



THE GUIDEPOST

Publication of the San Francisco Tour Guide Guild

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EUCALYPTUS IN CALIFORNIA

By Renate Coombs

Here is the familiar scenario: Eucalyptus trees are noxious weeds. Therefore, their introduction into the California environment more than a century and a half ago amounted to extreme recklessness. But for this reckless act, California would have been spared its current dilemma about these ubiquitous trees. Even though the perpetrator cannot possibly be alive anymore, for justice sake the hunt for the true culprit must go on. A number of prominent Californians (Elwood Cooper, Abbot Kinney, Adolph Sutro, and John Muir among others) have made the list of prime suspects, but acknowledging one of our own as the guilty party is painful. What a relief then to discover German-born Australian botanist Baron Ferdinand von Mueller, renowned eucalyptus enthusiast and author of a ten-volume work entitled "*Eucalyptographia*." Given such damning association with the object of the misdeed, he must be guilty until proven innocent!

What's wrong with this picture? Plenty - it reflects serious distortions and misconceptions based on partial knowledge and fueled by the battle raging between proponents of the trees and environmentalists; it also defames a pioneering scientist who deserves better.

To begin with, the characterization of eucalyptus as a "giant alien weed" presupposes that eucalyptus growing in California is a universal menace and serves no beneficial purpose whatsoever. Nothing could be further from the truth. When first introduced from its native Australia, eucalyptus was known to have a multitude of uses many of which remain valid today. These uses include: (1) providing forest cover in the many treeless regions of California; (2) serving as windbreaks reducing soil erosion and wind damage to crops and livestock; (3) shading homes, streets, towns and roadways; (4) furnishing southern California with its sole source of firewood; (5) yielding pilings for wharves with superior resistance to destruction by certain salt-water worms; (6) reducing the frequency of the annual grass fires by suppressing the growth of ground vegetation; (7) providing year-round nectar for honey bees when other plants are not flowering; (8) supplying a ready source for eucalyptus oil with its wide spectrum of medicinal uses; and, most astonishingly of all, (9) suppressing the spread of malaria.

One of the most fascinating chapters in the history of eucalyptus is the early claim that the trees suppress the spread of malaria. Today few people know that California had a sizeable malarial problem, mostly in the Sacramento Valley and in Kern County, with the disease reaching its peak in the 1880s. The cause of malaria was not known, but poisonous vapors rising from marshes or other decomposing matter were suspected. There was no cure, but eucalyptus was known throughout the world as "fever tree," because it generally stopped the spread of deadly fevers. Many scientific and medical publications reported the blue gum eucalyptus' unexplained ability to arrest the spread of malaria. Even the California State Board of Health and the State Medical Society advocated the planting of these miracle trees in the late 1800s.

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The GUIDEPOST (ISSN 1097-2285) is published quarterly by the San Francisco Tour Guide Guild, a non-profit association established in 1984 to safeguard employment opportunities, promote the integrity of the profession through certification testing and continuing education, and foster a standard of quality, ethics, and professionalism among guides and operators in the San Francisco Bay Area. SFTGG is a member of the San Francisco Convention & Visitors Bureau and NFTGA.

For more information contact: SFTGG
PO Box 170610
San Francisco, CA 94117-0610
415.753.8600
www.sftgg.org

Editing Team:
Renate Coombs R2CO2M@earthlink.net
Ulla Kaprielian ullakap@hotmail.com
Jason Cohen jcohen1@pacbell.net

Layout & Design: Ulla Kaprielian

Contributors to this issue:
Jason Cohen, Renate Coombs,
Ulla Kaprielian, Amy Reynolds,
Barbara White

**Deadline for Next Issue:
May 10, 2007**

2007 SFTGG Board of Trustees

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Message from the Board of Trustees

Be proud of your Guild!

As we enter the 2007 season, we wish all of you much success.

The honor and excitement of the Presidency became more realistic as I began writing this message. Thank you for your trust in me to lead the Guild. I will do my best to fulfill the duties of this position inspired by my previous two terms on the Board of Trustees, and those who have served before me; I have the confidence to know how this job should be done.

