

Memorandum — May 14, 2026 Harbor Safety Committee, San Francisco Bay Region
Report & Recommendation: Gashouse Cove Marine Fuel Access and San Francisco Bay
Emergency Resiliency

Summary

As part of the Refurbishment of the San Francisco Marina's East Basin, the San Francisco Recreation & Parks Department (SFRPD) is planning to close the gas and diesel fuel dock at Gashouse Cove. It is recommended to take a position to oppose the closures of Gashouse Cove gas and diesel fuel dock. Loss of marine fuel access reduces emergency response capability, evacuation capacity, public safety access, and Bay resiliency.

Background

The docks in the East Basin are past their useful service life, and numerous berths have been removed from service. There are contaminants in the sediment due to leaching from a gasification plant that was located on the shore. Pacific Gas & Electric Company (PGE) is the successor to the original owner. The City and County of San Francisco has sued PGE resulting in an agreement for remediation, replacement of recreational facilities, and funding. SFRPD is planning on the removal of the gas and diesel marine fuel dock.

Role of Harbor Safety Committee (HSC)

The HSC is responsible for the planning of safe navigation and operation of tank ships, tank barges, and other vessels within the harbor, and making recommendations to Administrator of the Office of Spill Prevention and Response. During Public Comment at a regularly scheduled meeting of the HSC, the closure of the gas and diesel marine fuel dock was presented to the HSC with a request that the HSC support the continued operation of the gas and diesel marine fuel dock.

Meetings & Conversations

Chair Humphrey organized a meeting that included Ms. Monica Scott, Capital Project Manager for SFRPD; Mr. Scott Grindy, Harbor Master for SFRPD and former member of the HSC; Mr. Dominic Moreno, Acting Maritime Director for the Port of San Francisco; Jim Haussener, HSC Member; and Captain Maggie Hallahan, HSC Alternate.

During the research phase others were contacted including staff from the San Francisco Police Department's Marine Unit, Governor's Office of Emergency Services, Cal OES, City of Long Beach Fire Department' Marine Safety Bureau, California Regional Water Quality Control Board, San Francisco Bay Region (Regional Board), and the current operator of the Gashouse Cove gas and diesel marine fuel dock.

Life Safety

The SFPD Marine Unit has confirmed that the Gashouse Cove gas and diesel fuel dock is actively used by SFPD, SFFD, and the U.S. Coast Guard for emergency response, rescue operations, medical evacuation, vessel boardings, and public safety operations throughout San Francisco Bay. Maintaining a centrally located fuel dock supporting both gasoline and diesel vessels is critical to public safety and emergency readiness. We have

been told that removing the facility would increase emergency response times and negatively impact local, state, and federal marine emergency operations during critical incidents.

Cal OES indicate that maritime fuel available is a local matter connected to the San Francisco Bay area communities and their emergency response agencies. Cal OES continued to inform this working group that during catastrophic incidents — Emergency response decisions on the water depend upon reliable local marine gasoline and diesel availability and access. Cal OES also noted that during the 1989 Loma Prieta earthquake, private vessels assisted the SFFD in responding to San Franciscans from the waterfront. Following inspection, the Gashouse Cove fuel dock resumed operations immediately and supported on-water emergency coordination and Incident Command activities, including operations coordinated through the U.S. Coast Guard Auxiliary.

Dredging

The operator of the gas and diesel marine fuel dock reports an alongside depth of water of - 8.5' MLLW, which is sufficient for their customers and that the dock has not been dredged in the past thirty-five years. Staff at the Regional Board have advised that if there is no dredging to take place at the gas and diesel marina fuel dock, there is no need for remediation at that location.

Fiscal

During our meeting with San Francisco staff, we were advised that the cost to keep the gas and diesel marine fuel dock where it would be approximately \$25 million. And to move the fuel dock to another location within the basin to would cost \$4.5 million. In our review of their engineer's preliminary estimate, these costs were only for dredging, the resultant placement of an engineered cap, and time added to the overall project construction. There was no discussion of the cost of removing the floating facilities, removal of the existing underground petroleum storage tanks, or the cost to install new tanks at a different location along with floating dock upgrades and appurtenant equipment. At this time, based on the information received from San Francisco staff, Regional Board staff and the current operator we are unaware of any costs for the existing facility to remain where it is and in its full current use.

Recommendation

That the Harbor Safety Committee adopt a formal position supporting preservation and continued operation of the Gashouse Cove gas and diesel fuel dock as critical maritime emergency infrastructure for San Francisco Bay. We have found the continued operation of the existing facility provides the most reasonable, cost-effective, operationally efficient, and publicly beneficial outcome while maintaining critical marine gas and diesel fuel access and emergency response capability for San Francisco Bay during a potential State of Emergency. Further, the Chair of the HSC is authorized to disseminate this position.



HSC Working Group

HSC Ad Hock Working Group - Gas House Cove

- Friday, March 20, 2026**
- 10:00 AM - 11:00 AM (PDT)
- SFMX
[10 Commodore Drive](#)
[Emeryville, CA 94608](#)
[United States](#)

Event Details

Ad Hock Working Group - Gas House Cove Fuel Dock

Agenda:

Meeting recording Link:

Extra Documents

Share Event:



EMAIL



FACEBOOK



LINKEDIN

For More Information:

Stephen Brown

stephen@sfmtx.org

Ad hoc meeting to discuss the status of the Gashouse Cove Fuel Dock

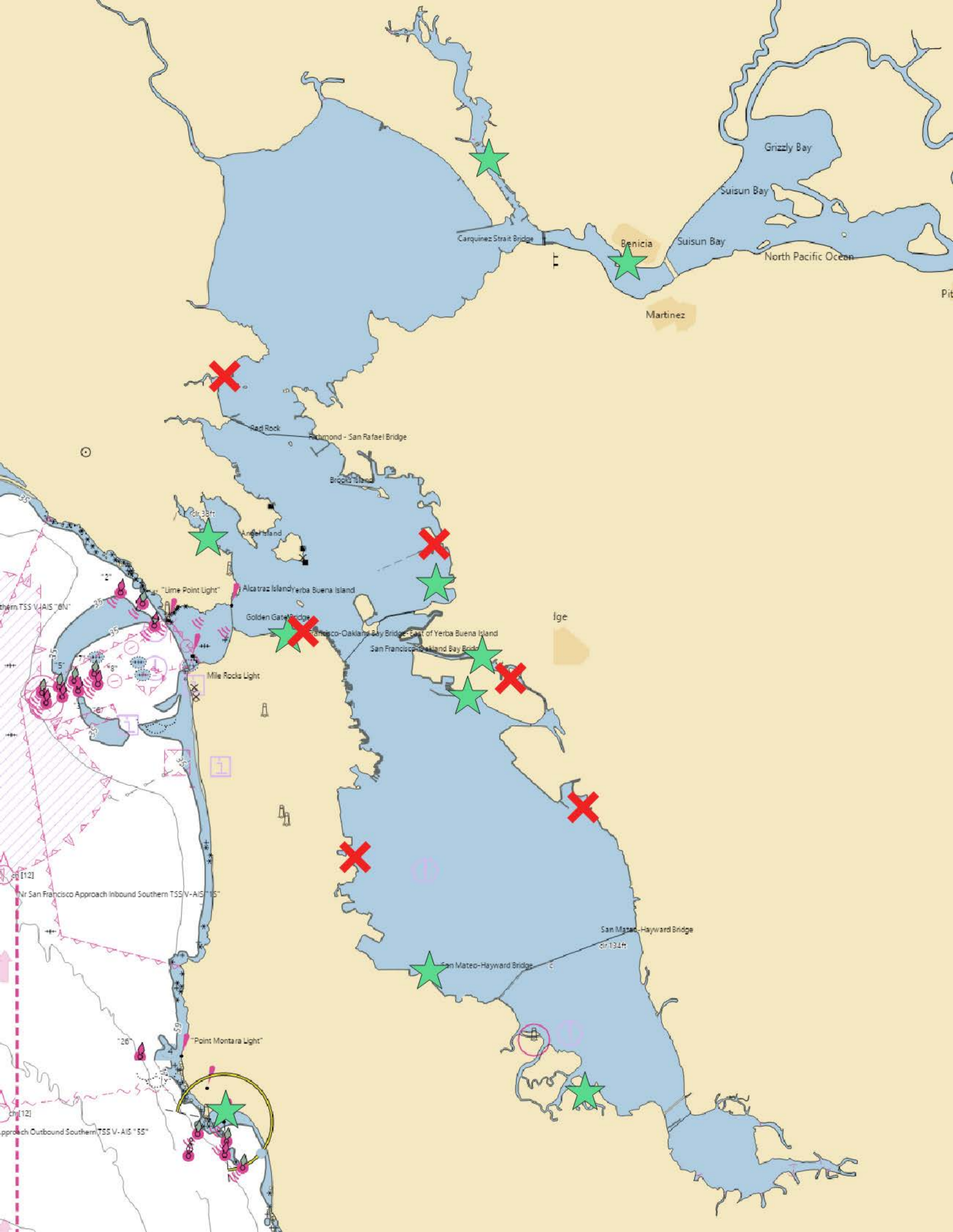
Topic: Several members of the public brought to the Harbor Safety Committee concerns over closing the Gashouse Cove Fuel Dock. A repeated theme is the concern for emergency responders not having a fuel dock on the west side of the San Francisco Bay. This short, meeting is to follow up on a HSC old business topic in preparation for the April HSC meeting.

Proposed attendees:

- Scott Humphrey, HSC Chair, Facilitator
- James Haussener, HSC Pleasure Boat Operators representative
- Monica Scott, City of San Francisco
- Marcus Freeling, HSC Secretariat
- Maggie Hallahan, Industry Expert

Agenda: (times are approximate):

1. (2 minutes) Meeting opening and introductions.
2. (10 minutes) Update from Monica Scott on the Gashouse Cove Fuel Dock.
3. (15 minutes) Scott H. facilitates short, open discussion.
4. (3 minutes) Scott H. closes the meeting.



From Sergeant Michael Bushnell San Francisco Police Department to Ad hoc

3-31-2026

Hello Captain Maggie Hallahan,

Both the fuel dock at Gas House Cove and the small dock next to Gas House Cove has been used numerous times by members of the SFPD, SFFD and USCG. During boardings of vessels it sometimes becomes unsafe to board a vessel on the bay so we re-route the vessel to Gas House Cove to conduct the boarding on a dock. We have taken kitesurfers, windsurfers, sea sick passengers from charter boats and several other injured/sick or deceased individuals that we encounter on the job to that dock.

Maintaining a centrally located fueling station that supports both diesel and gasoline vessels is critical to the safety, efficiency, and economic stability of the waterfront. From an operational standpoint, marine units—including local law enforcement, fireboats, and our federal partners such as the United States Coast Guard—depend on immediate and reliable access to fuel. Relocating this resource to a less central area would increase response times and could negatively impact emergency readiness during critical incidents. In addition to public safety, the fuel dock plays an essential role in supporting the working waterfront. Commercial fishing vessels, recreational boating and charter boats rely on centrally located fueling to minimize downtime and maintain efficient operations. Moving this service farther away would require additional transit time strictly for fueling, increasing congestion and operational costs across the harbor.

From a maritime safety perspective, keeping fueling operations centralized helps reduce unnecessary vessel movement across busy navigation channels. The San Francisco Bay is already a high-traffic and complex waterway, and reducing fueling locations could increase the risk of congestion at fuel docks.

There are also important economic considerations. The Port of San Francisco depends on accessible infrastructure to sustain its commercial users. Removing or relocating the fuel dock could push operators to alternative ports (Pillar Point Harbor) ultimately impacting local revenue and maritime activity.

Finally, from an environmental and practical standpoint, upgrading and modernizing the existing facility presents a more efficient and lower-impact solution than constructing a new site. Enhancements to the current dock can incorporate modern safety and environmental protections without the added disruption of new construction.

For these reasons, I strongly recommend retaining and improving the existing centrally located fuel dock rather than pursuing removal and relocation. Its continued operation is vital to maintaining a safe, efficient, and economically viable waterfront.

