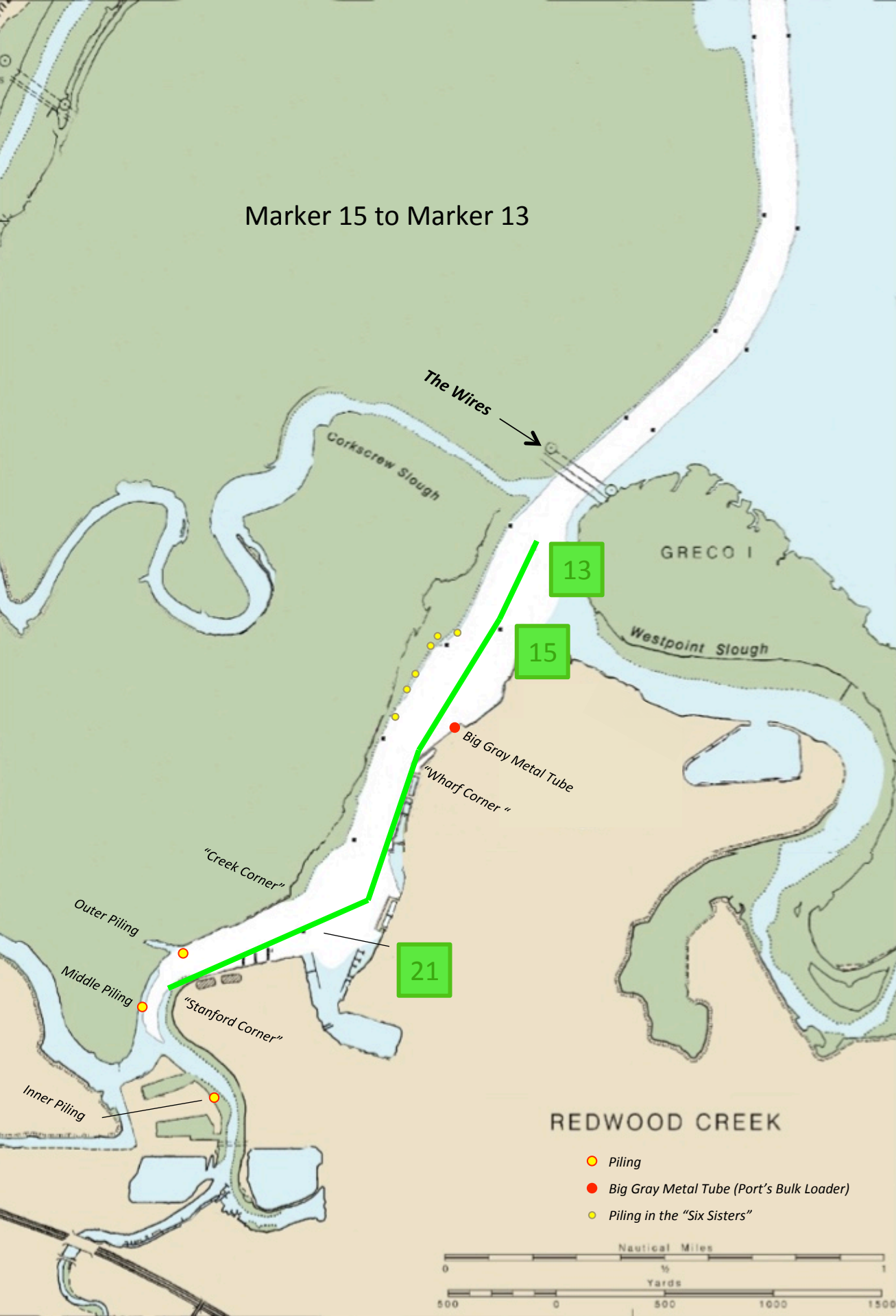
"Wharf Corner" to Marker 15





“Wharf Corner” to 15: Put Marker 20 right on the flagstaff (left of the Stanford Boathouse). The large rounded group of trees just left of the boathouse is an easy way to find it.

