

March 18th, 2024

Dear Mr. Tibbe and Mr. Moren,

While this letter is addressed to you two gentlemen, it was penned for the Board of Commissioners. Your decision to forward it to them or share it at a meeting is entirely up to you. I had planned on going to the meeting and covering these issues, but sage advice and my better judgment suggests if the Board needs to hear it, you two and James can make that decision.

1. First, an apology for insulting Mr. Moren's engineering skills, given I actually have no idea who suggested corkscrew moorings for SMCHD, which became a fiscal disaster. I'd like to suggest a mooring method that is cheap to install and maintain, can take punishment and last for decades. If interested, I would suggest planting 5 or 10 balls and then determining the monthly price based on demand and initial cost.

All the risks and expenses PPH experienced with the corkscrew moorings goes away when done right, and annual maintenance for 10 balls would be the cost of about 100 ft of 1/2-in chain every two or three years (\$300 = \$100/year), plus 20 x \$50 = \$1,000 every 5 to 10 years (depending on paint jobs is \$100 per year) for small shock load spring line anchors, plus 10 balls or \$1,200, plus \$10,000 every 5 - 10 years for the main

chain (\$1,000/year), plus \$1,000 every 3 to 5 years (\$200/year) for the spring lines.

Annualizing these estimates works out to about \$1,500 per year deducted from a \$250 average monthly charge, times 10 boats, times 12 months = \$30,000 - \$1,500 = more than 25,000 per year profit. If the program works well and all the balls are full because pricing is not too high then you can consider another row and easily add as you go. Since this method does not require any great skill to replace the half inch chain, no divers or large platforms, it can literally be done from a dinghy, and does not require any heavy lifting since the weight of the falling chain lifts the rising chain when designed correctly, the only skill required is to wire a shackle and operate calipers on specific sections of the chain to determine when it needs to be cut out. This will mostly occur in the top 3 to 5 feet near the surface for oxygen is present. If chains are rotated slightly each month they could last 3 to 5 years and as caliper readings show wear, specific moorings would have clear numbers determining the size of the vessel they can handle. Since 90% of the loads are absorbed by the lines, the chain can easily last two or three times longer than when the chain takes all the load.

Additionally, if a chain breaks the vessel

has two anchors and 2 lines preventing it from going to the rocks, plus a third line connected to the main chain. A raging 40 to 60 knot storm would have to blow for a week or two or three to catastrophically break any mooring in that system even with faulty chain, and most likely a heavy vessel was put on the wrong mooring. Light vessels 35 foot and smaller would never break off unless the captain failed to connect to the mooring ball shackle correctly, or failed to use a rope bridal and damaged their boat.

2. A suggestion on anchoring and mooring policies: It would be greatly appreciated if the Board or the Admin office gave notice when mooring or anchoring policies were being discussed. Unfortunately, I was not informed when the June 21st, 2021 and August 18th, 2021 meetings took place. I have worked on legislation at the state and national level and might have helped craft anchoring and mooring policies that both kept vessels safe and did not alter rights of older mooring ball permit holders. This would have saved John and I a bit of grief, which we managed to resolve after some cordial, professional discussion and found common ground, agreeing anything is better than boats crashing on the beach.
3. While John and I agreed there is a need for mooring and anchorage regs to reduce

groundings and floundering. I'm a little sad to see pricing, whether intentional or not, has led to no one taking advantage of it. Perhaps \$100 to \$150/month for anchoring would improve usage, but if the Board and Staff are intentionally suppressing use by overpricing, perhaps out of fear of more grounded and sunken vessels, then you're doing a fine job.

4. On the subject of mixed use and high speed devices, like hover boards and kite surfing, and the environmental impacts I've seen, the reality is PPH is becoming a popular place and the wide open space lacking anchored vessels is a dream for them.

I do think Mavericks corner at the west end has the cleanest water, sans Kaleb, and is considered the eco-zone for much of the wildlife.

Perhaps a simple map on a sign by Kayak Beach / old Romeo Pier where they usually launch, asking speed demons to avoid the west end near Mavericks so as to give the wildlife a sanctuary away from the terrorizing prospect of a 30 mph hoverboard propeller. This would also likely enhance wildlife tourist experiences in that corner of the harbor.

In other words, ask Kite Surfers to leave shore on a NE heading towards Barbara's Fish Trap, which is the perfect direction

when it's howling out of the south, and ask that when they are heading south west, they avoid the wildlife zone at the west end directly in front of the radar ball.

Some famous biologists I've spoken to have suggested anything over 5 mph is too much, but the reality is the sport is here to stay and Pillar Point has a great arena for it. Therefore, it might be wise to create a wildlife sanctuary zone.

5. My hope is this Board and Admin staff avoids the 20 years of heavy-handed tactics of Tucker and Grinnell that led to a lot of public animosity, internal strife and legal issues. I still don't like the fact this Federal Safe Harbor is no longer free, but after almost a decade of seeing a small meth community set up in front of Barbara's Fish Trap, including the rare, but painful occurrence of theft from other anchor-outs, I understand why some small fees might be required, as well as enforcement during winter months of anchor inspections, or drag tests, or other means of ensuring no one goes to the rocks, and PPH doesn't have to run a boat chopping facility all year long.
6. My observation thus far is Chris is doing a great job with noticeable improvements all around the harbor. I've lived with a PPH Harbor Master, his wife and children and know the enormous amount of pressure it

can be to hold that office. I think you chose wisely when hiring Chris.

Despite John and I getting off on the wrong foot, through a couple of cordial conversations we managed to see eye to eye, and I again apologize for suggesting the old PPH mooring balls were his idea or design.

My hope is that Mr. Pruett's wealth of experience makes the place shine as it never has before.

All that said, in this warming horse and buggy community many of us miss the fog and rotten old green pier, but global warming is making this place more like Santa Barbara, Newport Beach and San Diego everyday, so it is predictable how the character of the harbor is going to change.

The looming question is how SMCHD plans to deal with the rock wall when it is awash; an event coming "sooner than previously expected" to every harbor on Earth.

I spoke on this subject before the Half Moon Bay Rotary Club, and explained that this Coastside can and should capitalize on Green Tech, and PPH could develop a program to make every fishing vessel and recreational boat a zero emission device, eliminating the diesel spills that are all too common during season openers, and actually reducing operating costs

for the fisherman. I mentioned this to Chris when I first met him, and if the Board decides they'd like to explore Green Tech at Pillar Point Harbor, I'd be happy to come to a meeting for a prolonged discussion.

As previously mentioned I run over 100 websites including the subjects of climate and infrastructure, and there is literally billions of dollars that could be made out of this Harbor by starting small with fishing boats and in a very short time, moving up to cruise and cargo ships; just a thought.

In the meantime I don't believe reciting the points in this letter to Board members is a very good use of anyone's time, so until they ask for more details I will wish you all the best and again thank Chris and John for their understanding, and thank James for his patience while I pretty up the boat. I hope he grins when showing a "Before and After" picture and simply says "We wrote one letter and accomplished what 25 years of other Administrations could not do."

Throughout the past few weeks, despite my minor objections to certain aspects of the new mooring regs and mostly about how we were notified, privately I told my friends that damn Mr. Pruett is making me do what I wanted to do, so I shouldn't be too mad at him.

It is a pity you seem to have passed a law that prevents me from going to Hawaii with my

sailboat; a journey that would likely take much longer than 90 days, but perhaps we can get creative so I can leave for prolonged periods without losing my permits. Until then, enjoy your summer. This climate researcher says it will be the hottest you've ever experienced in this neck of the woods.

Sincerely,
Craig Mead