As far as the question of the turning basin being too windy to operate a vessel safely. I do not agree. I believe the ability to operate a boat is limited by the operator and vessel. Based on my 18 years in the San Francisco Police Department and 2 years at Station Golden Gate, I do not recall any vessel accidents

Sergeant Michael Bushnell #2290
San Francisco Police Department

Marine Unit/Homeland Security Unit
michael.a.bushnell@sfgov.org
Office: (415) 409-1020

Hello Sergeant Bushnell,

I am writing in follow-up to the Ad Hoc discussion regarding the Gashouse Cove Fuel Dock at the San Francisco Marina that we attended this morning via Teams. Participants in the meeting included Scott Humphrey (Executive Director, Marine Exchange of the San Francisco Bay Region; Chairperson, Harbor Safety Committee of the San Francisco Bay Region), James Haussener, Maggie Hallahan, Monica Scott (REC), Marcus Freeling, Stephen Brown, and Harbor Master Scott Grindy.

During the meeting, it was stated by Harbor Master Scott Grindy that there has been no known use of Gashouse Cove as an extraction site over the past 10 years. I would like to respectfully request clarification on this point, as it is my understanding that the dock continues to serve an active and important role in emergency response.

Specifically, I am asking if you could provide a brief written statement outlining how the Gashouse Cove Fuel Dock is currently used for emergency access and response operations. The dock's location offers practical advantages, including relatively direct and efficient physical access for emergency vehicles and marine units navigating through the Marina, particularly given the high volume of pedestrian and recreational activity in the area.

Additionally, I would appreciate your perspective on the importance of maintaining the fuel dock at its current location during the remediation process, and the need to ensure that a fuel dock remains operational at the San Francisco Marina at all times. From an operational standpoint, it would also be helpful to understand whether the current location is the most effective for your vessels, and whether it is your preference to keep the fuel dock in its current location.

There was also discussion during the meeting regarding vessel maneuverability in high winds. Mr. Grindy indicated that turning vessels near the current fuel dock can be difficult in high wind conditions. It would be valuable to clarify your experience—specifically, whether high winds impact your ability to safely approach, maneuver, and refuel at this location versus alternative potential locations within the West Marina. Additionally, based on your experience, do conditions within Gashouse Cove offer more protection from wind compared to the more exposed areas of the West Harbor?

Maintaining and clearly documenting this access point is important to supporting public safety operations and ensuring that emergency responders retain a viable and effective route when needed.

I have included Scott Humphrey (scotth@sfmtx.org) on this request so that we may compile responses for submission to the Ad Hoc group. Please cc me when you respond.

I appreciate your time and any clarification you can provide.

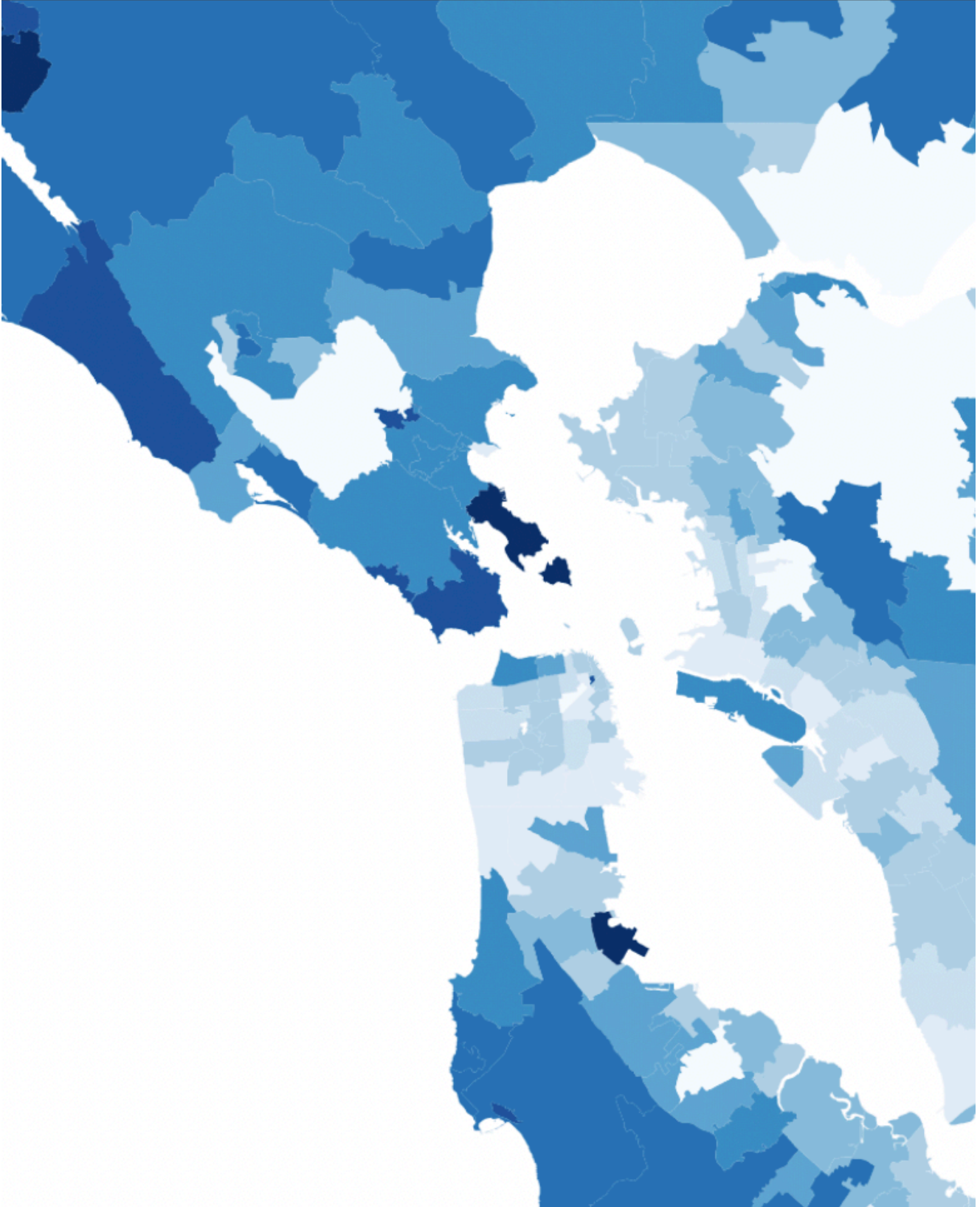
Captain Maggie Hallahan
maggie@mhpv.net

#	Marina / Fuel Dock	Active	Fuel Ty	Ei	Phor	Address
1	SF Marina Gas House Cove	Y	DG			415- 99 Yacht Road, San Francisco, CA 94123
2	Sausalito Clipper Yacht Harbor	Y	DG			(415 310 Harbor Drive, Sausalito, CA 94965
3	Safe Harbor Emeryville	Y	DG			510- 3310 Powell St, Emeryville, CA 94608
4	Jack London Square Fuel Dock	Y	DG			510- Jack London Square, 38 Webster St, Oakland, CA 94607
5	Loch Lomond Marina	N				https 100 Loch Lomond Drive, San Rafael, CA 94901
6	Grand Marina Alameda	N				https 2099 Grand Street, Alameda, CA 94501
7	Berkeley Marina Fuel Dock	N				201 University Avenue, Berkeley, CA 94710
8	Hyde Street Pier San Francisco	N				2905 Hyde Street, San Francisco, CA 94109
9	Oyster Point Marina Fuel Dock	N				95 Harbor Master Road, South San Francisco, CA 94080
10	Vallejo Marina	Y	DG			(707 42 Harbor Way, Vallejo, CA 94590
11	Benicia Marina	Y	DG			707- 266 E B St, Benicia, CA 94510
12	Westpoint Harbor Redwood City	Y	DG			(650 101 Westpoint Harbor Drive, Redwood City, CA 94063
13	Coyote Point Marina	Y	DG	m		(650 1900 Coyote Point Dr, San Mateo, CA 94401
14	Ballena Isle Marina	Y	DG			510- 1150 Ballena Blvd, Alameda, CA 94501
15	San Leandro Fuel Dock	N				

ca cards per zip populations PDF

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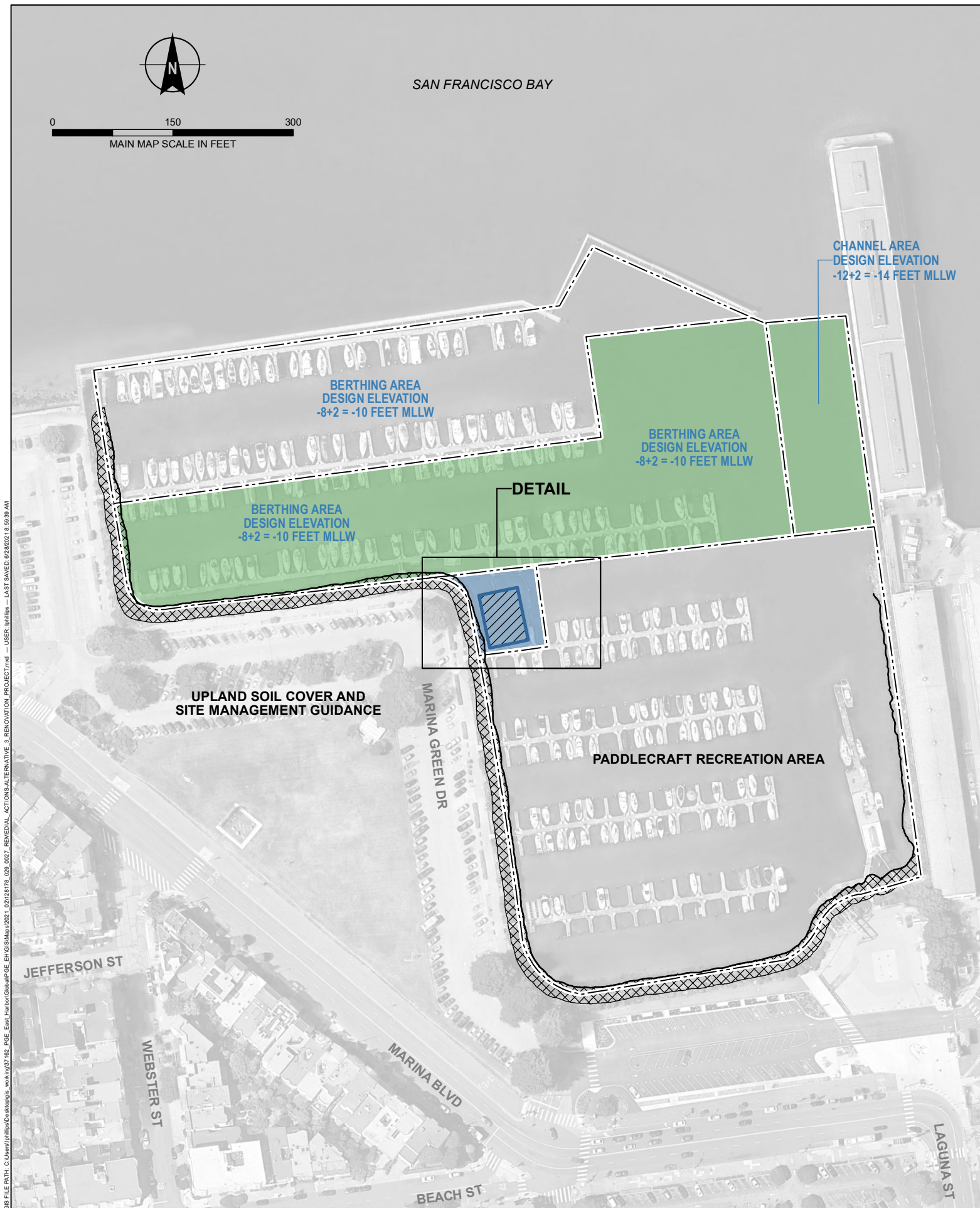
AD HOC COMMITTEE
 "Initial Analysis of Boating Slips, Moorings, and Boating Amenities in California"
 Established: May 23, 2025
 Completion Date: November 6, 2025
 DBW Commission: Ad Hoc Committee Members:
 Maggie Hallahan
 Hampus Idsater