Thank you to the outgoing board members for all their hard work and dedication: Mary McCloy, Susan Guergey, Edie Marwedel, Joan Wollenberger, Liz Burton, and Robin Perry.

We had our first meeting and all positions have been voted on and filled as follows.

President

Barbara White - friscofran@rcn.com (415-821-6322)

We will be in need of volunteers for various committees. It is a great way to give back to the Guild, and I am looking forward to hearing from you.

Vice President

Bert Holmberg - bthsf@hotmail.com (415-474-5042)

Secretary:

Cecilia Olkowski - colkowsk@mindspring.com (510-388-0900)

Cecilia and I will be working on a policy & procedure manual to create an easier transition for new board members.

Program Co-Chairs

Claire Manhart - claire2344@earthlink.net (415-885-6570)

Madelon van Lier - madelonvanlier@aol.com (415-485-1355)

Public Relations

Joe Ries - joeries100@aol.com (415-751-5115)

Joe is working directly with the Northern California Concierge Association for their Concierges Trade Show, April 10, 2007.

Certification

Bert Holmberg - bthsf@hotmail.com (415-474-5042)

Bert is arranging test dates (see page 8).

Mentorship/Hospitality

Diane McNeely - dideem@juno.com (925-228-4893)

Diane will be working with Jason to welcome new members.

Membership

Jason Cohen - jcohen1@pacbell.net (510-387-9335)

Jason has the master member roster; let him know if you have any roster changes.

Membership Qualifications: Any person who is in good standing and:

1. Has been accepted by a majority vote of the Board of Trustees;
2. Agrees to abide by the Guild's Code of Ethics and Professional Standards;
3. Currently resides and works in or about the San Francisco Bay Area as tour guide or escort;
4. Agrees to actively pursue continuing education by attending two Guild events annually, with non-compliance resulting in a non-active membership status.
5. Has dues paid current.

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Many people surrounded their houses with blue gum trees, and the Southern Pacific Railroad planted eucalyptus between its train stations and nearby marshes. This strategy mostly worked, reinforcing the belief that with their “antiseptic camphorated emanations” the trees acted like giant air fresheners. Finally, the cause of the disease was discovered, and the blue gum’s role in the eradication of malaria could be explained. The anopheles mosquito carries the malaria parasite and injects it into the human blood stream. The fast growing blue gum absorbs large amounts of water, thereby draining swampland and destroying the habitat of the mosquito – not a miracle, but enormously beneficial nevertheless.

Viewing the introduction of eucalyptus into California as the conscious act by an individual and condemning it as reckless presumes that but for this irresponsible act the importation of the foreign tree would have been preventable. Again, nothing could be further from historical fact. As so many other developments in the Golden State, the arrival of eucalyptus was an inevitable byproduct of the population explosion sparked by the gold rush. It is not certain who actually brought the first eucalyptus seeds to the state, Australians or Americans who had been to Australia or who knew of the tree and had seed shipped in.

In the early 1850s, many gold seekers were leaving the Australian goldfields to chase their dreams in California. They arrived on impressive ships mostly constructed from blue gum timber and brought with them the tree’s almost mythical reputation as a true friend to the settler serving most of a pioneer’s needs. At the same time, many Americans arrived on ships that had sailed to distant places including Australia.

Despite the factual uncertainty and the risk of political incorrectness, the city of Fairfield claims for its founder, famous clipper ship captain Robert Waterman, the distinction of introducing in 1853 eucalyptus into California – supposedly he ordered seeds to be brought from Australia for planting around his home. However, according to most historical accounts, the distinction more likely goes to W. C. Walker who was the owner of the Golden Gate Nursery in San Francisco located at Fourth and Folsom Streets. Also in 1853, he is believed to have planted the first seeds from 14 different species.



This is where Baron von Mueller (1825 – 1896) comes into the picture. Born in northern Germany into a family with a history of early death from tuberculosis, Ferdinand Jakob Heinrich Müller sailed in 1847 to Port Adelaide in South Australia in search of a warmer climate. Before acting on his doctor’s advice, he had studied pharmacy and earned at the age of 21 a doctorate in botany from the University of Kiel.