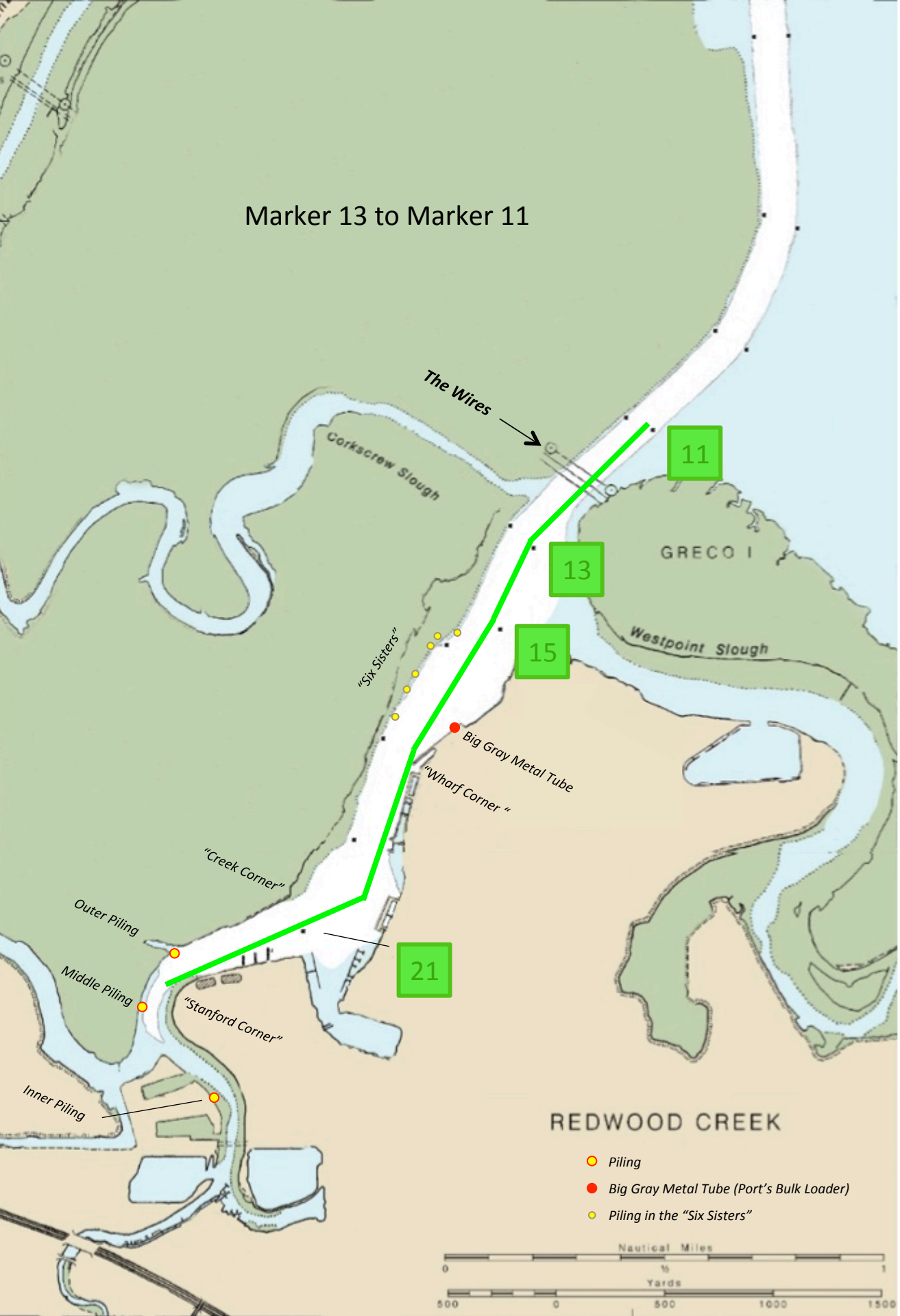
Marker 15 to Marker 13

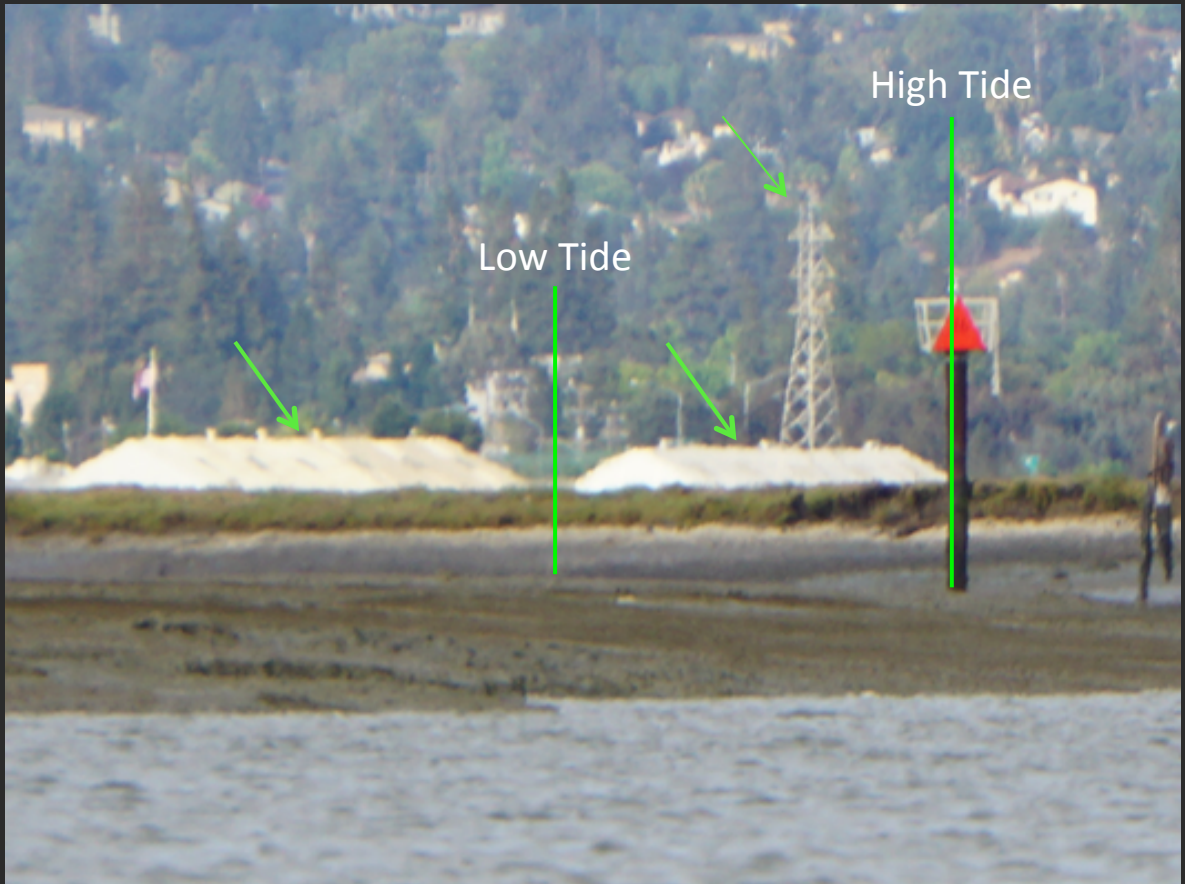




15 > 13: Putting 15 on the left side of the port's loader (labeled "Big Gray Metal Tube" on the chart) takes you perfectly to 13. Current into and out of Westpoint Slough creates powerful eddies here, which is inconvenient, given the relatively narrow channel at 13. Look alive.