Supporting Data from:
 California Vessel Waste Disposal Plan Published February 2020 by California State Parks Boating and Waterways 1 California State Water Resources Control Board, 2019
 California Department of Motor Vehicles 2025
 California Department of Boating and Waterways, 2005
 United States Environmental Protection Agency, 2018
 United States Department of the Interior, Fish and Wildlife Service, 1994

County	Total Slips <25'	Slips <25' with access to a private dump station	Publicly Accessible Sewage Dump Station	Dump Station Ratio	Total Slips ≥25'	Total Mooring Buoys	Slips ≥25' + Mooring Buoys with access to private stationary or in-slip sewage pumpout	Publicly Accessible Sewage Pumpout	Pumpout Ratio	Publicly Accessible Floating Restroom
Region 1 Totals	2094	0	3	698	2107	300	25	17	140	21
Region 2 Totals	830	0	8	104	853	1039	0	15	126	30
Region 3 Totals	3065	65	12	250	6576	792	852	28	233	32
Region 4 Totals	3936	74	8	483	18435	159	1874	66	253	8
Region 5 Totals	422	0	6	70	3226	548	0	13	290	5
Region 6 Totals	2562	500	5	412	14327	1641	1193	38	389	7
Region 7 Totals	3885	10	11	352	12515	1429	2358	40	290	13
Total	16794				58039	5908	6302			

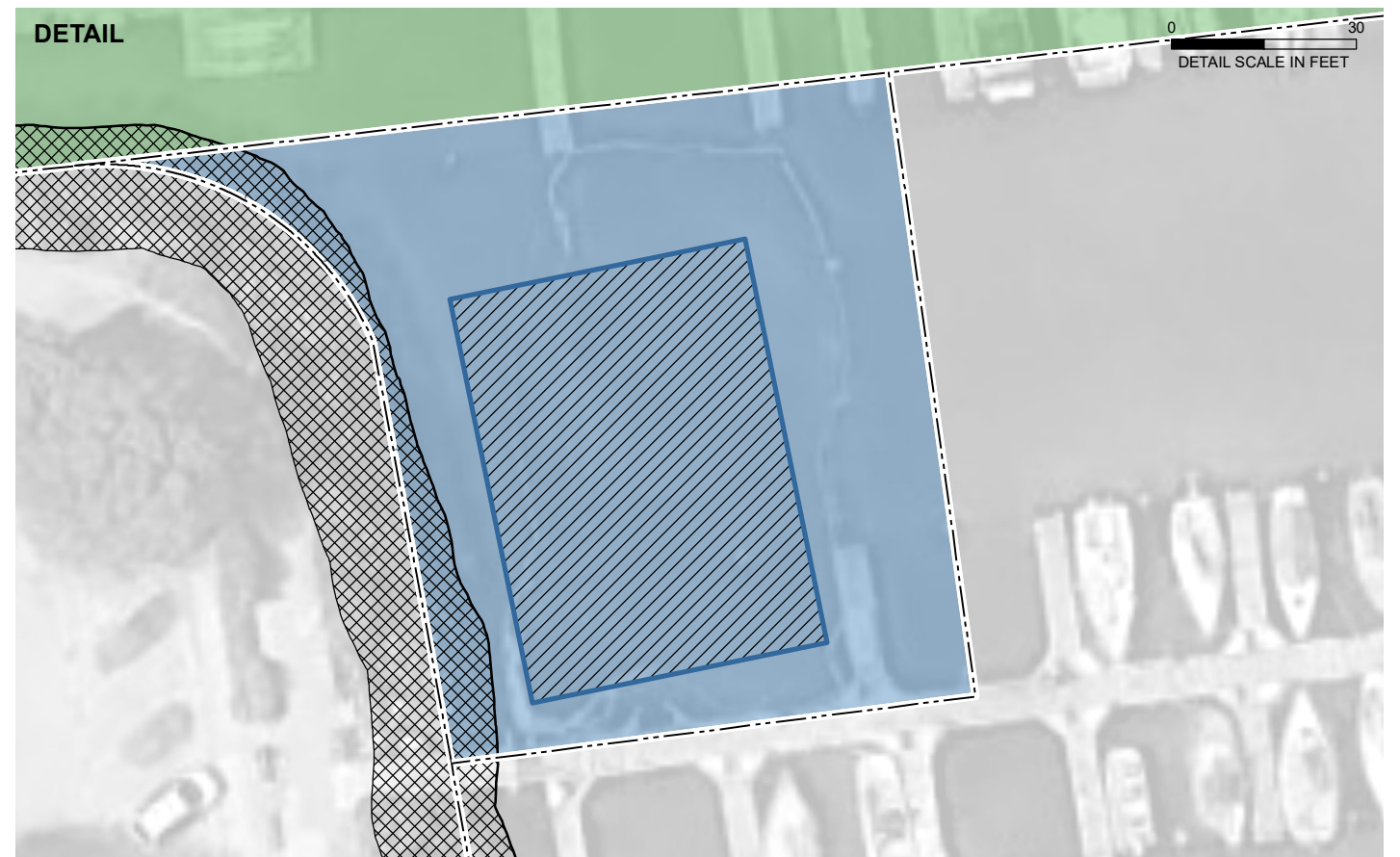
Estimated Total State Boat Slips and Total Mooring Buoys	
Smaller than 25'	16794
larger than 25'	58039
Total number of slips in above Vessel Waste Disposal Plan report	74833
Estimated Total Mooring Buoys	5,908
Total Slips and Total Mooring Buoys CA	80,741
Estimated Registered CA - Reg and U.S.- documented merchant/ recreational vessels in California	
Below number based on national total of documented U.S. vessels May 01 2024 381,103 records	
Estimated U.S.C.G. California share = 10 % of 381,103 = ~38,110 vessels	38,110
STATE OF CALIFORNIA DEPARTMENT OF MOTOR VEHICLES STATISTICAL REPORT - CURRENTLY REGISTERED VESSELS Date: January 3, 2025	
In the State of California, there are 563,020 registered vessels measuring 16 feet 0 inches to 25 feet 11 inches in length, and 31,697 registered vessels measuring 26 feet to 60 feet in length.	
This total does not include vessels registered with the United States Coast Guard (USCG) that are located in California. With Others added in for a total approx 645,951 vessels	645,951
TOTAL CALIFORNIA Vessels in CA	684,061
TOTAL CALIFORNIA Boat Slips & Total Mooring Buoys t	80,741

California vessels that are not included in this report are canoes, rowboats, paddleboards, paddleboards, parasails, seaplanes operating on the water, motorless floating homes, ships' lifeboats, and other types of vessels that are not required to be registered.



- LEGEND**
- CURRENT SHORELINE AT ELEVATION 0.0 FEET MLLW
 - ▭ VINYL OR STEEL SHEETPILE WALL
 - ▨ DREDGE TO -14.5 FEET MLLW AND BACKFILL
 - ▩ PERMEABLE REACTIVE BARRIER INCORPORATED INTO SHORELINE RECONSTRUCTION
 - - - SUBAREA BOUNDARY
 - DREDGE AND CAP BELOW EXISTING SEDIMENT SURFACE
 - DREDGE TO -13 FEET MLLW AND CAP BELOW DESIGN ELEVATION

- NOTES**
1. SHORELINE RECONSTRUCTION COMPLETED DURING RENOVATION PROJECT MAY INCORPORATE PERMEABLE REACTIVE BARRIER.
 2. MLLW = MEAN LOWER LOW WATER
 3. INSTITUTIONAL CONTROLS WOULD ENSURE THAT EXISTING INCOMPLETE OR INSIGNIFICANT PATHWAYS DO NOT BECOME COMPLETE.
 4. EXTENT OF PERMEABLE REACTIVE BARRIER MAY BE REVISED BASED ON PROJECT AND REMEDIAL REQUIREMENTS.
 5. AERIAL IMAGERY SOURCE: GOOGLE, MARCH 2018



HALEY ALDRICH PACIFIC GAS AND ELECTRIC COMPANY (PG&E)
EAST HARBOR FEASIBILITY STUDY
SAN FRANCISCO, CALIFORNIA

**REMEDIAL ACTIONS - ALTERNATIVE 3
RENOVATION PROJECT**

JUNE 2021


FIGURE 27

From Angus Chan Water Board Angus.Chan@Waterboards.ca.gov

9. Fuel Dock Depth Retention

Q: Could the fuel dock remain at an eight-foot depth?

A: Yes, this depth would not expose the contamination in deeper sediment.

From: Chan, Angus@Waterboards Angus.Chan@Waterboards.ca.gov 
Subject: RE: PG&E dredging and capping at GHC SF Marina
Date: June 4, 2025 at 2:20 PM
To: Kate Thompson katet@me.com, Maggie Hallahan maggie@mhpv.net
Cc: Steven Welch stevenwelch22@gmail.com, Steenson, Ross@Waterboards Ross.Steenson@waterboards.ca.gov

Maggie, Kate, and Steve –

Great talking to you on Monday as well. I'm providing some clarifications on the answers to your questions, in red below. Feel free to reach out again if you have additional questions.

1. Marine Pool Inclusion

Q: If supported by the City, could PG&E incorporate a marine pool at the Point into the current plan?

A: Yes, we believe that is possible. A new feasibility study likely would not be needed, but an addendum might be necessary if significant changes to the remediation were needed.

2. Fuel Dock Dredge Depth

Q: What is the current or planned dredge depth at the fuel dock area?

A: The current depth is 8 feet. The plan is to fill and cap the area, but it could also be capped at a lower depth.

3. Fuel Dock Relocation Approval

Q: If the fuel dock were relocated 168 meters forward, would the Water Board object?

A: No. We assume that permanent relocation of the fuel dock would be after remediation (i.e., the relocation would not prevent access for remediation).

4. Remedial Plan Submission Timeline

Q: When does the Water Board expect PG&E to submit the final Remedial Action Plan?

A: We expect PG&E to submit a Draft Remedial Action Plan later this summer or fall. The Water Board will review the document and likely issue comments. Once Water Board comments are adequately resolved, a revised document would be made available for public review and comment. After review and resolution of the comments, a Final Remedial Action Plan would be submitted (likely in 2026).

5. Post-Remediation Monitoring

Q: Who will be responsible for monitoring the site for residual MGP contamination after remediation, and for how long?

A: Both PG&E and RPD are responsible parties for the investigation, cleanup, and monitoring of the MGP contamination as explained in our October 15, 2019, Water Code Section 13267 Technical Report Requirement [letter](#). We understand that the parties are cooperating, and PG&E is taking the lead for remediation-related activities, including post-remediation verification monitoring. We believe that the 2 years is schedule-related: PG&E would implement the remediation over the course of about 2 years then RPD would complete the Marina Improvement Project.

6. Cap Integrity and Boat Traffic

Q: After project completion, could a boat break the cap by running into it?

A: No, it is not likely if the cap is maintained.

7. Future Liability After Transfer

Q: After the property transfer, who will be legally and financially responsible for any future environmental issues?

A: Both PG&E and RPD will remain liable for the MGP contamination — see response to question 5. PG&E cannot transfer its liability to another party.

8. Municipal Liability Norms

Q: Is it standard practice for a municipality like San Francisco to assume liability following remediation by a private entity?

A: The California Water Code allows the Water Board to hold current owners of a property (the City in this case) responsible for contamination on their property. However, this does not absolve PG&E of its liability for discharge of the MGP waste, as discussed above.

9. Fuel Dock Depth Retention

Q: Could the fuel dock remain at an eight-foot depth?

A: Yes, this depth would not expose the contamination in deeper sediment.

10. Post-Remediation Dredging

Q: Can dredging occur in the future in the shallow area or any area after the project is completed?

A: Yes.

