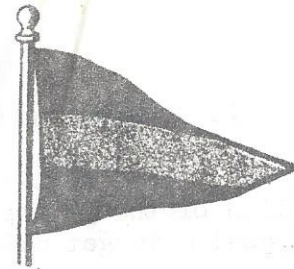


# TREASURE ISLAND YACHT CLUB

c/o Special Services Department  
Building No. 263  
U. S. Naval Station Treasure Island  
San Francisco, California 94130



May 28, 1980

Mr. E. Riddick  
Recreation Director, Special Services  
N.S.A. San Francisco, Ca. 94130.

Dear Sir:

This will document the meeting which you had a few days ago with the Club's "Marina Facility Committee". The principal subjects discussed, which are of concern to the Club and the Marina occupants, were the following:

I. Safety and security matter.

(a) Condition of the floats. Several finger piers require additional flotation material, and/or require it to be properly positioned and secured. Some floats require better stringer connections between floats and piers to ensure stability. On at least one occasion, such unstable floats have caused a person to fall into the water.

(b) Pier facilities. Lights -- it is requested that a continuous check be made to ensure that pier lights are working. Hardware -- request that cleats, eye bolts, etc., be carefully checked, replaced and augmented as needed. Many are broken or about to break with likely damage to boats, for which Special Services would be responsible. Examples are: cleats at berth #46 and the guest berth by berth #40. Additional cleats should be installed at many berths to permit the rigging of spring lines.

(c) Piling yokes. Several piling yokes are missing, lines have been rigged as a substitute for securing the finger piers. As the lines will be severed fairly quickly, they should be replaced with metal yokes. These yokes have been missing for months and we realize your aware of the problem but nothing has been done.

(d) Security gates. Boats are often boarded by unauthorized persons (sightseers, etc.) as anyone can enter the Marina area. Apparently there has also been one recent case of a boat break-in. Security gates would greatly reduce these problems and should be installed at an early date.

(e) Boat lockers. It is understood that there is a need to restrict highly flammable material from boat lockers, and perhaps to have a means of checking compliance. It is proposed that the application of such a restriction be limited to gasoline and such, rather than all flammables. Most all local Marinas have such rules but do not apply these restrictions to less flammable items, e.g. outboard motor oil, partial cans of paint, etc.

2. Convenience Matters.

(a) Utilities. We look forward to a completion of the installation of the 30 amp power system and fresh water outlets to all berths. Suggest a target date be established for completion of this project.

(b) Sewing Machine. On the occasion of one of the increases in Marina fees it was mentioned that additional revenues would permit the purchase of a canvas sewing machine. The machine has been on hand for some time. It is suggested that Marina members who are qualified be permitted to use this machine.

(c) Pilings. It is requested that arrangements be made soon to replace the short pilings which cause serious problems at times of extreme high tides.

(d) Public Works Matters. Additional pressure from Special Services should eliminate or minimize two recurring problems; (1) overflow of sewage drains in parking lot and marina heads at times of very high tides. (2) insufficient pick-up of garbage from Marina garbage cans.

(e) Float Bumpers. A variety of different kind of bumper material has been installed on piers, by Special Services, and in some cases by individuals. Most of this material is old, deteriorated or destroyed. It is requested that a plan for early replacement and upgrading be established.

Your assistance will be appreciated in resolving these Marina problems at an early date.

Sincerely,

L. Miller  
Commodore, T.I.Y.C.