Marker 13 to Marker 11



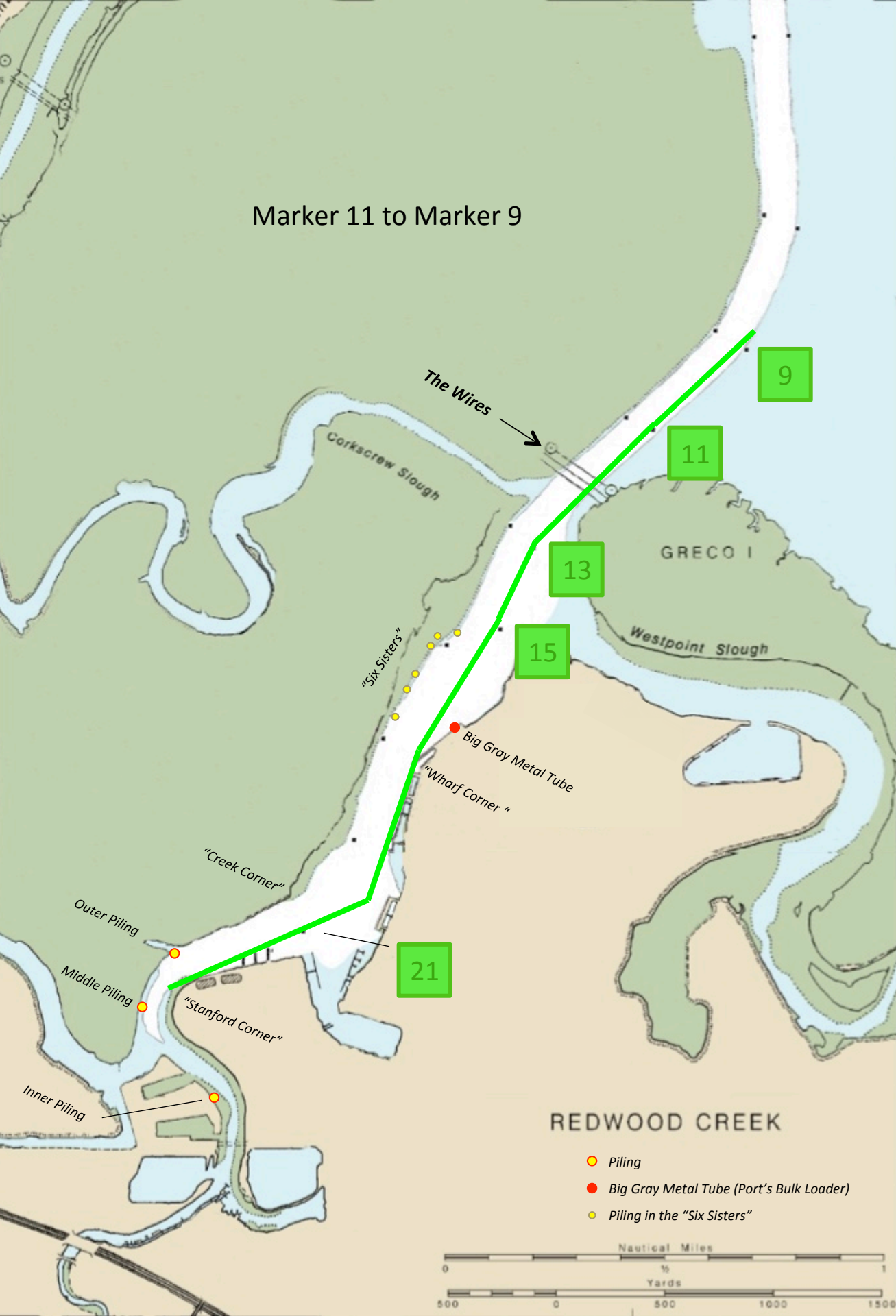


Marker 13 > 11: Find the two low, gray, corrugated buildings at Whipple and 101. They're the biggest patches of very light gray out there.

LOW TIDE: Put **Marker 16** so that it seems to sit *between* the two buildings.

HIGH TIDE: Put **Marker 16** on the right edge of the right-hand building. The high-tension tower in the background is set apart, so it's a good way to ID these buildings.