Angus Chan, P.E. (*he/him*)

Senior Water Resource Control Engineer (Specialist)
San Francisco Bay Regional Water Quality Control Board
(510) 622-2363

At the request of the City of San Francisco Rec and Park Department (SF RPD), Pacific Gas & Electric's (PG&E's) environmental remediation design contractor, Haley & Aldrich, performed preliminary analysis to estimate additional remediation costs for two proposed fuel dock locations (existing East Harbor location and Location F). Two marina depth options provided by SF RPD were evaluated for each potential location to accommodate fuel dock traffic, -10 foot (ft) mean lower low water (MLLW) and -12 ft MLLW, each with a 2-ft overdredge allowance. The proposed design for the renovated marina without a fuel dock in the East Harbor is -8 ft MLLW in the berthing area and -10 ft MLLW in the channel area.



Based on cost estimates provided by PG&E's remediation contractors with dredging and capping experience in the San Francisco Bay area, Haley & Aldrich developed preliminary costs for the primary remedial activities below:

- Environmental dredging and disposal unit costs
- Placement of engineered cap unit costs
- Labor charges to complete environmental dredging/engineered capping and associated environmental regulation, safety, quality control and permitting compliance



Preliminary Estimate: Additional Remediation Cost to Achieve Marina Design Depths – Fuel Dock in Existing East Harbor Location:

To allow for the fuel dock to remain in the existing location, the estimated remediation cost increase for the two Marina design depths includes:

- For -10+2 ft MLLW design depth: \$24.2 million
 - Dredge 23,300 cubic yards (cy; \$5.7 million), including an additional 3 ft of dredging to allow for placement of an engineered cap to protect against propeller wash erosion
 - Place 88,100 square feet of engineered cap along the bottom and side slopes (\$2.1 million)
 - Adds 10 weeks of dredging and 9 weeks of capping (\$16.4 million)
- For -12+2 ft MLLW design depth: \$28.5 million
 - Dredge 29,500 cy (\$7.2 million)
 - Place 92,700 square feet of engineered cap along bottom and side slopes (\$2.3 million)
 - Adds 12 weeks of dredging and 10 weeks of capping (\$19 million)

Preliminary Estimate: Additional Remediation Cost to Achieve Marina Design Depths – Fuel Dock in Location F

To install the fuel dock at location F, the preliminary estimated remediation costs increase for the two Marina design depths includes:

- For -10+2 ft MLLW design depth: \$4.5 million
 - Dredge 6,400 cy (\$1.6 million)
 - Cap additional 2,100 square feet (sf) along the slope to the shallow water recreation area (\$0.05 million)
 - Note that the current design and costs include capping in the berthing area
 - Adds 3 weeks of operations (\$2.8 million)
- For -12+2 ft MLLW design depth: \$9.5 million
 - Dredge 15,100 cy (\$3.7 million)
 - Cap additional 6,000 sf along the slope to the shallow water recreation area (\$0.15 million)
 - Note that the current design and costs include capping in the berthing and channel areas
 - Adds 6 weeks of operations (\$5.6 million)



Ad hoc Meeting Gashouse Cove Fuel Dock-20260320_110412-Meeting Recording

March 20, 2026, 6:04PM

35m 39s

● **Scott Humphrey** started transcription

SH **Scott Humphrey** 0:05

There we go. If you would start again, Maggie, I'm sorry.

CH **Captain Maggie Hallahan** 0:07

Yes, Yep, sure. Captain Maggie Hallahan. I hail from San Francisco North Shore Aquatic Park since I was a little girl, and I am a Sea Scout leader. I'm a licensed Coast Guard captain.

I have been in blue water all over the world, including the Hawaiian Islands and mostly recreational boating, though I have done some teaching and commercial captioning. I also want to say that Governor Gavin Newsom, when he became governor, asked me to be on the California Boating and Water.

And I accepted just as COVID was ending. And it's been a very interesting two years, and I've been re-upped for another four years on the commission. And I am not here as a commissioner for California Boating and Waterways, which I am actually in the position of recreation.

Voting for the waterways for Northern California, but I because there is a loan out with SF Marina, so I cannot speak at all in terms of that. I want to make that super clear and that I'm here though as a Sea Scout leader, South End member.

SH **Scott Humphrey** 1:11

OK.

CH **Captain Maggie Hallahan** 1:20

Rowing and swimming. And then I'm also an overall recreational boater all over the Bay. Thank you very much.

SH **Scott Humphrey** 1:28

Thank you, Monica. If you would introduce yourself. I don't think we've ever met face to face. I think I've gotten emails back and forth, but good to finally meet you.

SM **Scott, Monica (REC)** 1:35

Yeah, yeah. Great to meet you and everyone else here on the call that I haven't met. My name is Monica Scott. I am a project manager with the Capital division of the San Francisco Recreation and Parks Department. This is my primary. The Marina project is my primary project at the moment.

And I've been involved with it since coming up on. Yeah, three years now, 2023. I started with this project. So I am a licensed landscape architect. And yeah, I'll pass it off to Scott Grindy.

SH **Scott Humphrey** 2:03

OK.

Scott Grindy, good morning.

GS **Grindy, Scott (REC)** 2:14

Well, I hope it's a good morning. You know, it's sunny out and the weather's good and the whales are out front. My name is Scott Grindy. I'm the harbor master here at the San Francisco Marina and I just finished about an 8 year, nine year stint with the Harbor Safety Committee.

SH **Scott Humphrey** 2:15

It is.

GS **Grindy, Scott (REC)** 2:31

And you know, Jim is graciously taking that ball of wax and moving it forward.

SH **Scott Humphrey** 2:41

Thank you, Scott. Um, Dominic.

MD **Moreno, Dominic (PRT)** 2:48

Good morning, everybody. My name is Dominic Moren. I'm the assistant current assistant maritime director for the Port of San Francisco. I'll let this group know

because the news will probably get out into the industry. Andre Coleman is going to be stepping away from the port. I'll be acting maritime director come.

SH **Scott Humphrey** 3:03
OK.

MD **Moreno, Dominic (PRT)** 3:03
April 17th. Thank you. Thank you. Thank you. Good to see. I think I recognize everybody except Steve Brown, but I yeah, we we manage the 7 1/2 miles of waterfront over here for the port.

SH **Scott Humphrey** 3:05
Congratulations.
Very good. And Marcus?

MF **Marcus Freeling** 3:27
Yeah, this is Marcus Freeling, Secretariat for the Harbor Safety Committee and the External Operations Manager with the Marine Exchange.

SH **Scott Humphrey** 3:38
Thank you, Marcus. And finally, Steph Brown.

SB **Stephen Brown** 3:42
Hi, everyone. I'll turn my camera on in a second. OK. Hi, I'm Stephen, database manager for the Marine Exchange. I'm just sort of shadowing today. I'm kind of getting more involved in all of the committees and so I'm just sort of just observing, taking in everything to trying to be in the background.

SH **Scott Humphrey** 3:59
Yep. And you'll probably hear from Steph in another capacity. He's going to help you get your sign in, your membership sign in to our new website system, which will give you what's called a membership compass so that you can see your Marine Exchange membership and all of the committees that you're signed up to receive emails from, et cetera.

SB **Stephen Brown** 3:59

O.

SH **Scott Humphrey** 4:19

Dominic, you've got your hand up.

MD **Moreno, Dominic (PRT)** 4:20

I do. I just want to revise my my previous comments. I recognize everybody on this screen.

SH **Scott Humphrey** 4:25

Oh, OK, once the camera kick on it, like.

SB **Stephen Brown** 4:25

OK.

Right. No, it's all good. I know. Yeah. Yeah. OK.

MD **Moreno, Dominic (PRT)** 4:26

Sorry, Steph. Yeah, yeah, yeah, with the camera off, I didn't reg it. Sorry.

SH **Scott Humphrey** 4:30

All right. So Monica, if you would give us an update on the project at at the Marina and the Gas House Cove.

SM **Scott, Monica (REC)** 4:41

Yeah, sure thing. I have um some slides prepared that are about the project in general with some detail on the fuel doc. So is if that's OK, I'll share my screen.

SH **Scott Humphrey** 4:51

Please do. If you would provide me the the slide deck afterwards, I'll put it in the minutes for our little meeting. Thank you.

SM **Scott, Monica (REC)** 4:57

Yeah, no problem.

SH **Scott Humphrey** 5:00

I you. I think you should be able to share, right? OK. Oh, I know every time is the first time. There we go.

SM **Scott, Monica (REC)** 5:02

Yeah, yeah, I'm just navigating.

OK.

So yeah, just for context, I'm sure you all are well aware of the location of the San Francisco Marina, but it's here on the northern waterfront, nestled between Crissy Field to the West and Fort Mason to the east.

And our project is within the confines of this, um, yellow orange Polygon, um, while we're not touching everything in there and.

The focus of the project is in the East Harbor and also a portion of the West Harbor, which is on. You can see them labeled here. Are you all able to see my cursor if I'm moving it around or not really?

SH **Scott Humphrey** 5:53

I don't see your cursor.

SM **Scott, Monica (REC)** 5:55

Yeah, sometimes that doesn't work. Anyway. Luckily we have a lot of labels here, so um.

SH **Scott Humphrey** 5:58

Yeah.

SM **Scott, Monica (REC)** 6:02

This is the existing condition here, more or less. We already had to remove some of the docks in the southern portion of the East Harbor due to their deteriorating condition and this upcoming project schedule.

So this is a joint project between the city, Reckon Park and PG&E, Pacific Gas and Electric due to contamination from legacy industry here that they had pre 1906 earthquake.

That's where the Gas House Cove comes from. They had a manufactured gas plant.

Right at this northeast corner of the where the shoreline of the triangle is. So the project will include. So there was a yeah, about 20 years of investigation slash litigation to get to the project that I'm.

Um working on now, which is called a joint project.

And there's and that's been approved by the Board of Supervisors and Mayor London Breed at that time and that was negotiated with the city attorney and PG&E. So that project is capped with a budget of \$190 million and that is all in.

For the planning work as well as the current design and construction and then in the future the ongoing monitoring that will be taking place. So what you see here with this shaded area, this is.

The areas here are going to be dredged and capped, and there's an area of targeted deeper dredge with that small rectangle. If you're out there now, you'll see there's like a currently a boom enclosing that area.

In the southern portion there is an existing sediment cover of multiple feet and so the project will be leaving that in place, which functions as a cap, but it does change the use of the Marina from being able to have powerboats and deep draft.

Sailing vessels and the fuel dock of course as well will not be able to stay there with this level of remediation. So there's also going to be this dashed blue line is indicating.

What is called a permeable reactive barrier. So basically the riprap, the rock slope that's there now will be peeled off and then we'll be doing some regrading of the shoreline itself and to allow for a more stable slope to be reinstalled, but before the rock is replaced.

Placed, there'll be a a barrier, yeah, a layer of barrier, just kind of they call it a belts and suspenders approach. So this is all regulated by the Regional Water Quality Control Board of the state of California. So there's been.

Numerous feasibility studies that have been published and reviewed and they are preparing to issue what's called a remedial action plan.

So they are. They're really the the prime regulator for this project.

And then we have our proposed Marina improvements. Once that dredging is done, we will be in the capping will be coming in to the East Harbor. Starting on the right here, we're going to be improving the breakwater that's currently.

Enclosing the East Harbor and then we are installing reoriented docks, so we'll be able to install an additional breakwater to further calm the waters here given the very active waves that are passing under Fort Mason right now.

We're also going to be adding pedestrian access to that portion of the breakwater. You can see there in brown versus the white.

And we'll also be installing a gangway down to a community dock, which will be open with the park hours to the public, which is running north-south there in what we call the shallow water basin and this.

The skinny dock running east West is a visitor dock which will be behind a gate and that will have, I believe it's birthing space for about 13 boats with side ties. So this is where we're envisioning.

Yeah, that that's that's for the harbour master to to manage. But yeah, we're excited to be able to provide such an extensive amount of visitor dock space as well. They'll also be a installation of floats and indicators preventing boats from entering into those larger boats.

So the powerboats from entering into this shallow water basin, the shoreline, I'll kind of just I don't, I don't think this is as of is as of much interest to you all, but the shoreline, this is the Bay Trail running here in orange. So we'll be doing some reconfiguring of that to expand the.

Area We're removing some of the parking lot, but I'll kind of leave that as it is. And then in the West Harbor, we have the wave organ here at the tip of the jetty. This is on the left side of the screen. We'll be installing a new breakwater.

