

**8/03/06 Update of
RECOMMENDED PRIORITY OF SF MARINA HARBOR REPAIRS**

Prepared by Bill Palmer, SF Marina Harbor Association

Purpose: To reflect RPD's progress on our 5/11/06 SF Harbor Safety and Maintenance Recommendations (available at <http://www.sfmarinaharbor.org>)

- work completed
- work underway
- Status of plans to implement all Phase I Recommendations

This information is based on meetings with Brad Gross and other Harbor Staff and conversations with Terry Schwartz, Superintendent of Citywide Services for RPD who supervises Harbor Staff.

PHASE I REPAIR RECOMMENDATIONS:

RAMP STRUCTURE:

SEVERE DAMAGE – OLD REPAIRS FAILED – REPLACE RAMPS

- Gates 4 14 19

Brad reports that gates 19 and 25 have been closed and will be removed –these docks are serviced by two other ramps. He has asked for a purchase order and RFP for Aluminum ramps for gates 14 and 4 (&6 -8?) – contractors will provide the required engineering specifications. HE IS AWAITING RPD APPROVAL

SERIOUS DAMAGE – REPLACE OR REPAIR RAMPS

- Gates 25 6 8

Gate 25 closed, work order open for gate 8. Gate 6 was “repaired” 5/26 without an Engineer’s specification or inspection. WE DON’T BELIEVE IT IS SAFE AND THAT; THE WORK DONE VIOLATES SF BUILDING CODES. Brad has asked the SF Building Inspector to check the work but so far they have declined to do so.

FLOTATION UNDER RAMP LANDINGS:

- Gates 25 10 14 17 33 #327

Brad says work orders have been submitted and when the utility cables are removed (see below) some of the load will be reduced.

OTHER DAMAGE TO RAMPS

- Heavy Electric Utility cables bearing on one side is causing significant damage to most ramps: Remove electric cable and support independently.

Brad has met with the Iron workers and Electrician who are designing a system to support these cables independently

- Left handrail very loose: Gate 3 - Add new lower post

Work reported complete

- Weak support under deck: Gates 2 11a 10 – Provide additional framing under deck

Carpenters reported to have done some minor repairs only and think work is complete – THIS FURTHER EMPHASIZES THE NEED FOR AN ENGINEER TO SPECIFY AND EVALUATE THE WORK.

- Inappropriate use of plywood strips for foot traction on ramp and plywood ramp decks not painted or sealed: Gates 16 11a 10 – Replace plywood strips with fir strips and paint with appropriate exterior or marine enamel with non-skid.
Wood has been cut for this purpose and Harbor Staff will install but are not permitted to paint. Paint shop work orders are months (years?) behind. Brad's only hope for painting is that the Navy may send some sailors for community service – painting.

- Some damage to lower end of ramp stringer: Gates 23 33 – Monitor wear, repair if it worsens
Brad says monitoring in place

Gate Closers: Many are inoperative. Very dangerous with heavy gates: Gates 4 6 8 14 15 10 9 – Repair or replace as needed. Inspect quarterly for proper operation.
Work orders submitted, wrong closers delivered, awaiting new ones.

Gate Numbers: Many unreadable. – Repaint; preferably with larger numbers.
Staff installing vinyl letters

A map identifying Gate locations should be posted on the Bulletin Board near the Harbor Office
Brad has not agreed to address this. Most Marinas have 3 to 6 gates we have 31. It is very hard for boaters and guests to find their way around.

2 - ROTTEN/DAMAGED PILES

The damaged piles addressed below are a serious safety hazard to persons and property that need to be mitigated immediately.

EAST & WEST HARBORS:

Brad has asked the Port of SF Pile Driving Shop and two private Contractors to bid sleeving piles on a Design-Build basis whereby they would provide all required engineering. He will ask for a price for various quantities of piles (25-50-75-100) so that if not enough funds are available now, some can be done now and some later. HE IS WAITING FOR RPD APPROVAL TO DO A RFP.

3 - DOCKS/FINGERS: BROKEN STRUCTURES

- Repair as per approved Marine design –consult Marine Engineer as needed
Over 60 work orders have been submitted to the Maintenance shop but very long back log due to not enough personnel. If they were doing Harbor repairs what happens to the back log of all the work needed in the Parks?

APPARENTLY, THERE IS NO MECHANISM WITHIN RPD THAT ALLOWS FOR THE USE OF AN ENGINEER.

4 - DOCK LIGHTING: NON-FUNCTIONAL, INTERMITTENT

- Repair (gate 14 work order incomplete since 1/06)

The gate 14 lighting was repaired in May. The night assistant Harbor master is now required to report any nonfunctioning lights.

5 - ELECTRICAL: IMPROPER CONNECTIONS AND CORDS

- Enforce existing rules

Brad promised to mail warning letters to those in violation explaining the seriousness of this issue and require them to comply with the Rules and basic safety.

6 - DOCK PLANKS:

Rotten, broken, loose, nails protruding, nails missing

- Replace broken/rotten planks. Consider long cleats sistered on frames to provide new nailing surface. Consult Marine Engineer

Brad says that work orders have been submitted but that this work has stopped. He has no access to an engineer and HE IS AWAITING INSTRUCTION FROM SHOP SUPERVISORS AND RPD MANAGEMENT.

SUMMARY

Although it is disappointing that it took so long for Brad to respond (three months since our list - two since our Recommendations), he and his staff are now engaged and are making some progress. They agree with our Recommendations and are committed to corrective action. However, despite their efforts, they have been unable to make much headway on our Recommendations due to:

1. A lack of direction/response from RPD management.
2. A dysfunctional departmental system which prevents Staff from performing simple routine maintenance tasks, and blocks the Harbor Master from requiring that work be:
 - Evaluated by appropriate Structural or Marine Engineer
 - Carried out by qualified Marine professionals to accepted standards
 - Completed in a reasonable period of time and at a fair cost.

It's good to see that some progress has been made; a small number of repairs completed and planning begun for the more important work. **However, there is no sign yet of a commitment by RPD management to mitigate the dangerous conditions we have addressed in a reasonable period of time.**

Brad has requested RPD release \$150,000 from the Harbor Fund. He hopes to use it as follows:

- \$50,000 on the eroded shoreline at the old light house parking lot
- As much as is needed for new Ramps (up to \$50,000)
- The remaining, \$50,000 plus on the pile repairs.

The City Attorney has verified, once again, that contracts up to \$50,000 for repairs in the Harbor can be undertaken without the full, formal SF City bid requirements. This has never been done and, at least two General Managers have said it never would be, due to the politics of the City's relationships with the Unions. It would appear that the seriousness of our Life Safety issues have put this option back on the table.

Use of the \$50,000 contract option can be supported by:

- The serious safety and liability issues and the need for timely mitigation of these hazards
- Not enough RPD maintenance personnel available, even for the work needed in the parks
- No trades exist within RPD for many of the tasks to be contracted.

Harbor staff is not allowed to:

- Tighten bolts on cleats
- Tighten loose bolts that hold the dock or finger frames together
- Paint, even though non-skid is a safety issue (lots of luck on paint work orders as I hear they are backed up (a year?) painting Monster Park).

Let's hope that RPD will act on Brad's plans, let contracts and get projects started. We know Terry Schwartz is working to facilitate this but it is up to the General Manager to take responsibility/action

We will stay involved, prodding and tracking the progress, or lack thereof, in an attempt to see that we get the safe, functional Marina that our berth rents can easily support

Respectfully submitted by the "Nuts and Bolts Committee"

Bill Palmer

Bright Winn.