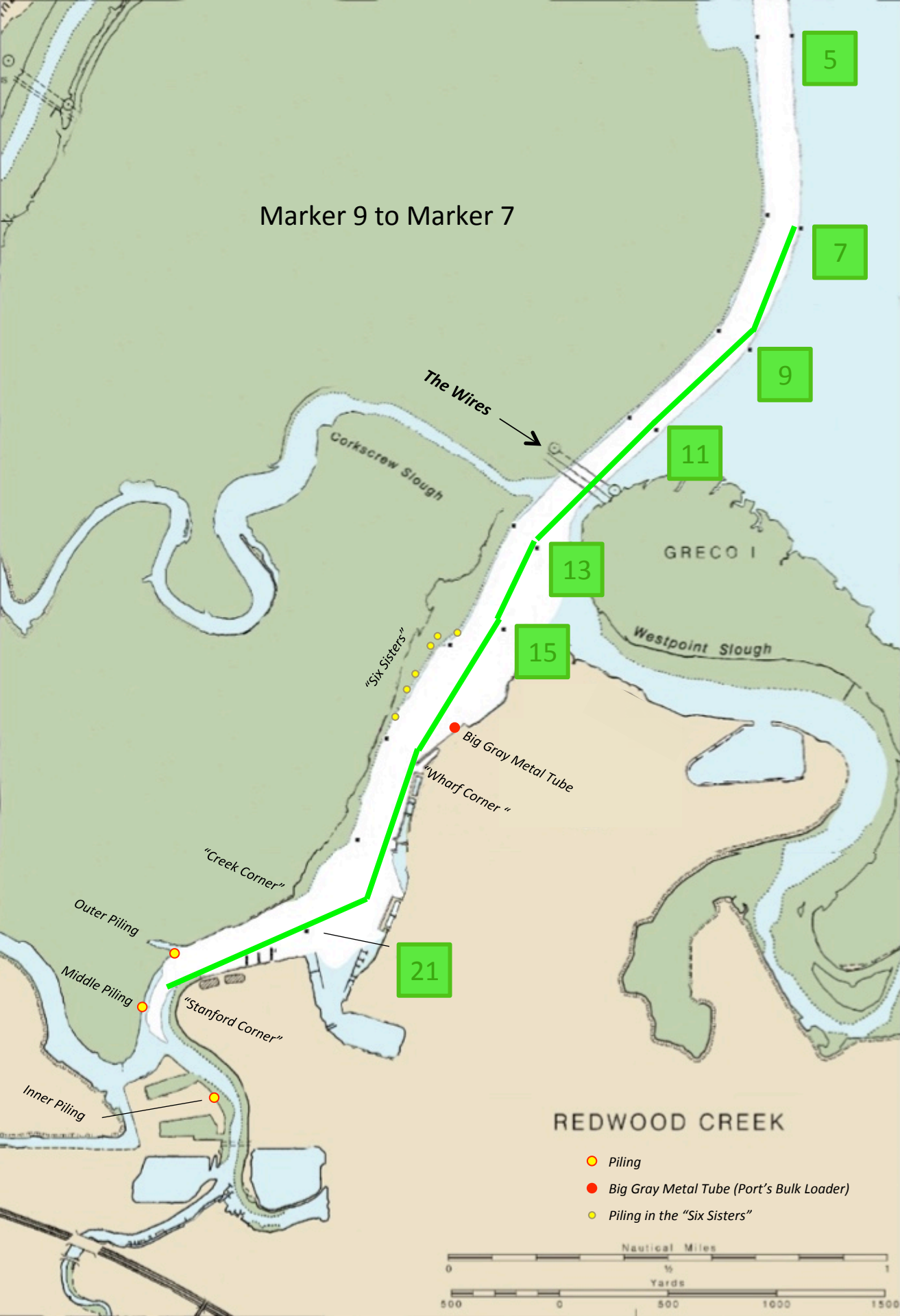
Marker 11 to Marker 9

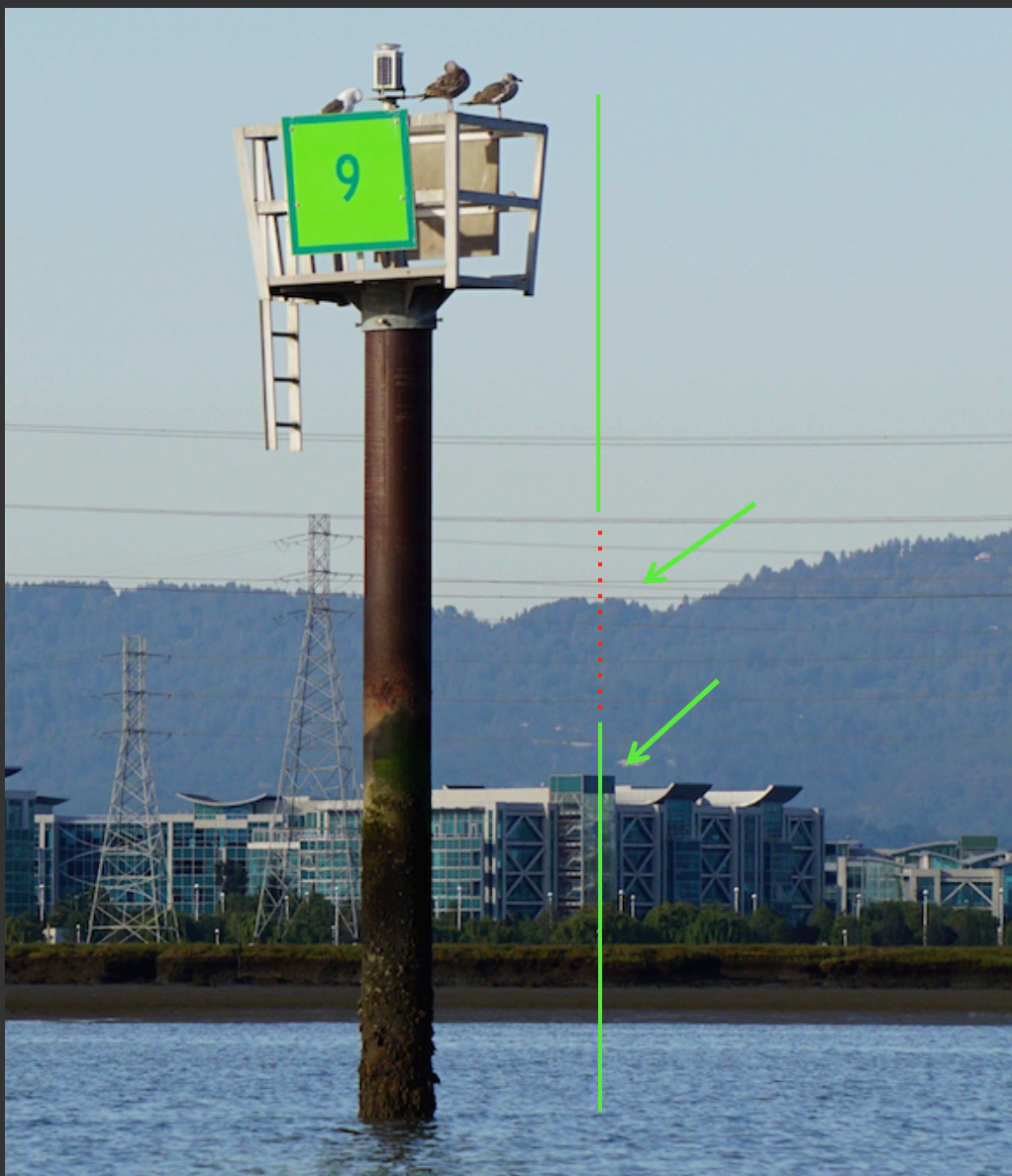




11 > 9: Putting 11 *just to the left of* 13 takes you perfectly through The Wires, on the Greco Island side, to 9.