Because of the very high rates of sedimentation that the entry channel of the West Harbor currently has to deal with on an annual basis with dredging. So we did a lot of.

Morphological modeling of like sand transport and this design of this breakwater, I believe it's about 225 feet will allow us. It's expected that we will not have to dredge again for 12.

10 to 15 years following installation. So with that being added in year one and year 2, we'll be coming back to, you know, basically proof is in the pudding. We'll make sure that it really is slowing down the sedimentation.

And we'll be dredging, extensively dredging more than the typical maintenance dredge to reinstall these docks here in yellowish, which were originally installed back in 2012 with the West Harbor renovation.

The location here on the left is a potential relocated fuel dock location and there is currently an existing pump out there and I have more slides to go into more detail on that.

I'm gonna.

I'm gonna keep going, but if you if you guys have burning questions, maybe I'll just keep going through. I have a couple more slides. So is that OK, Scott?

SH **Scott Humphrey** 12:59

Yeah, we've got time for a couple more. Sure.

SM **Scott, Monica (REC)** 13:02

OK.

So this is an analysis of other potential locations for the fuel dock aside from the West Harbor one there labeled number labeled with the letter A. So we did extensive analysis of the feasibility of.

Where is the best place to relocate this fuel dock? And yeah, anyway, this week, maybe we could, we can come back to this one later. But basically we looked at, you know, swell, westerly swells, northerly storm waves, the, you know, turning diameter, the the berth orientation.

Access to the underground storage tanks, vessel lengths that they can accommodate and of course how many slips we would lose with by locating it in the various locations. I will say it's not shown here because it it extends beyond the project budget, but we also did call.

Tossed out what type of remediation would be involved in maintaining the fuel dock in its current location and it was in the rough order of magnitude. The engineers estimated it at between 20 to \$25 million. So that kind of that's why that's not even shown here because we couldn't.

Realistically, consider that.

So this is detail that was provided to the Marina Harbor Association and yeah, many other public meetings over the last year with the analysis of with that West Harbor fuel dock location, if that is where it ends up.

This is the clear space. This red is is a potential vessel fueling and how that works with the entry channel like we are aware this is um.

The least worst option. This is like the best of not a lot of great options, but this is what we are contemplating and this is in our CEQA environmental clearance which was just completed yesterday. That addendum with to the EIR was published.

And also in our permitting applications.

And this is our, you know, we're we're aware that there's, you know, kind of diminishing opportunities for for boaters to fuel up, especially with gasoline. We

know there is a diesel option which is.

You know, currently the the replacement for the Hyde St. fuel dock, while that's offline, still very close to our Marina and but for gas, folks would have to go up to Sausalito as the closest one.

And this is just a rough, rough schedule. We're we're pretty much still on track here with construction starting in mid 2027 and then extending kind of in phases through the end of 2029.

Yeah, so that's about it. I I know Dominic is on the line. I I will just add, as has been shared with the public multiple times, Rec and Park is working with other city agencies to address the concerns.

Of the fire department and the Police Department regarding the fuel dock and the need for that for gasoline.

How? Just to say, though, there are multiple options for the emergency vessels to get diesel currently along the San Francisco waterfront. Um, but yeah, I will. I'll stop there.

SH **Scott Humphrey** 16:36

Could not get.

OK, let's take a time now. We're down to about 11:20. I'd like to start with Maggie and.

Give you 3 minutes. If you would, I'll start a a timer just to keep everybody on track to discuss your concerns. And I believe I before we do so, I'll just introduce the idea that I believe the primary concern is the closing of the fuel dock and not having a place.

In the South part of the San Francisco Bay for gasoline, is that correct? Is as a general overall high level, Maggie?

CH **Captain Maggie Hallahan** 17:20

Yeah. And there's other that I'll try to keep it short, but could I, I think what I'll do is can can you, Scott, bring up on your map and share a screen just from a Google satellite of the area so we can just pull that up?

SH **Scott Humphrey** 17:25

OK, ready.

Yeah, same by one second. Yep, Yep, Yep.

CH **Captain Maggie Hallahan** 17:39

Cool. So as you all know, the Sea Scout base is an aquatic park just on the other side of.

SH **Scott Humphrey** 17:48

Hold on, I'm digging through windows here. And by the way, time hasn't started. I'm just looking for. There we go. You want satellite or map?

CH **Captain Maggie Hallahan** 17:51

OK.

Uh, satellite.

SH **Scott Humphrey** 17:56

All righty and stand by for sharing.

Alrighty, where are we? Here we go.

CH **Captain Maggie Hallahan** 18:04

Yep. So, whoops, slow down. Come out just a little bit. There we go. So our Sea Scout base is right there where it says Aquatic Cove and to the left. If you all don't know, it was built there in 1946, right after World War 2.

SH **Scott Humphrey** 18:08

Uh huh.

CH **Captain Maggie Hallahan** 18:22

But previous to that, we actually started Sea Scout Base. It had a Sea Scout slips in 1915 for the Panama Pacific Expo and were located there until the late 30s. So we had a lot of history of this whole area and as you know, there's a pretty constant swell.

Well, that hits Black Point and the rest of it is very on the on the basically the West side of Black Point is almost all landfill. So if you go over to Gas House Cove to the existing fuel dock.

There we go. Right next to the fuel dock is the Laguna outfall, and four times a year there'll be at least four times a year there'll be raw sewage release at that point into

that little harbor. Gas House Cove is the legal name.

For this area, and it has historical relevance, not just because it's the fuel dock, but there actually was a barge there that would give gas. So that's why a lot of Mariners call it Gas House Cove.

So we Yep, that's good. Thank you. So right to the right is the huge sewer outfall that comes down Laguna St. and also there's creosol and other kinds of things from the 1960s when they built this area.

So even though there is 6 feet of sediment, what all the testing has been done is for that area where the where the deeper dredging is going to be. That's where the earlier PG&E plant dumped in the water. And that's why California boating, I mean California water only wants dredging right?

There and that little if you point your finger right where the little floats are. So our perspective from the Sea Scout leaders is, is that we won't be launching kayaks and stand up board here because it has to be something called rec one water testing but the California.

Regional water boards and the California State Water Board only advises Rec one testing. They don't make you have it. And a lot of times people confuse that the California Water Board Angus Chan is giving a permit for the dredging in that one spot and that and they're going to monitor how much power plant toxic.

Since they get out, but Angus Chan has nothing to do with Rec one water testing or Rec one permitting. So there's been no research or deep dive into that whole area being used for stand up board or kayaking, which is Rec one recommended by the California Water Board, nor will they need to have to have a permit.

For it. So we're very concerned about that and also that there'll be shore power on the boats above that and it will be very close to people falling in the water and being in the water, which is called water contact with if you speak with Angus Chan, who's giving the permit for the.

For this, he calls it no water contact, so he doesn't recommend anyone touching the water in that area. So Angus Chan is a really important person to interview. He's been following this. He's a senior analyst and then when I hear.

SH

Scott Humphrey 21:41

Let me pause you for just a second. We're we're a little bit over 3 minutes. I just want to make sure we're on track with the primary objective, which what is the primary objective?

CH **Captain Maggie Hallahan** 21:43

Yeah.

OK.

OK. So our primary objective about the fuel dock is also you can speak with Angus Chan about dredging there. I have never been able to see the analysis of 20 to \$25 million to keep the fuel dock where it is.

And a lot of our people think that the fuel dock should stay where it is and not be moved. So I'd like to, you know, be great to see the documentation of that. It would cost that much to keep the fuel dock there. As Angus Chan says, there is no change. And it's already at 9 feet low tide and it can stay where it is and there's no charge. It can just stay there, the fuel dock from the California Water Board perspective. So that's the end of what I have to say for now.

SH **Scott Humphrey** 22:29

And would that staying there be keeping it open during is are you proposing it open during the during the mitigation time?

CH **Captain Maggie Hallahan** 22:34

Yes, yes, yes, yes. Ross Summers has written and said that it could stay there in use during the time of dredging in that small triangular area, and I have it in writing.

SH **Scott Humphrey** 22:49

OK.

Very good. Let's go around the the metaphoric table here. If we run over a couple minutes, I'm OK with that. If you're OK with it, Dominic, did would would you like to make a comment or were you more just observing and listening?

CH **Captain Maggie Hallahan** 22:51

With Angus Chow.

MD **Moreno, Dominic (PRT)** 23:09

Yeah, I think my my comments are more from the city family perspective and the conversations that are ongoing about solving for the emergency vessels. But I I didn't hear that in this conversation, so I'll just observe. Thank you.

SH **Scott Humphrey** 23:26

OK, um.

CH **Captain Maggie Hallahan** 23:26

Can I just say one more thing? It was one second. The emergency vessel extract point is right there at because you can see the turn around where the the fuel tanks are underground right there in rock. And so it's even in the 1989 earthquake, it didn't.

SH **Scott Humphrey** 23:29

Very briefly, guys.

CH **Captain Maggie Hallahan** 23:46

Shake it all and stayed open. And that was the emergency. That is our emergency extract point there at Gas House Cove.

SH **Scott Humphrey** 23:53

OK. Jim Hausner, any comments?

JH **james haussener** 23:59

Well, I guess you know and and Monica I think put it right is the the most desirable of the least desirable or something like that about the various options that you looked at. So I appreciate that that you looked at all of them. I know that that having used that pump out station.

That sometimes that's a difficult spot because an outgoing current you get some some good size water movement through there and and just wonder as to whether that's people are going to be able to get in there and then combine it with both fuel dock and the pump out station on I don't know how long that dock.

Is 100 feet long, Scott?

GS **Grindy, Scott (REC)** 24:38

It's about there, yeah.

JH **james haussener** 24:40

Yeah. So it's it's not a lot of space and and so where are people going to be queuing

up to a certain extent and blocking the channel, I guess for everybody else trying to get in and out. What's going to happen as a result of that?

But I certainly agree that further down, I think you had number D, you know, all the way inside the basin. You don't want people going all the way inside the basin in order to do that. And you do have the issues with the currents and the winds and waves.

So, so that's that's the primary issue I guess is is that truly the the.

The best of the of the worst sort of thing versus where it is and I have no idea what it would take to keep it where it is. But I will admit that \$25 million is a staggering number on that and and certainly we need to do something about the remediation. So I'm glad that the city.

And PG E are doing something before you know that contaminant goes further out. You know, I know Dominic and his team going back to when Jay OC was at the port and every year we seem to have PAH is going further and further out at Pier 35 and Pier 39 and that sort of stuff so.

SH **Scott Humphrey** 25:57

Mhm.

JH **james haussener** 25:57

Clean this up and cleaning up what's going on in Vallejo as well are all important. I think from the Harbor Safety Committee's point of view for navigation is what are we going to do for gasoline and don't want to twist the city's arm too much, but certainly do have a need there.

And and not only that, but I was thinking because I've been in this business a long time back when Governor Duke Mason was around, we actually did a full survey of all the fuel docks in the Bay Area because of earthquake issues and suddenly you got bridges are down and rescue vessels and what are we going to do for them. So that's somewhat.

Inside the purview of the Harbor Safety Committee, but but similar when we have mass casualty incidents and then we get sheriff and police boats, fire boats coming from all other agencies and where are we going to fuel them up as we deal with that so.

I guess it'd be nice to take a look and see what your analysis is, but certainly appreciate that you're working with everybody in trying to do something here and

make that happen. So thank you very much for that. And I guess the question is. Question is, is there any other option? But seeing as I look like you had A through H up there, it didn't seem like there was much. So I guess that's my only comments Scott is that.

SH **Scott Humphrey** 27:19

Thank you.

Scott, any expert comments on the Marina itself with focus on the possibility of keeping the the fuel dock open during the mitigation? I'm not suggesting that as a as a as an option, but just as a comment on that.

GS **Grindy, Scott (REC)** 27:32

What?

Well, I think the comments I wrote down as far as comments towards a couple things was one, the emergency extract. I don't know if people are aware, but you know the fire boats are actually in the West Harbor. This jet ski rescue watercraft are also in the West Harbor.

We moved that with the fire department, so they're right next to the opening of the West entry for two purposes. One is emergency access getting out quickly. Yeah, exactly right. We're kind of generally right. Yeah, right there. And the other part of that is that that whole.