Soon after his arrival in South Australia, he started exploring its flora and publishing scientific papers in Germany and in London. In 1852, he moved to Melbourne, capital of Victoria and then a booming gold rush town. Almost immediately, he was appointed Government Botanist in the Colony of Victoria. Two years later, he was invited to join the Gregory expedition to northern Australia (1855 – 1857) and brought back thousands of specimens, many of them previously unknown.

Upon his return, he was appointed Director of the Melbourne Botanical Garden, a job for which he was ill suited. Not being a gardener or landscapist, he was only interested in creating a living scientific textbook, to the total exclusion of any ornamental aspects of a public garden. After sixteen years of quarreling with politicians and influential citizens, he was removed from his post. For the remaining 23 years of his life, he continued his scientific work in a specially built facility just outside the garden gates.

Ferdinand von Mueller was a prolific writer of scientific papers and tireless correspondent spreading the word about Australia’s exotic flora around the world. He wrote 2,000 letters per year and exchanged thousands of seeds and plants with other botanists. Quite a few of them undertook the arduous voyage to Australia to study under this internationally renowned expert.

One such botanist, who went to Australia not once, but twice, to work with von Mueller, was German-born Dr. H. H. Behr of San Francisco, a friend of Alexander von Humboldt. It is generally accepted that Dr. Behr was instrumental in getting the first seeds to California. It makes sense that Dr. Behr would have given the seeds to nurseryman and fellow San Franciscan W. C. Walker for care, nurture and experimentation.

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Of course, in retrospect it matters little who was first. Eucalyptus trees were of such intense interest to so many countries around the world that it would have been near impossible to ignore the trend. From Argentina to Brazil to China and most places in between, official forestry departments and private commercial enterprises invested enormous amounts of money and energy to bring the phenomenal tree to their own country.

In California, the early enthusiasts include Ellwood Cooper (president of San Barbara College; planted 200-acre eucalyptus grove in 1870s) followed by



Abbot Kinney (chairman of the California Board of Forestry and, incidentally, creator of Venice, CA; caused thousands of eucalyptus to be planted in late 1880s). Kinney studied eucalyptus in close collaboration with Alfred James McClatchie (horticulturalist who later worked at the Arizona forestry experimental station in Phoenix). With a topic



of such epic proportions, the University of California couldn't help but get involved in studying it. At the turn of the previous century, several eucalyptus specialists worked at the UC experimental facility. Starting his career in 1914 at UC Berkeley, Woodbridge Metcalf dominated the field for the next 50 years. In 1956 he represented the United

States at the World Eucalyptus Conference in Rome.

Space limitations cause us to interrupt the gripping narrative right here. Please be patient and stay tuned. We will publish the thrilling conclusion in the next issue of The Guidepost.

ITMI SYMPOSIUM - 2007

By Amy Reynolds

Tim Lowry walked onto the platform at 8:00 a.m. singing. The sweet rich tone of his voice quickly engaged everyone in the room. His song told a story about the people who settled the land of Charleston and the South. He proceeded to tell story after entertaining story (one even in the local Gullah dialect) teaching us about the South and about the craft of storytelling. I realized through his presentation what was at the heart of our tourism industry, namely the sharing of our stories and the stories of the land with one another and those who come to our tour with us.

The ITMI Symposium held this January in Charleston, SC brought together Tour Directors and Tour Operators from all over the country. The real reason we were there was to learn from each other



through the telling of our stories. We shared "war stories," amusing incidents, difficult situations and concerns on our minds. We talked over meals and at cocktail parties, at coffee breaks and on tours. We listened to speakers share their lives and wisdom gathered from years on the road. We even had the adrenaline raising experience of eight minute (aka: speed dating) interviews with tour operators.

As someone new to the industry it provided an informative glance into the joys, problems and adventures lying before me. I was grateful to the veterans who came and freely shared their wealth of wisdom and welcomed me into their world. I was impressed with how thoughtfully the Symposium was structured and how smoothly it ran. The ITMI staff is to be commended for not only crafting such a wonderful event but for modeling lives full of adventure, ripe for the telling.

photos by U. Kaprielian

THE GOLDEN GATE BRIDGE

By Ulla Kaprielian

Emperor Norton in 1869 and Charles Crocker in 1872 were the first men to think that the Golden Gate Strait should have a bridge, but it was not until 1916 when James Wilkins, a structural engineer and newspaper editor for the San Francisco *Call Bulletin*, proposed a design for such a bridge and caught the attention of city engineer Michael M. O'Shaughnessy. Despite WWI and the deadly influenza epidemic that gripped the country, the public's interest had been awakened.