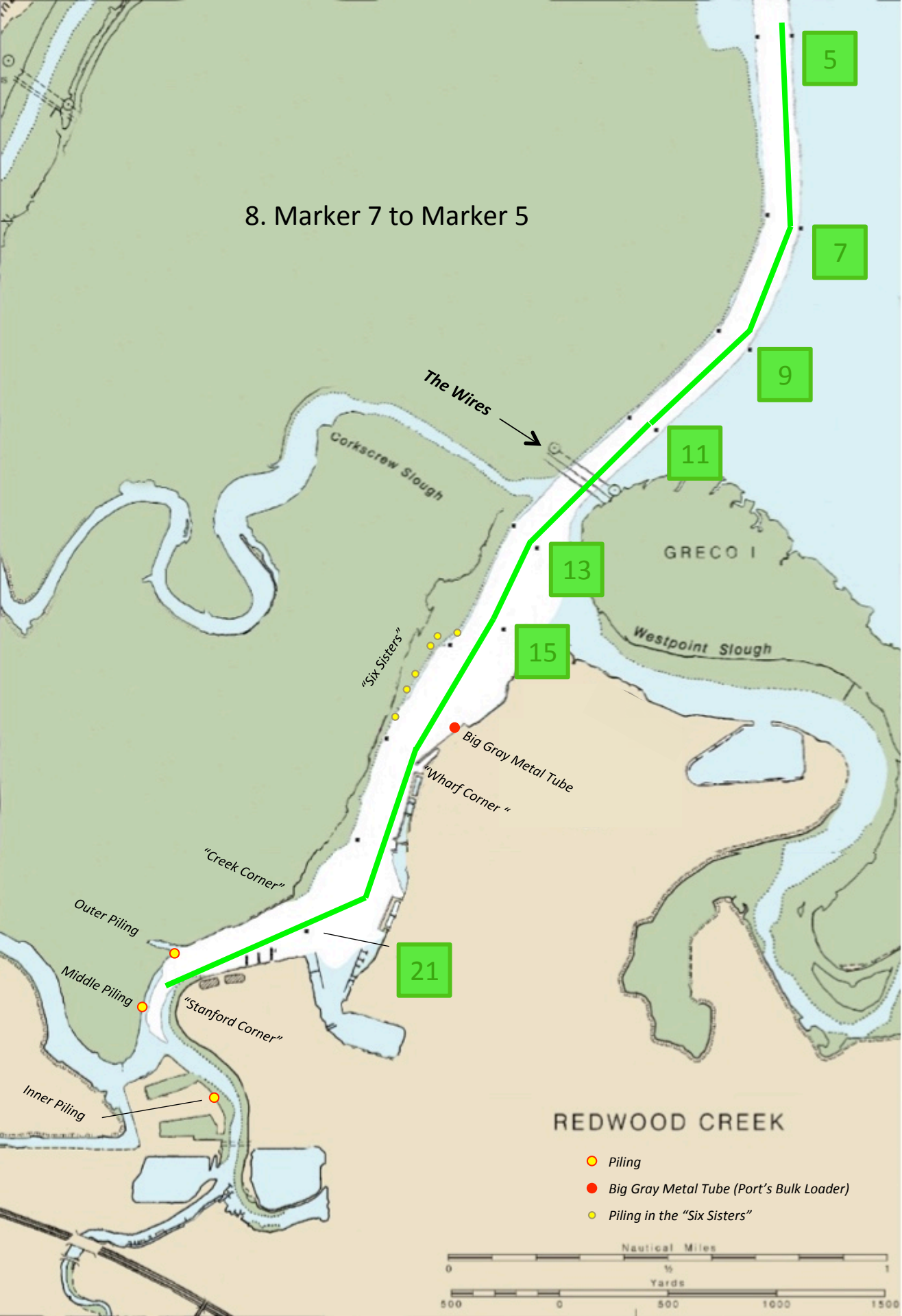
Marker 9 to Marker 7





9 > 7: The “hump with notch” above 9 on the ridgeline is unique. If you keep 9 right in the middle (as shown below), you’re on a perfect course to 7. NOTE: The lower arrow shows a stairwell with red walls and an un-curved cap, both also unique. In the dark, you can keep 9’s blinking green light just above and to the right of this distinctive column of red light.

8. Marker 7 to Marker 5





7 > 5: Find the *small* isolated hump in the ridge above and to the left of the white cloth storage building at Pacific Shores yacht harbor. Put 7 right on the hump (in the position shown by the line.)

Inbound

Marker 6 to BIAC



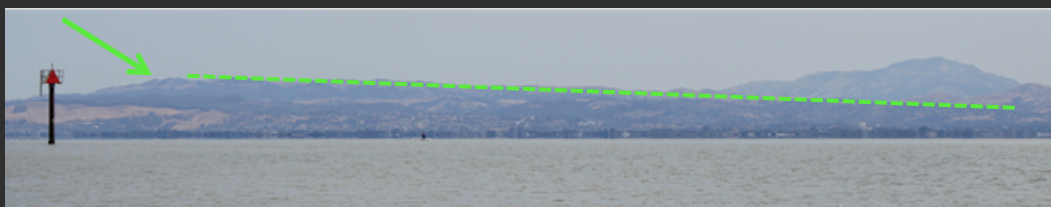




6 > 8 : Place the far marker (4) just to the left of Marker 6. This takes you directly to Marker 8.