SH **Scott Humphrey** 28:05

Like here, OK.

OK.

GS **Grindy, Scott (REC)** 28:14

gangway, gangway and uh doc as you see walking from you got a big square at the bottom. OK, and then going to the left it goes to an ADA ramp.

SH **Scott Humphrey** 28:22

Yeah.

GS **Grindy, Scott (REC)** 28:29

What that does is it allows them to bring their emergency rescues that they have

done in the past probably 5 plus years to that location and then have the gurney roll up a ADA ramp which is low, low elevation gain.

To their marked out areas for their ambulances and fire trucks. The location over at the east by the fuel dock I have not seen in my 10 years. Never have I seen anybody extract from there.

SH **Scott Humphrey** 28:51

Mm.

GS **Grindy, Scott (REC)** 29:02

Because they had to take the Gurney or equivalent up a flight of about 25 stairs to get up to that level. Yeah, they had to go up. They had to go across the gangway and up a flight of stairs. So, you know, usually the ambulance worker, especially if you're extracting somebody who's been injured or similar.

SH **Scott Humphrey** 29:11

That computer.

Uh, OK.

GS **Grindy, Scott (REC)** 29:22

They're working on them as they go. You don't want to have them vertically standing on a Gurney trying to go up the stairway. You want to have it the safest and smoothest pathway to get them out. The other part about the fuel dock present location, I fueled there a couple times and I stopped fueling there.

SH **Scott Humphrey** 29:33

OK.

GS **Grindy, Scott (REC)** 29:40

I have a big boat and you know when you got the westward coming in winds, it I don't have bow thrusters and I'm a 54 foot boat. It's very difficult to pull out of there. So when we have a lot of boats in the same kind of power condition. You're also getting them thrusting a lot, trying to get turned around after they have fueled, because usually they come in bow first. Um.

I believe and Monica, correct me if I'm wrong, but I believe the outfall is soon to be corrected just like they did the other one in the Marina Green area where they no OK.

SM **Scott, Monica (REC)** 30:17

No, no, no, no. They're they're in the Marina Green area. They they closed an outfall here. They're just doing rehabilitation of it to the yeah, so yeah.

GS **Grindy, Scott (REC)** 30:24

Right.

OK, OK.

OK, uh, let's see. What else do I have here? Um.

You know, not a lot of comment other than, you know, I don't really see the benefit of trying to run a fuel dock when you got construction going on. It's just going to add to the cost. You know, the I think our engineers actually looked at the land the tanks sit on.

And they were not original bedrock. That was a filled zone back when Fort Mason was built. It may be historically old, but it wasn't bedrock that they were sitting on.

SH **Scott Humphrey** 31:02

OK, we're at the we're over time now. But Maggie, I'd like to give you an opportunity for some final comments. And then after that, I don't expect that this ad hoc meeting is going to come up with a solution. I wanted to get some notes that we can use.

To address at the next Harbor Safety Committee meeting when we address this as old business, and I don't necessarily suggest that the Harbor Safety Committee is the right body to address this to its finality, but we certainly are the right body to get the conversation going and then hand it off.

To the right folks. So Maggie, if you'd like to make some final comments.

CH **Captain Maggie Hallahan** 31:47

Yeah, sure. So I'm hoping that we could have some more data-driven response. I would. I knew people like Sergeant Bushnell, who's done a deep dive research on how much they've used Gas House Cove and how how they have.

extracted or use that point because the fire trucks can get in there quickly. And so I I will volunteer to get more numbers from San Francisco Fire and San Francisco Police about you know that. And then I'm happy to share our document that we developed

with California Water.

Board the Regional Water Board, Angus Chan and Ross, just to show you what their response is to the idea of keeping the fuel dock where it is and that it could continue where it is. So I think there could be some solutions about how that area is used in there. Our big fear is that.

SH **Scott Humphrey** 32:41
OK.

CH **Captain Maggie Hallahan** 32:46
It's going to just turn into a big mudflat like how West Harbor is at the end. So that is what the community is really and then the extraction to a quick and easy dock and fuel. So happy to follow up with those three areas to give data-driven.

SH **Scott Humphrey** 32:59
OK.

CH **Captain Maggie Hallahan** 33:05
Documents.

SH **Scott Humphrey** 33:07
OK. And are there documents, Monica, that you can provide as well that are publicly accessible that we maybe we can post with the minutes of this meeting that will help answer some of Maggie's questions?

CH **Captain Maggie Hallahan** 33:07
Oh.

SM **Scott, Monica (REC)** 33:21
Yes, for sure. Yeah, we we've addressed many of the concerns about the water quality in the future testing that will be required by a different division of the water board than where Angus works and also happy to share the estimate and how that was generated for the additional remediation costs for keeping the fuel dock.

SH **Scott Humphrey** 33:23
OK.

SM **Scott, Monica (REC)** 33:41
There it is. Um, is that that's the type of thing that you're thinking of, Scott? OK.

SH **Scott Humphrey** 33:43
OK, very good.

CH **Captain Maggie Hallahan** 33:45
Yep, that would be great. Yes. Thank you.

SH **Scott Humphrey** 33:49
Absolutely. Thank you so much. Look, everyone, I really appreciate this very short call meeting just to get some facts. And I'm at fault here for not following up at the last Harbor Safety in old business. It completely slipped my mind. We probably should have done this then, but we'll do it at the next or the following Harbor Safety Committee to get the get the.
While re rolling on this and what is the date to close down the fuel dock and based on the current schedule, do you happen to know?

SM **Scott, Monica (REC)** 34:15
It'll be by June 1st, 2027.

SH **Scott Humphrey** 34:19
June 1st, 2027. Very good.

SM **Scott, Monica (REC)** 34:19
Probably, probably shutting down a few weeks prior. That's like construction start for the for the demolition. And I'm also happy, Scott, to attend one of your meetings, if that makes more sense, you know, so we can follow up.

SH **Scott Humphrey** 34:24

OK.

Absolutely. That would be fantastic.

SM **Scott, Monica (REC)** 34:36

Let me know what what works.

SH **Scott Humphrey** 34:37

OK. Well, thank you everyone. And I just got to make one plug before we hang up and that is to remind you that our Coast Guard VTS people, 35 women and men sitting over there on Yerba Buena Island are not getting paid. They have not been paid in almost a month. You know it from the TSA.

CH **Captain Maggie Hallahan** 34:53

Wow.

SH **Scott Humphrey** 34:57

Of course the lines at the airport are backed up for miles, but you know we got folks sitting there at Coast Guard VTS that haven't seen a paycheck and it's got to be hitting them hard and that has to be impacting safety around the Bay. So please keep them in your thoughts and and reach out to your representatives to encourage some compromise here.

To get the money flowing back to our Coast Guard folks.

CH **Captain Maggie Hallahan** 35:20

Absolutely. Thank you for that comment.

SH **Scott Humphrey** 35:23

Thank you everybody. I appreciate your time this afternoon. I'll get the notes produced for this meeting and get them up posted for with minutes for you to take a look at shortly.

MD **Moreno, Dominic (PRT)** 35:32

Thanks, Scott. Thank you. Bye.

CH **Captain Maggie Hallahan** 35:33

Great. Thanks. Thank you. Nice seeing everybody. Thank you. Bye.

SM **Scott, Monica (REC)** 35:33

Thank you. Nice to meet you all.

SH **Scott Humphrey** 35:34

Have a nice day, everybody. Good weekend. Bye.

● **Scott Humphrey** stopped transcription

November 18th, 2025

San Francisco Recreation and Park Department
McLaren Lodge, Golden Gate Park
501 Stanyan Street
San Francisco, CA 94117

Attn: Recreation and Park Commission

Re: Community Support for Maintaining Gashouse Cove Marina, San Francisco's Gas and Diesel Fuel Dock Operations

Dear Commissioners:

We write as members and representatives of San Francisco's maritime and waterfront community—environmental advocates, swimmers, rowers, and youth maritime educators—to express our strong support for maintaining the Gashouse Cove gas and diesel fuel dock as part of the Marina Improvement and Remediation Project. This facility serves as critical infrastructure not only for emergency services, but for recreational access, maritime safety, and the preservation of San Francisco's 175-year maritime heritage.

Critical Maritime Infrastructure

The Gashouse Cove fuel dock is the only public fueling facility remaining on the San Francisco waterfront. It serves a diverse community of users including recreational boaters, commercial vessels, emergency responders, maritime youth programs, and visiting vessels from around the Bay and beyond. This facility includes not only fuel pumps, but also a pump-out station, oil spill response capabilities, and serves as an emergency extraction point for disabled vessels.

The loss of this facility would force all vessel operators—from the U.S. Coast Guard to Sea Scout training vessels—to transit to Sausalito or Emeryville for fuel. This represents not merely an inconvenience, but a fundamental threat to maritime safety and Bay access. During emergencies, when the 1989 earthquake recovery demonstrated the critical value of this facility, or during medical evacuations and search-and-rescue operations, every minute matters.

Example — SFPD Marine Unit: In fiscal year 2024–2025, the SFPD Marine Unit used the SF Marina Gashouse Cove Fuel Dock 86 times—70 gasoline and 16 diesel. Gasoline access is especially critical because roughly 80 percent of marine vessels run on gasoline, and unlike diesel, gasoline cannot be delivered by truck over the water.

Recreational Access and Maritime Community

San Francisco Bay is one of the world's premier sailing destinations, attracting recreational boaters from across Northern California and beyond. The availability of fuel on the San Francisco waterfront is essential to maintaining this vibrant maritime community. Visiting boaters patronize local marinas, restaurants, and businesses—contributing to San Francisco's economy and maritime culture. Eliminating the city's only fuel dock would effectively discourage recreational boating access to San Francisco, diminishing one of the Bay Area's unique recreational resources.

The Pacific Inter-Club Yacht Association (PICYA), representing over 100 yacht clubs across Northern California, has emphasized that accessible fuel infrastructure is not just convenient—it is essential for safe navigation of San Francisco Bay's sometimes challenging conditions. Boaters should not be forced to undertake risky crossings to distant fuel docks when conditions deteriorate or fuel runs low.

Youth Maritime Education

For more than a century, Gashouse Cove has served as a training ground for San Francisco's youth maritime programs. The Sea Scouts, including the Makani Maritime Explorers and the SF Vikings (2023 National Champion Sea Scout Club), depend on this facility for their vessels and training operations. These programs teach young people seamanship, water safety, navigation, environmental stewardship, and leadership—skills that have launched countless maritime careers and built generations of Bay stewards.

The elimination of the fuel dock, boat lift, and associated small-craft berths would effectively end these youth programs' ability to operate from this historic location. This represents an unacceptable loss of opportunity for San Francisco's young people, particularly those from underserved communities who gain access to the Bay through these programs.

Environmental Stewardship and Practical Considerations

As environmental advocates, we recognize the importance of remediating the legacy pollution from the historic manufactured gas plant. However, we must also advocate for solutions that maintain public access and avoid creating new environmental or safety hazards.

Critically, the California Regional Water Quality Control Board has confirmed that PG&E's cleanup does not require removal of the fuel dock. The navigational channel to the fuel dock has not been dredged in 35 years, yet maintains a natural depth of 8.5 feet at low tide through regular boat traffic. The State Water Board has confirmed this channel can remain in place and continue to be used without alteration.

We are also deeply concerned about SFRP's proposal to promote swimming and kayaking in waters adjacent to the Laguna Street combined sewer outfall, which occasionally

discharges untreated sewage into the Bay. This outfall has not been adequately disclosed in project materials, and promoting recreation in these waters raises serious public health concerns. The existing maritime uses—which occur on vessels rather than through direct water contact—represent a more appropriate use of waters affected by the sewer outfall.

Support for Local Maritime Industry

The fuel dock also serves San Francisco's remaining commercial fishing fleet, charter operators, marine contractors, and other working waterfront users. The Port of San Francisco's current fuel infrastructure is inadequate and unreliable, with the Maxum diesel facility at Fisherman's Wharf out of service and in disrepair. Eliminating Gashouse Cove's fuel dock without a viable replacement would further diminish San Francisco's working waterfront and the maritime jobs that depend on it.