In 1920 O'Shaughnessy was asked by the city fathers to further explore the possibility. The USS *Natoma* was ordered to sound the Golden Gate Channel. The resulting data was sent to three well known bridge building engineers, among them Joseph Strauss* in Chicago. Strauss submitted his preliminary sketch with a cost estimate of \$27 million in June 1921. He hired Charles Ellis*, the engineering expert he needed, one year later.

The "Association of Bridging the Gate," a special district to manage financing, design and construction, was formed in January 1923. The California legislature passed the Golden Gate Bridge and Highway District Act in May of the same year.

The Federal War Department (now Defense Department) had jurisdiction of the land on both sides of the gate. A temporary permit to build on this federal land was issued on Christmas Eve 1924.

In December 1928 the Golden Gate Bridge and Highway District was established, consisting of San Francisco, Marin, Sonoma, Del Norte and parts of Mendocino and Napa counties, to finance, design, and construct the bridge. Joseph Strauss was chosen as chief engineer and Leon S. Moisseiff*, O.H. Ammann and Charles Derleth, Jr. were named consulting engineers. Convinced by Moisseiff and Charles Ellis' calculations, Strauss agreed to a suspension bridge, rather than his cantilever-suspension design, in order to save cost and construction time.

Joseph Strauss submitted the final 285-page plan to the District's board of directors. Ellis returned to Chicago where he worked 12-14 hours daily, consulting with Moisseiff in New York via telegram. The preliminary design and estimate was completed in four months.

In the meantime, Strauss hired local architect Irving Morrow* to create the architectural design for the towers. Morrow gave the bridge its Art Deco lines and selected the color, international orange. As we all know, it blends well with the surroundings at any time

of the year. The War Department gave the final permit and the final plan was submitted to the board of directors in August.



On November 4, 1930, the voters of the six counties agreed to a \$35 million bond issue, using their properties as collateral. It was the midst of the Depression and no bank was willing to lend money for this project. A.P. Giannini (1870-1949) listened to Strauss's plea. Convinced that "we need the bridge," he arranged for Bank of America to buy \$6 million worth of bonds, thus allowing this project to get underway. Construction began on January 5, 1933.

CONSTRUCTION

Joseph Strauss might not have been the designer of the Golden Gate Bridge, but he was the man who relentlessly pursued the dream and then made sure that construction would be done as safely as possible. He insisted on safety equipment such as protective headgear, forerunners of hardhats, glare-free goggles and special hand and face cream to protect workers against the wind. A special diet was developed to fight dizziness. No doubt, the most important element was the net under the construction site. It saved nineteen men, members of the "Half-Way-to-Hell Club." In all, eleven men lost their lives, ten when a section of scaffold fell through the net, three months shy of completion.

The work was done during the Great Depression when one in four men was unemployed. Men were more than happy to have a job, no matter how dangerous. Hiring was done entirely by the local ironworkers' union. Since only local ironworkers were to be hired, men would profess to be ironworkers, no matter what they had done previously. Out of town people found a way to obtain San Francisco addresses and social security numbers from local residents. Wages ranging from \$4 to \$11 a day were most welcome. The clock would not start until a man reached his assignment, the half hour or longer climb up to it was on his own time. If the job was not to a man's liking, there was always someone waiting to take his place. A man had to have nerves of steel not only to climb up to the job site but to face the wind, the fog and the cold.

Constructing the two anchorages required excavating three and a quarter million cubic feet of dirt and pouring seemingly endless amounts of concrete. The first 745 ft (227 m) tower began to rise in November 1933.

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Building the south tower was extremely difficult. Divers had to set explosives in tidal currents of 7 miles/hr (11.3 km/hr) into bare rock. The foundation depth is 110 ft. (34 m) below the water line.