Markers 8 to 10



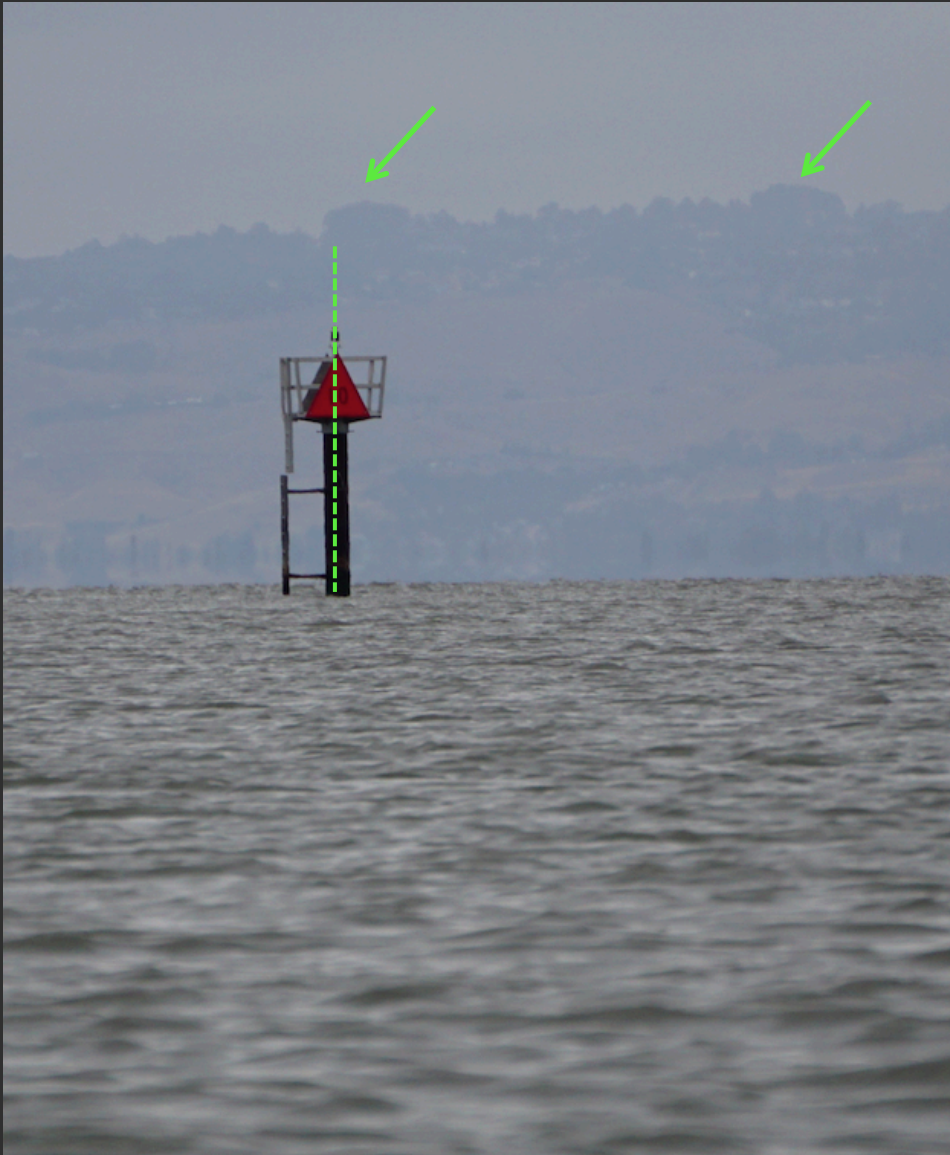


8 > 10: In front of Mount Diablo is a long ridge that looks like a shallow upward incline from right to left. Just where it starts to slope down is a knoll with what looks like three little points. (The photo shows more detail than the average eye can see.)

HIGH TIDE: Put the apex of 8 on the right-hand point.

LOW TIDE: Put the apex of 8 just to the left of the three points, where the ridge starts to slope down.





10 > 12: Two “square groves” of trees on the ridge above Hayward have what look like 90° edges. Put 10 just to the left of the left-most trees.

Markers 12 to 14





12 > 14: Put 12 as shown, to the right of 10 and separate from it. Note the “square” groves from the previous range.

Markers 14 to 16





14 > 16: Northwest Tower of The Wires: Put the apex of 14 exactly between the third and fourth uprights from the left.

Markers 16 to 20





16 > 20: Put 16 exactly equidistant between the piling on the left and the distant 14. This course takes you all the way past the “Six Sisters,” past 18, *inside* 20, to “Creek Corner.” In all but very low tides, it works well all the way.

Marker 20 to "Creek Corner"





20 to "Creek Corner": Put 20 right on the loader (the Big Gray Metal Tube). NEW PHOTO TK AS SOON AS GIARI MOVES THE BIG FUNNEL.

"Creek Corner" to Outer Piling





Creek Corner > Outer Piling: Find the two large slate-blue buildings behind Wharf 4. Near the peak of the left-hand roof is a whitish square (a metal ventilation grate). On a lightpole in front of it is a square white sign, of the same apparent size. (The sign actually says “WHARF 4,” but you can’t read it from the inbound lane.) Put the near white square *to the right of the grate*. This takes you all the way past Stanford Boathouse to Outer Piling.

Outer Piling to Middle Piling





Outer Piling > Middle Piling : The piling is obvious, the tower less so. The best way to find it is to first find the pair of towers in the background: the right-hand tower looks thinner and taller. Place the piling on the next tower to the right.

NOTE: This is the most confusing range, particularly when the tide is low. It's worth learning, though, because it keeps you from inadvertently cutting Stanford Corner.

