

SF Marina Harbor Annual Meeting
Thursday Feb 13, 2024 – 7 to 9 PM
Ft. Mason Center – Room C205

Welcome from President Bruce Stone

The purpose of our Association is the betterment of SF Marina Harbor and especially attaining a high-quality experience for boat owners, crew and guests. Berths need to be safe, accessible by land and navigable water, with appropriate sizes to serve our community. Tonight, we invite our members to hear from harbor management and East Harbor project planners, and provide them with feedback from you, the actual users of the harbor.

To start the meeting, we'd like to approve the minutes from last year's meeting as posted on our website.

Election of Officers & Directors – Nominating Committee recommends:

President & Treasurer – Bruce Stone

Vice President – Risley Sams

Secretary & Webmaster – Kurt Hemmingsen

Directors - Theresa Brandner, John Rivlin, Mark Hensley, Jeff Spoering, Andrew Zimmerman (plus the three officers above)

Harbormaster Scott Grindy will discuss dredging, security, staffing, wait list and a wide range of topics, plus take Q&A

Monica Scott and Kelli Rudnick, SF Rec & Park Project Management team, will outline revised designs of East Harbor project and request your input

To help prepare you for attending, we wish to share some positions we have presented to Rec and Park:

Fuel Dock:

The proposed location of the fuel dock in West Harbor, at the pump-out dock, could create congestion from boats waiting to fuel up, possibly blocking the fairway needed by boats transiting into Inner West. In our opinion this would compromise the safety of junior sailors coming to and from their practice area, and in fact create conflicts with all boats without motors (junior dinghies, Folkboats, Knarrs) who need room to tack back and forth to reach their berths.

We also believe a fuel truck would be coming every 2-3 days to refill the fuel tanks, adding commercial traffic to an awkward space near the current trash depot in West Harbor. Right now, sight lines are difficult for cars passing in either direction, given the food trucks block the view. Finally, the venting from such tanks would be directly upwind of children enjoying Marina Green, an unsafe practice.

We have recommended the fuel dock be installed on the newly created guest dock in East Harbor. This provides much faster access for police/fire boats and commercial boats.

To accomplish a proper turning basin, this guest dock should be relocated say 30 feet to the south - a trivial amount of extra dredging - saving many slips. Also, some revenue would be regained by the new guest dock that will be created just inside the new north-south breakwater in East Harbor...and their business model does not reflect this.

East Harbor Breakwater:

RPD has accepted our proposal for a fixed breakwater to be located along the west side of the entrance channel at East Harbor, instead of the “wave attenuator” that was proposed for the east side of that channel, close to Ft Mason piers. This will provide vastly superior protection for the boats in the new slips.

West Harbor Breakwater:

RPD proposes to build slips in the “I” dock area to the East of Golden Gate YC. These are the same slips that were destroyed by silting of West Harbor. To protect these slips from wave action and from silting, RPD is proposing to build a 200-foot sheet pile breakwater running from the Wave Organ jetty to the East. Aside from knocking down waves, RPD claims this will send silt to the East, enabling them to avoid dredging West Harbor every year – in fact, they claim a 10-15 year interval. This is hard to believe, and we have requested copies of the engineering studies.

West Harbor Dredging:

Note that the entire West Harbor is in dire need of thorough dredging, a main reason for the inability of the Harbormaster to find tenants for the numerous shallow slips.

Rent Increase and Future Economics:

RPD proposed and the Supervisors accepted sharply higher rates. Though RPD denied this had anything to do with the East Harbor project, they needed to do this because the proposed East Harbor will have half of the berths initially projected when the City signed its agreement with PGE. This failure of project planning is now being charged to all berth holders.

The Board of Supervisors' Budget Analyst accepted RPD's argument that the existence of the wait list supported the rate increases, claiming there will be no additional vacancy, despite our pointing out to him that most people on the wait list defer taking a slip because the available inventory is either too narrow or too shallow...and many on the list do not actually own a boat and are just keeping options open in case they acquire a boat. We contend there is functionally no wait list, and it is a poor predictor of demand.

East Harbor boat owners will vacate their slips during construction, with some going into West Harbor and others relocating, though we expect many to sell their boats. Those who do move across the Bay will enjoy warmer weather and lower rates and might not return once East Harbor reopens. It is our opinion that East Harbor will be starting at near-zero occupancy, and the Harbormaster will struggle to fill the available slips, especially at the newly inflated berth rates. We conclude that the renovated harbor will be a financial disaster and are concerned that RPD will come back again with unconscionable rate increases.

To mitigate this, we asked the Supervisors to use funds from the PGE contract to pay off the existing loan from the State of California, as the debt service weighs heavily on Harbor cash flow. The logic is that there should be surplus funds since they are neither completely rebuilding East Harbor as originally planned, nor building the offsetting extra slips in Outer West that were opposed by the neighborhood. However, the City did not allow enough contingency for inflationary cost increases and now claim there will be no reserve...moreover, they say they cannot divert funds from East Harbor toward paying off the legacy loans.

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