A Balanced Path Forward

We urge the Recreation and Park Commission to adopt a balanced approach that accomplishes environmental remediation while preserving maritime access and infrastructure. Specifically, we call on the Commission to:

- **Maintain the fuel dock in its current location** during and after the PG&E remediation, as confirmed feasible by the Regional Water Board
- **Preserve the boat lift and small-craft berthing** that supports youth programs and recreational access
- **Fully disclose the Laguna Street sewer outfall** in all project materials and reconsider promoting water-contact recreation in affected areas
- **Conduct an independent review** of the project's financial assumptions and environmental analysis
- **Engage the maritime community** in developing alternatives that meet both cleanup and access goals

The loss of San Francisco's last fuel dock would represent an irreversible diminishment of public access to the Bay and a betrayal of the California Public Trust Doctrine that requires waterfront lands to be preserved for maritime and public purposes. The existing fuel dock infrastructure—upgraded by the State of California and serving the public effectively for over 60 years—should be preserved as the essential maritime infrastructure that it is.

We stand ready to work collaboratively with SFRP, PG&E, the Regional Water Board, and other stakeholders to achieve both environmental protection and maritime access. These goals are not mutually exclusive, and San Francisco's maritime community deserves solutions that honor both values.

Thank you for your consideration of these critical concerns.

Respectfully,

Steven Welch

Chair, Golden Gate Area Council Sea Scout Committee; San Francisco small-business owner

Captain Maggie Hallahan

Sea Scout Leader; Makani Maritime Explorers Leader; California Boating & Waterways Commissioner (*CA DBW Title represents personal position, not that of the Commission*)

David Jackson

Commodore, Pacific Inter-Club Yacht Association, representing over 100 yacht clubs across Northern California.

Diane Walton

San Francisco Baykeeper Board Member; Dolphin Swimming Club Board Member

Erika Gliebe

South End Rowing Club Board Member; Open Water Swim Coach

Ian Wren

Staff Scientist, San Francisco Baykeeper

Patti Mangan

Communications Director, South Beach Yacht Club; Producer, Sail Sport Talk; Executive Director, Fillmore Merchants Association; PICYA Staff Commodore

Paul Lanzi

Golden Gate District Commissioner, Scouting America

Christiana Hoffman Inesi

Sea Scout Leader, Makani Maritime Explorers Leader

Captain Kate Thompson, R.N.

USCG 50-Ton Master; Sailboat Captain; Registered Nurse

Captain Kenneth Billiet-Shupe

Skipper, Sea Scout Ship *Sea Fox*; Golden Gate Area Council, Scouting America

Michael Schuck

Parent of Sea Scout and Makani Youth

Sabryna Holloway

Parent of Sea Scout and Makani Youth

Walter Howe

Parent of Makani Youth

Justin Disney

Parent of Sea Scout and Makani Youth

Corrina M. Rice

Parent of Sea Scout Makani Youth

Sam McMillan

Grandparent of two Sea Scout Makani Youth

Pearci "PJ" Bastiany III

Sea Scout Makani Volunteer

Matt Leffers

Dolphin Swimming and Boating Club Member

Jeffery Tong

Dolphin Swimming and Boating Club Member

Stuart Ganna

Dolphin Swimming and Boating Club Member

Chapte Ian

Dolphin Swimming and Boating Club Member

James Dilworth

Dolphin Swimming and Boating Club Member

John Robel

Dolphin Swimming and Boating Club Member

Sharon Wong

Dolphin Swimming and Boating Club Member

Janne Corn

Dolphin Swimming and Boating Club Member

William Kashner

Dolphin Swimming and Boating Club Member

Ken Corgn

Dolphin Swimming and Boating Club Member

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

PERMIT NO. 2007.003.12

(Originally Issued on May 5, 2008, and Amended Through August 13, 2021)

AMENDMENT NO. TWELVE

EXCLUSIVE of AMENDMENT NO. SEVEN

San Francisco Recreation and Park Department |
City and County of San Francisco
San Francisco Marina Small Craft Harbor
1 Marina Green Drive
San Francisco, CA 94123

On March 6, 2008 the San Francisco Bay Conservation and Development Commission, by a vote of 17 affirmative, 0 negative, and 0 abstentions, approved the resolution pursuant to which this original permit was issued. On June 30, 2010, the Executive Director approved Amendment No. One. On November 4, 2010, the San Francisco Bay Conservation and Development Commission, by a vote of 18 affirmative, 0 negative, and 0 abstentions, approved the resolution pursuant to which Material Amendment No. Two was issued. Moreover, on February 8, 2011, November 3, 2011, February 16, 2012, August 22, 2012, July 15, 2016, January 25, 2017, October 1, 2018, ~~and~~ December 3, 2018, and August 13, 2021, the Executive Director approved Amendment Nos. Three, Four, Five, Six, Eight, Nine, Ten, ~~and~~ Eleven, and Twelve, respectively. Amendments Nos. Eight, ~~and~~ Nine and Ten were issued prior to Amendment No. Seven.

I. Authorization

- A. **Authorized Project.** Subject to the conditions stated below, the permittee, the City and County of San Francisco Recreation and Parks Department (RPD), is hereby granted permission to undertake maintenance dredging over a 10-year period at the San Francisco Marina West Basin, develop a sand trap below the entrance channel of the West Basin, renovate and upgrade the existing marina facilities within the West Basin, and implement various public access improvements, located in the Central Bay in the City and County of San Francisco. Authorized work includes the following activities:



SAN FRANCISCO MARINA RENOVATION PROJECT

Final Environmental Impact Report

San Francisco Planning Department
Case No. 2002.1129E
State Clearing House No. 2003122131

Draft EIR Publication Date:
September 6, 2005

Draft EIR Public Hearing Dates:
October 6, 2005 and January 12, 2006

Draft EIR Public Comment Period:
September 6, 2005 – January 20, 2006

Final EIR Certification Date:
January 11, 2007

Box 1

Property Ownership and Applicant Information (must be completed by all applicants)

a. APPLICANT:

Owns project site Leases project site Homeowner Association owns/will own Other Property Rights: _____

Name/Title: SF Recreation & Park District (RPD)

Address: 501 Stanyan Street

City, State, Zip: San Francisco, CA 94117

Telephone: (628) 642-6632 Fax: _____

Email: rec-sfmarinaproject@sfgov.org

I hereby authorize Paula Gill

to act as my representative and bind me in all matters concerning this application.

Monica Scott Digitally signed by Monica Scott
Date: 2025.12.19 13:14:17 -08'00'

Monica Scott

12/19/2025

Signature of Applicant

Print Name

Date (mm/dd/yyyy)

APPLICANT'S REPRESENTATIVE: None

Name/Title: Monica Scott, Project Manger (RPD)

Address: 501 Stanyan Street

City, State, Zip: Sn Francisco, CA 94117

Telephone: (628) 642-6632 Fax: _____

Email: monica.scott@sfgov.org

b. CO-APPLICANT:

Owns project site Leases project site Homeowner Association owns/will own Other Property Rights: access agreement

Name/Title: Pacific Gas & Electric Company (PG&E)

Address: 300 Lakeside Drive

City, State, Zip: Oakland, CA 94612

Telephone: (650) 203-3582 Fax: _____

Email: brenda.mcconathy@pge.com

I hereby authorize Paula Gill

to act as my representative and bind me in all matters concerning this application.

Brenda M. McConathy

Brenda M. McConathy

12/19/2025

Signature of Co-Applicant

Print Name

Date (mm/dd/yyyy)

CO-APPLICANT'S REPRESENTATIVE: None

Name/ Title: Brenda McConathy, Manager (PG&E)

Address: 300 Lakeside Drive

City, State, Zip: Oakland, CA 94612

Telephone: (650) 203-3582 Fax: _____

Email: brenda.mcconathy@pge.com

c. PROPERTY OWNER: Same As Applicant or Co-Applicant OWNER'S REPRESENTATIVE: None

Name/Title: _____

Name/Title: _____

Address: _____

Address: _____

City, State, Zip: _____

City, State, Zip: _____

Telephone: _____ Fax: _____

Telephone: _____ Fax: _____

Email: _____

Email: _____

I hereby authorize _____

to act as my representative and bind me in all matters concerning this application.

Signature of Owner

Print Name

Date (mm/dd/yyyy)

Problem 2: Loss of Fuel Dock Infrastructure

**Fuel dock decommissioned by SFRP
Emergency marine response danger
Boaters must cross Bay for fuel**



**To name a few of our
Agencies who need a San
Francisco Fuel Dock and
Marine Infrastructure**

Federal Agencies

United States Army Corps of Engineers

United States Coast Guard

California State Agencies

California Department of Fish and Game

Caltrans (CA Department of Transportation)

California Highway Patrol

California State Guard

County-Level Agencies

Alameda County:

Alameda County Fire Department

Alameda City Fire Department

Alameda Police Department

Contra Costa County:

Contra Costa County Fire

Contra Costa County Sheriff

Marin County:

Marin County Sheriff

Southern Marin Fire Department

Napa County:

Napa County Sheriff

Sacramento County:

Sacramento County Sheriff

San Francisco County:

San Francisco Fire Department

San Francisco Police Department

San Francisco Bar Pilots

San Joaquin County:

San Joaquin County Sheriff

San Mateo County:

San Mateo Sheriff

Sonoma County:

Sonoma County Sheriff

City-Level Agencies

Oakland Fire Department

Oakland Police Department

Pittsburg Police Department

San Rafael Police Department

Tiburon Fire Department

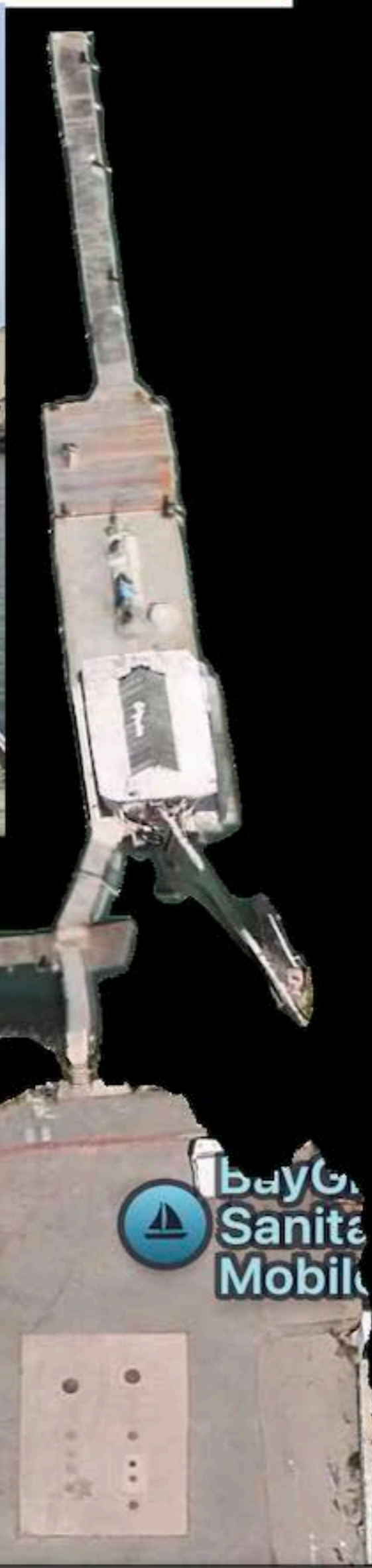
Other Organizations

Port Chicago Fire

Vessel Assist – [TowBoatUS](http://TowBoatUS.com)