REDWOOD CREEK

Middle Piling to Inner Piling





Middle Piling > Inner Piling : From here, Oracle HQ seems to include four big cylinders. Range depends on tide:

- Low Tide: Place the piling in the middle of the flat place to the right of cylinder 1.
- High Tide: Place the Middle Piling in the big gap between cylinders 2 and 3. This course takes you very close to Smith Corner;

NOTE: The far point of the range changes constantly, because the channel here is curved, and the chord of the curve is at an angle to the near shoreline. *Look behind you frequently.*

REDWOOD CREEK

Inner Piling to Final Approach:
NO RANGE







Final Approach

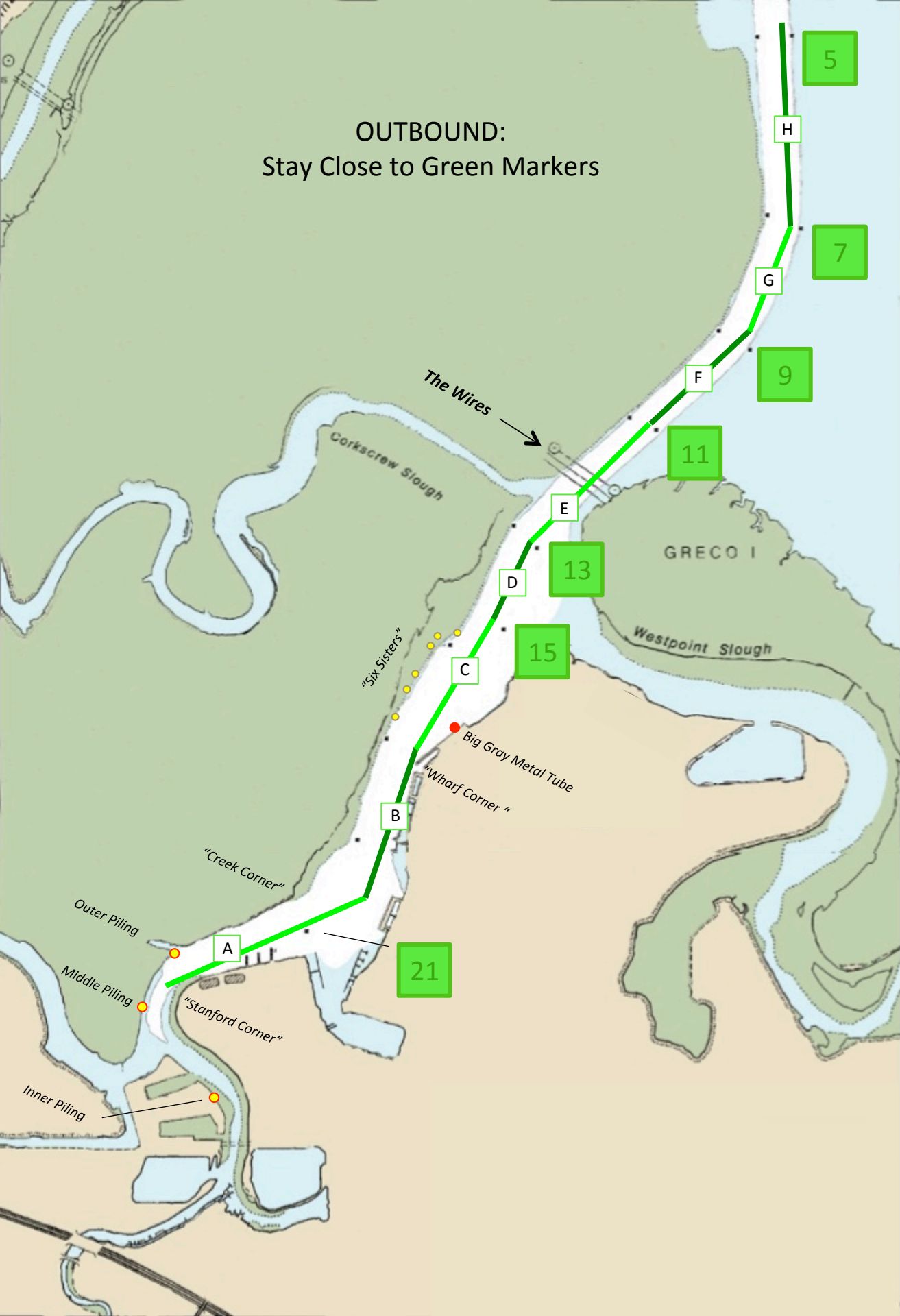
Choke point!
Keep right!



Final Approach: Put the rightmost post of the chain link fence across from the Pete's Harbor town houses exactly on the left-hand edge of the large dark opening. This takes you to the corner of the near dock during average tides. More important: if departing boats keep their starboard oars close to the land on the way out, and you maintain this line, then nobody's courses will intersect.

Please stay to the right going both ways. This is the narrowest choke point of the entire creek.