Before the Roebling Co. of New York could start the process of spinning the cables in July '35, catwalks had to be built for the workmen to stand on. They were 16 ft. (4.9 m) wide and ran from the top of one tower to the other. This entire project was finished in May '36, two months ahead of schedule.

Barges began delivering steel for the roadbed to be lifted by cranes to the correct level. The steel plates would form the framework for the roadway.

The Bridge was completed and opened on May 27, 1937 at a length (including approaches) of 1.72 miles (2.7 km), the suspension span is 1.2 miles (2 km). The width is 90 ft (27 m) and the clearance to the water is 220 ft (67 m). Since the bridge has the ability to swing side to side up to 27.7 ft (8.4 m), move up 5.8 ft (1.8 m) and down 10.8 ft (3.3 m), it can withstand wind and temperature changes. It only became necessary to close the structure due to severe wind conditions three times thus far.

No federal or state funds were used for construction. The last of the construction bonds, \$35 million principal and close to \$39 million in interest, was paid off in 1971, entirely paid for by bridge tolls.

MAINTENANCE AND IMPROVEMENTS

The original paint job lasted 27 years with regular touch ups. Due to advancing corrosion, it was removed beginning in 1965 and replaced with an inorganic zinc silicate primer and an acrylic emulsion top coat. The project took 30 years. Today 38 painters are kept busy with constant touch up painting to protect the span from rust. 17 ironworkers replace corroding steel and rivets. In all, it takes 200 people to keep the bridge in operation. (The total number of employees for the entire bridge district is 825.)

Seismic retrofitting is well under way. Work on the Marin side was completed in 2002; the south side work is still ongoing. The amount of steel it takes to complete this work is staggering, the south approach viaduct truss and Fort Point arch alone took 2,034,757 pounds of structural steel; 16,351 rivets have thus far been replaced with new high-strength bolts.

The road deck was replaced in 1984; rehabilitation of it will start in 2007. Main cable restoration is also slated to start this year. The suspender ropes were replaced

in 1973. There is a suicide barrier study underway as well as corporate sponsorship. Stay tuned!

At this point the Golden Gate Bridge, Highway and Transportation District operates a public transportation network that includes not only the Golden Gate Bridge but also ferry service to Sausalito (since August 1970) and to Larkspur (since December 1976), as well as the Golden Gate transit bus service. Of course, there is also the surveillance equipment to be dealt with. Security is a high concern.

Thanks to all the people who built this wonderful landmark and to those who make sure that it will be here forever, as Joseph Strauss promised A. P. Giannini.

THE MEN WHO BUILT THE BRIDGE

* Joseph Baermann Strauss (1870-1938) was hired as draftsman for the New Jersey Steel and Iron Co. and the Lassic Bridge and Iron Works Co. in Chicago following his college graduation. Here he developed his trademark "bascule" drawbridge design. He was a prolific bridge builder, constructing over 400 drawbridges across the U.S. (San Francisco's Third Street Bridge is one of his designs). When city engineer Michael O'Shaughnessy approached him about bridging the Golden Gate, he accepted the challenge and exerted enormous effort over the next 10 years to make this dream a reality. Strauss, who did not fully understand the complexity of this project, had, however, the foresight to hire experts.



When the bridge finally opened on May 27, 1937, he wrote a poem "At last, the mighty task is done." He died only one year later in 1938.

* Charles Alton Ellis (1876-1949) graduated with degrees in mathematics and Greek. At the American Bridge Co. he worked on stresses of subway tunnels under the Hudson River. In close cooperation with Leon Moissieff, he mastered the complex equations necessary. He worked tirelessly on thousands of detail calculations. Forced into premature retirement by Strauss, he nevertheless continued to labor on without pay, checking and rechecking his calculations. The Great Depression made it difficult for him to find work. Finally a teaching position at Purdue University became available to him in 1934. The sad fact is that, when the bridge opened, Charles Ellis received no credit for his enormous contribution. Not until 1949, in his obituary, was he lauded as the designer of the Golden Gate Bridge.