Increases risk to emergency marine response capability



**Appendix VI
Underground Storage Tank
Monitoring System Certification Form**

TYPE OF ACTION Installation Repair 12 Month


1. FACILITY INFORMATION		
CERS ID 10057240	Certification Date 05-24-2024	
Facility Name Gashouse Cove Marina		
Facility Address 10 Marina Blvd	City San Francisco	ZIP Code 94123
2. SERVICE TECHNICIAN INFORMATION		
Company Performing the Certification R.L Stevens Co	Phone 510-889-0908	
Mailing Address P.O Box 361 San Leandro, Ca . 94577		
Service Technician Performing Test David Pereira		
Contractor/Tank Tester License Number 415807		
ICC Number 5240739	ICC Expiration Date 07-27-2024	
3. TRAINING AND CERTIFICATIONS		
Manufacturer and Test Equipment Training Certifications		Expiration Date
Incon level 2		10-24-2024
Vaporless LDT-890		06-21-2025
4. CERTIFICATION BY SERVICE TECHNICIAN CONDUCTING TEST		
<i>I hereby certify that the monitoring system is operational in accordance with California Code of Regulations, title 23, division 3, chapter 16, section 2638; that required supporting documentation is attached; and all information contained herein is accurate.</i>		
Service Technician Signature 	Date 05-24-2024	Total # of Pages 10

CERS = California Environmental Reporting System, GPH = Gallons Per Hour, ID = Identification, ICC = International Code Council, LLD = Line Leak Detector, NA = Not Applicable, SW = Single-Walled, UDC = Under-Dispenser Containment, UST = Underground Storage Tank, VPH = Vacuum/Pressure/Hydrostatic

Page 1 of 6

In current compliance

Email from Scout Grindy to Caption Maggie Hallahan Sea Scout Leader about SF Marina Access

From: Grindy, Scott (REC) scott.grindy@sfgov.org 
Subject: RE: Question about West Harbor dredging schedule for Sea Scout trip
Date: March 16, 2026 at 2:03 PM
To: Maggie Hallahan maggie@mhpv.net
Cc: Steven Welch stevenwelch22@gmail.com, Grindy, Scott (REC) scott.grindy@sfgov.org

Hello,

Each marina up and down the west coast of north America has similar issues of security but also misuse of access. Some have short term stop and go docks but still charge a small fee. The fee assists with the dock maintenance. The fee when not paid or misused in the system gives law enforcement under various regulations including the DBW California Boating Law to be enforced. As you are aware the port has at least one near Pier 1 at no charge with a time limit, but it is tied for use with a restaurant for the revenue linked to that dock.

You have probably heard about the many boater issues in the north bay and east delta areas where boats are both abandoned and or using available dock space in a marina to stop and then burglarize boats. We have had similar past issues as has most of the marinas around the bay. We also when as example an end tie is empty, junk boats get dumped at the dock. USCG also being close to the bridge dumps boats at our docks, requiring us to acquire grant funds to dispose of the junk boats. Dredging costs alone are causing many marinas to reduce and or close such as Vallejo.

Most marinas have specific guest docks in their design layouts where this marina was designed and approved differently. Boaters here have guest docks but locations with what is called "Temporary Suspension" which is where they put their berth as available to use as a guest berth to the marina office when they are away cruising or in the yard for repairs. If we rent their berth it reduces per day their cost by 75% per day. We have specific docks typically end ties for guest berthing.

As you may recall we have an east / west long dock in the east marina design that will be both serve as a small boat dock for regular berthing and a guest dock in the east harbor with public access during specific hours of the day. I will be retired by the time of completion and operation, but the noted dock could have a "loading" zone intent in one berth if the operation works with the business plan of the marina. The dock will also be with ADA accessible ramp as part of the design as well. Monica Scott monica.scott@sfgov.org is the PM for that project and its best if you have questions on that dock or similar in the east harbor project questions to chat with her.

In general, every marina has a different "guest berth" program. The cost overhead of most of the regional marinas is reducing staff coverage. With less staff to help control the abuse issues there will be cost impacts to any operational marina. Touch and go works in some locations but not all and how each marina deals with its abuse of guest docks is also very different.

We have in both marinas a sewage pump out station. In general, that is a touch and

go dock but is limited to the dock the pump is at it is NOT a dock to park and load/unload. Abuses in our west marina have caused issues enough that we are considering security gates to the specific dock that has the pump out. Abuses from illegal charters, to picking and or releasing passengers. It puts liability on the marina for any personal accidents via the dock use, plus angers paying tenant customers of the amount of trespass and security issues. With two yacht clubs with their own berthing in the west marina, their docks are often used as the touch and go docks for their customer base. The present marina docks of the west marina due to the narrowness of the marina design do not really allow to have a load/unload berth without foot traffic walking a distance on occupied docks and then having to deal with a security one way gate.

With your board position role on DBW, it seems it would be prudent to find funding to provide versions of a touch and go dock with proper depths, and capacities in key bay area locations and statewide. (With no revenue generation it would probably not be considered a guest dock where there would be grant funds with pay back funding to be considered in the funding of the grant).

West coast wise, the marina industry is going through a major downward shift again, operating costs versus revenue are causing many marinas to consider shutting down completely and or reducing to best revenue generating berthing only. Not sure if you have gone through any marina operations training programs via AMI or similar but if not, it would be worth the time to do so.

Not sure if you are aware of the Pacific Coast Congress of Harbormasters and Port Managers, which reaches from Alaska to California, but their next spring conference is in Emeryville CA this April, and the link is attached, as there might be some opportunities of training and awareness in the marina field.

Best Regards,

*Scott Grindy
Harbor Master CMM, CPE*

San Francisco Recreation and Park Department | City & County of San Francisco
San Francisco Marina Small Craft Harbor | 1 Marina Green Drive | San Francisco,
CA 94123
PH: (415) 831.6324 | Fax: (415) 775.1060 scott.grindy@sfgov.org



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Watch us on [sfRecParkTV](#)
Sign up for our [e-News](#)

From: Maggie Hallahan <maggie@mhpv.net>

Sent: Monday, March 16, 2026 12:04 PM
To: Grindy, Scott (REC) <scott.grindy@sfgov.org>
Cc: Steven Welch <stevenwelch22@gmail.com>
Subject: Question about West Harbor dredging schedule for Sea Scout trip

Hi Scott,

Thank you for the information and for explaining the current security considerations for the marina docks. I completely understand the concerns about tenant security and unauthorized use of the docks.

I will follow up with the yacht clubs and Chrissy as suggested regarding possible access through their facilities.

I did want to ask a broader question: why is there currently no designated public "touch-and-go" dock access at the San Francisco Marina? Given the Marina's role as a major public boating facility, it seems like some form of short-term public landing area could be helpful for boaters who simply need brief access without tying up long-term or using tenant docks.

I'm curious whether this has been considered in the past or if there are operational or policy reasons.

Thank you again for your guidance, and I appreciate the recommendation about using the west channel only at higher tides until the initial work is completed. How deep is it now at high tide.

Best regards,
Maggie Hallahan

On Mar 16, 2026, at 11:53 AM, Grindy, Scott (REC) <scott.grindy@sfgov.org> wrote:

Maggie,

The only "touch and go" that I would allow any vessels is via the two-yacht club owned docks and via the fuel dock area.

Our gates are locked with access only to our tenants. Marina gates are secured for boating tenants only, and other access is considered trespassing. Our customers often complain about "touch and go" of charters and similar activities in regard to their boat security concerns and misuse of our docks, I am sure you understand dock security matters.

You might want to reach out to one of the two yacht clubs as their docks especially the St FYC docks are less secured by gates, and you probably already have contact with their dockmaster staff as well.

Their email address is: Docks docks@stfyc.com or Chrissy at the Fuel Dock who you are already acquainted with at 415-567-6880.

Guest rates are for 24-hour period and are at \$2. Per foot per day this time of year with peak season rate of \$4. Per foot per day.

I highly recommend only accessing during high tides at this time for the west channel entry till the initial work is completed as noted earlier.

Best Regards,

Scott Grindy
Harbor Master CMM, CPE

San Francisco Recreation and Park Department | City & County of San Francisco

San Francisco Marina Small Craft Harbor | 1 Marina Green Drive | San Francisco, CA 94123
PH: (415) 831.6324 | Fax: (415) 775.1060 scott.grindy@sfgov.org



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Watch us on sfRecParkTV
Sign up for our e-News

From: Maggie Hallahan <maggie@mhpv.net>
Sent: Monday, March 16, 2026 11:34 AM
To: Grindy, Scott (REC) <scott.grindy@sfgov.org>
Cc: Steven Welch <stevenwelch22@gmail.com>
Subject: Re: Question about West Harbor dredging schedule for Sea Scout trip

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Scott,

Thank you.

We are planning to go out on Saturday, April 4, 2026 with Golden Bear, and one of our volunteer sailboats may also come in to West Harbor to take some youth aboard.

If they do join, where would be a good place for them to touch and go to board our Sea Scouts? The vessel draws about 5–5½ feet.

Best,
Maggie

On Mar 16, 2026, at 11:24 AM, Grindy, Scott (REC) <scott.grindy@sfgov.org> wrote:

Hello Maggie,

Permitting was just approved on this past Friday late afternoon.

We are awaiting the contractor for information on mobilization schedule via our consultants, but we anticipate initiation of the work to begin sometime this week. The initial effort will be 2,500 CY of knockdown, then actual dredging is anticipated to start on or about the 20th of March. As you would know the fish window along with the various permit activities add to the effort of dredging approvals. Anticipate due to volume and contractor equipment size this may be two to three months of effort.

In the San Francisco bay, except for the ship channel areas, all dredging is by clam shell only for many years. Hydraulic is not allowed.

Please refer to the attachments for the various disposal questions of the dredge spoils.

Navigation activities and notices will be via the contractor to USCG etc.

Navigation activities and notices will be via the contractor to USCG etc.

Our internal notices to our customers will include contact information for the dredger if active in the channel when vessels are to transit through that information is as follows:

- 1. Cell phone on the excavator/crane barge performing the dredge work. Rick cell 415 601 1024
- 2. Marine radio channel for hailing by recreational vessels in/out bound of the channel. VHF 77

The Sea Scout Adventure you are mentioning, will your group be entering as a tour or using our docks as I do not have any reservations regarding dock use?

What days do you anticipate the activity to occur?

Note your email system appears to be duplicating your sent emails as I received 2 identical ones within 2 minutes of each other, I have attached the duplicated emails for your reference.

Best Regards,

Scott Grindy
Harbor Master CMM, CPE

San Francisco Recreation and Park Department | City & County of San Francisco
San Francisco Marina Small Craft Harbor | 1 Marina Green Drive | San Francisco, CA 94123
PH: (415) 831.6324 | Fax: (415) 775.1060 scott.grindy@sfgov.org



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Sign up for our e-News

From: Maggie Hallahan <maggie@mhpv.net>
Sent: Monday, March 16, 2026 10:41 AM
To: Grindy, Scott (REC) <scott.grindy@sfgov.org>
Cc: Steven Welch <stevenwelch22@gmail.com>
Subject: Question about West Harbor dredging schedule for Sea Scout trip

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Scott,

Hope you are well.

Do you have any information about the upcoming dredging at the West Harbor entrance at the San Francisco Marina? We are planning an upcoming Sea Scout adventure and would like to understand how the dredging may affect access to the harbor.

Specifically, could you share:

- Anticipated start and finish dates for the dredging
- The method of dredging that will be used
- Whether there will be navigation restrictions at the harbor entrance during operations
- Where the dredged sand or sediment will be placed or disposed

Having this information will help us plan safely for youth boating activities.

Thank you very much for any details you can share.

Best regards,
Captain Maggie Hallahan

Maggie Hallahan
maggie@mhpv.net
C-415-305-7553

Maggie Hallahan
maggie@mhpv.net
C-415-305-7553

Maggie Hallahan
maggie@mhpv.net
C-415-305-7553



Mail

Attachment.eml



Mail

Attachment.eml

5-26 from the SF Chronicle

As part of the plan, the Gashouse Cove fuel dock — a fixture in the East Harbor for generations, and one of the few public fuel docks in San Francisco — will be relocated to the West Harbor, near the St. Francis Yacht Club. The East Harbor fuel tanks are underground; plans for a new West Harbor fuel dock have not been finalized.

Chrissy Kaplan, operator of the Gashouse Cove fuel dock for more than 50 years, told commissioners Thursday that her dock has come to the aid of the waterfront during emergencies as a fuel station for fireboats. “I object to the design concept for this project,” she said. “You are eliminating a resource that is not broken.”

Anderson said there will be no interruption in fuel service during the construction process.