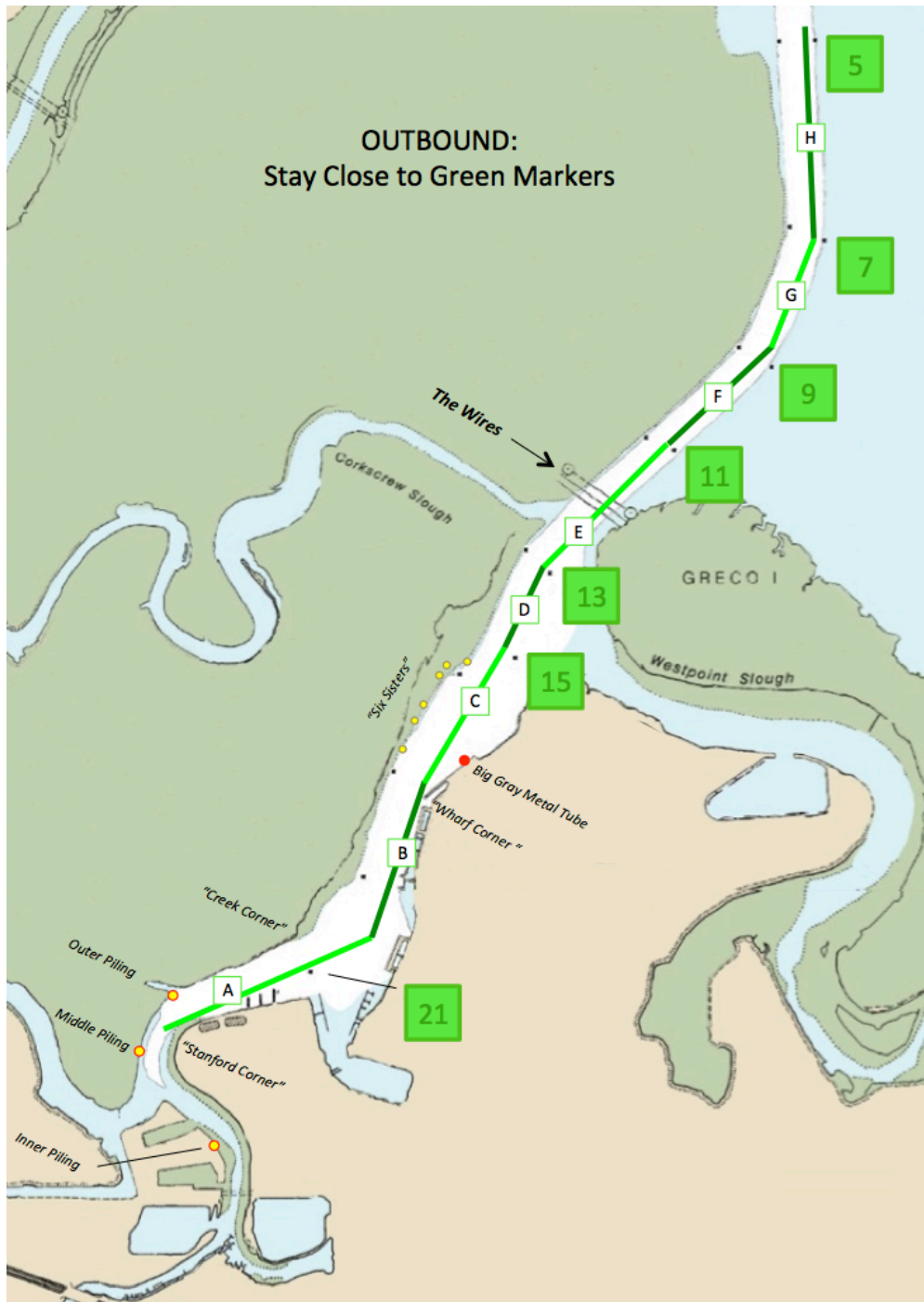
OUTBOUND:
Stay Close to Green Markers



H
G
F
E
D
C
B
A



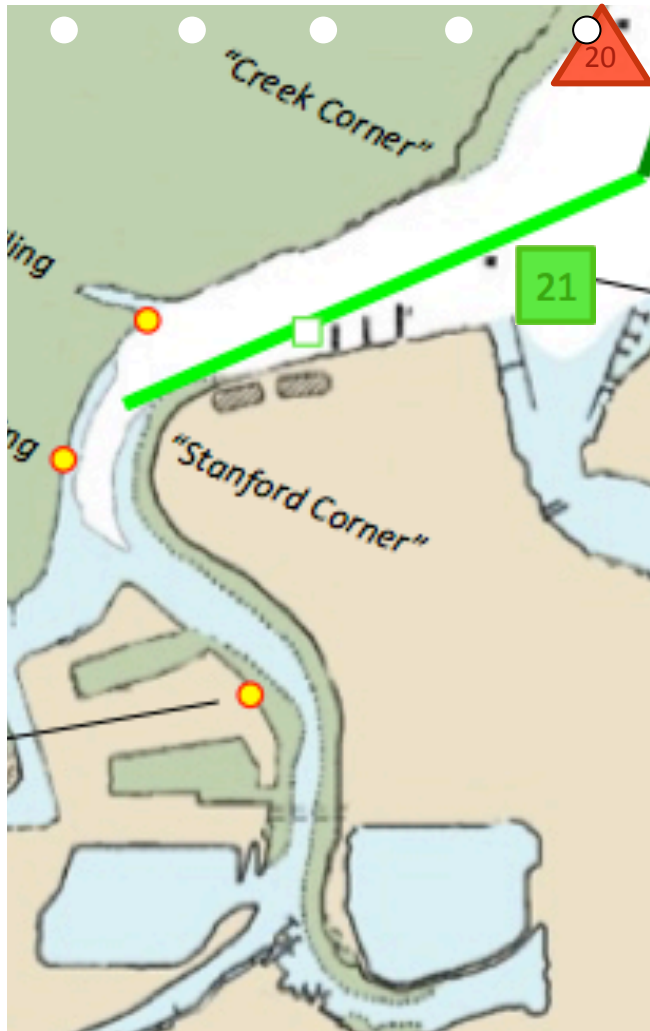
Middle Piling to Final Approach: Not really a range, and so not recommended. The best way to row this stretch of water is to keep your starboard oar close to shore, go slow, and watch behind you more than usual. You can use Oracle's headquarters to provide two points, but learning when to switch from 1 to 2 takes practice, and 2 does not take you all the way to Final Approach. That said, you can put the piling on Point 1 as you cross the entrance to Smiths Slough and head down past the construction at Pete's Harbor. When you feel yourself getting too far from the land to starboard, "move" the piling over to the big gap, which is Point 2. When you get to the Inner Piling, you're out of ranges, and you have to make a sharp turn to starboard to stay out of the way of boats departing BIAC.



H
G
F
E
D
C
B
A

5"

8"



INBOUND:
Stay Close to Red Markers