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*Leon Moisseiff (1872-1943), native of Latvia, arrived in the US in 1891. Five years later, now a citizen, he received a civil engineering degree. In New York City he became one of the best-known bridge designers. Strauss asked him to serve on the board of consultants for the Golden Gate Bridge project. Together with Charles Ellis he created a bridge design flexible enough to withstand the winds of the narrow channel. His career came to an end in 1940 when his last design, the Tacoma Narrows Bridge, collapsed. No calculations from Charles Ellis for this project! He died three years later of a heart attack.

*Irving Morrow (1884-1952), local architect and amateur painter, was hired by Joseph Strauss in 1930. He gave the bridge its famous Art Deco style. Despite much opposition, he insisted that the bridge be painted a burnt red-orange in harmony with the surroundings at any time of the year. After the completion of the Golden Gate Bridge he returned to designing homes in the Bay Area.

After all this research, I have even more respect for all the people who worked on the creation of this magnificent landmark. No wonder people from all over the world come to admire it.

JUST THE FACTS!

By Jason Cohen

In this column we publish questions on subjects that have potential for confusion or misinformation. Here are the questions and answers we have found (with sources cited):

(1) Do they (or did they) really wash coins at the St. Francis Hotel (“legal money laundering”) to keep women’s white gloves from getting dirty, or is it just a myth?

This one was really true, but no longer. According to the hotel’s publication *The Westin St. Francis 1904-2004* the tradition ended in 1993 when the hotel’s “official coin washer” Arnold Batliner retired after 35 years.

(2) Which house on Postcard Row is the “Full House” house?

Initial investigation seemed to indicate that there is no real answer to this. Michael Shannon, owner of the Shannon-Kavanaugh House (the larger one at the left end of the row), recently said on a tour that “it depends who you ask,” but that an assistant producer of the show told him that his house is the one they had in mind. Other people insist it’s “the blue house” or the “yellow house.”



It turns out that this is a trick question – although the opening credits show the family in Alamo Square with Postcard Row behind them, there are scenes where the camera zooms in on a specific house before cutting to an inside shot, thus indicating that it’s “their” house. But it’s clear from the photo that this house is not on Postcard Row at all! First, the house and its neighbors are detached, unlike those on the Row. Second, the house and the one to the left are clearly Slanted Bay Italianate, not Queen Anne style, and the one to the right appears to be a Stick/Eastlake.

Craig Smith found it on www.mistersf.com – it is 1709 Broderick, at Bush – 12 blocks north and west of Alamo Square. Thank you Craig!

(3) Does the Golden Gate Bridge really get repainted every seven years?

Find the answer on page 6 in this issue.

Here are three new questions.

- (1) What causes our fog? I thought it’s when the hot inland air hits the cold ocean, but something I read seemed to say otherwise.
- (2) Why is Mission San Francisco de Asis commonly referred to as Mission Dolores (we’re looking for more than just a translation of *Dolores*)? (submitted by Renate Coombs)
- (3) Is Fort Ord, located in Monterey, the same as the Presidio in Monterey, or is the Presidio (historic from the Spanish era) located somewhere else in Monterey and a separate entity? (submitted by Donna West)

SFTGG PROGRAMS

- February 28 Russian River Wine Road with Rick Spear
Alexander, Dry Creek, and Russian River Valleys
- March 16 San Francisco City Tour with Mary McCloy
Basic City tour for new guides and refresher for others
- March 30 Mission District with Jean Feilmoser
Coach/Walking Tour of this culturally rich neighborhood
- April 10 Northern California Concierge Association Trade Show
Grand Ballroom – Nikko Hotel – 3-6 pm
- April 18 Presidio – From Spanish Fort to National Park
Coach tour with Park Ranger Marcus Coombs
- June 7 & Nov. 8 Certification Test - St. Mary's Cathedral, Monsignor Room
6:30 pm Nancy McCormick is willing and ready to help verify requirements

For detailed information and registration, check our website at www.sftgg.org/programs.
If you don't have access to a computer, call the Program chairperson.

You will find Diane Shemanski's article about the Nov. 13, 2006 program which took us to the Golden Gate Bridge, the Palace of Fine Arts and the Beach Chalet on the website: www.sftgg.org – info center.
Check it out!

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PO Box 170610
San Francisco, CA
94117-0610