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Published for Members and non-members of the Long
Beach Marina Boat Owners Association
Editor – Harry Hutton

November 2004

Paul Breul (1928-2004)

Paul Breul passed away September 1, 2004. It seems impossible, but he is gone.

Paul was the Editor in Chief of the *Gangway Gazette*, and in this post, he did everything, from beating up on the board members to submit articles, to soliciting advertisers, to arranging for printing and mailing the some 3200 copies of each publishing.

We'll miss him sorely, not only for those chores of publishing the *Gazette*, but for his wry sense of humor, and his deep passion for fighting challenges to Long Beach boaters.

He was a live aboard Long Beach boater for many years, President of BOA, a golfer, a musician, an engineer, and a dedicated family man.

He lived a good life, and we wish him well in his next. Goodbye, fellow sailor. Farewell, good friend.

Presidents Report

By Carl Kirnbauer, President

Paul Breul, a past BOA President, long time BOA Board member and a key person in the production of our *Gangway Gazette*, passed away on September 1, 2004 from complications of a heart attack and kidney dialysis. He will be sorely missed.

Boat-owners Insurance Requirements:

The Marine Bureau has recently announced that all boatowners in the Long Beach Marinas must have \$100,000 liability insurance in place by November 2004 and that the Marine Bureau must be shown on the policy as an additional insured.

BOA has had frequent questions directed to us about some details of the insurance requirement. Many boatowners are concerned with the Marine Bureau requirement that the Marine Bureau be shown as an "additional insured". The insurance agencies that we have talked to say that there will no additional charge for showing the Marine Bureau as an additional insured. More importantly, the Marine Bureau will have no control or impact on your policy just because they are shown as

an additional insured. The primary reason for the "additional insured" requirement is so the Marine Bureau will be notified if the boatowner drops the liability coverage. If the policy is cancelled, the insurance company will promptly notify the Marine Bureau. Then the Marine Bureau will take action, which probably means that the boatowner will be asked to leave.

Another question is whether or not a survey is required. Some agencies say that an in-the-water survey will be OK and others say that certain boats will not require a survey at all. Your best bet is just talk to the insurance company. Also be aware that, in some cases, your liability insurance is already part of your homeowner's policy so the add-on is easy. Again, just ask the insurance company.

The Marine Bureau says that your coverage must be in effect as of October 1, 2004 and that the Marine Bureau must receive a declaration or certificate of insurance no later than December 1, 2004. Have your agent send the declaration/certificate to:

Insurance Review
C/O Rainbow Marina Office
200 B Aquarium Way
Long Beach, CA 90802

GOOD NEWS

Shoreline Construction Timetable: The contract for the Shoreline construction project has been signed. You can expect to see in-the-water activity start around the middle of December with a lot of other activity happening during November. The bike path will be rerouted around the staging area. The idea is to keep the inconvenience to the boatowners to a minimum. A web site at www.conceptmarine.com/shoreline is available for you to follow the progress and execution of the project.

KUDOS

Ed Betancourt, senior custodian at ABM, has been doing an outstanding job with the ABM showers. We welcome the opportunity to report on a positive situation in our Marinas. Ed always has a smile and an upbeat greeting to all. He and his crew always keeps the showers well stocked with paper towels, toilet tissue and hand soap and redoubles his efforts during

holiday periods to keep up with the extra-heavy usage. He is very liberal with the use of bleach – it's not likely that any bugs could possibly exist on the ABM shower floors. One day I found him scrubbing the grout between the tiles! Out of sight – how's that for above and beyond the call of duty? Perhaps the Marine Bureau should think twice about outsourcing.

BAD NEWS:

By now you all have received your annual automatic slip fee increase based on the local CPI. These unwarranted increases can be expected to go on year after year until the Long Beach Marinas are the most expensive in California. BOA intends to continue the fight to reverse the slip fee increase but we need your support. If you are not currently a member, please take a moment to clip out the enclosed application and send it in with your check.

Letters To The Editor: Please take advantage of your opportunity to have your comments published in the *Gangway Gazette*. This is a great way to bring Marine Bureau issues and grievances to the Board as well as to all the other boatowners. Of course, we would like to hear about any positive comments concerning the Marine Bureau. Give credit where credit is due.

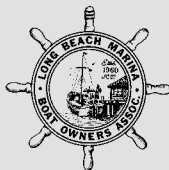
Help: Our Treasurer is planning on stepping down so as to serve on our Advisory Board. We are looking for a volunteer to serve as Treasurer from the 4000 boatowners that BOA serves. If you can commit to one Board meeting a month and balance your personal checkbook, you've got it made. You will find the experience rewarding. Please contact us at (310) 539-2929.

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Insurance, Insurance, Insurance

The long awaited Insurance requirement for the City of Long Beach Marinas went into effect October 1, 2004. The Boat Owners Association listened to the overwhelming majority of our members and worked long and hard with the City on this new regulation. The regulation requires that all vessels permitted in the City Marinas must have Protection and Indemnity (P&I) or Watercraft Liability insurance with limits of at least \$100,000.00. The City of Long Beach, its officials, employees, and volunteers must be carried as an additional insured under the insurance policy. If the policy gets canceled the City has to be notified by the Insurance Company that the policy was canceled. On most insurance policies there is not an additional charge to have the City listed as an additional insured on your policy. If your carrier wants to charge you for this I would suggest you contact another carrier. The address that you need to give to your insurance company for the proof of Insurance is (Insurance Review c/o Rainbow Marina Office, 2000B Aquarium Way, Long Beach, CA 90802) and the deadline for boat owners to submit the proof of insurance to the City is December 1, 2004. If the boat owner fails to get insurance or submit a proof of insurance you most likely will receive a 5-day cancellation notice from the City. If you have any additional questions call your local marina office.



Our current officers are:

- Carl Kirnbauer,*
President.....310-539-2929
- Joe Towers,*
Executive Vice President562-434-0335
- Frank Negrete*
Membership626-523-5316
- Harry Hutton (Acting)*
Secretary/Treasurer562-430-2558
- Joe Towers (Acting)*
Environmental Affairs562-434-0335
- Kevin Bryant*
Public Relations.....562-965-4015
- Don Cobleigh,*
Liveaboards/Security562-430-0046
- Advisory Board:*
Harry Hutton.....562-430-2558

Board Meetings are held on the 2nd Thursday of each month at the Long Beach Yacht Club, 6201 Appian Way at 7:00 PM. All members welcome.

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PORT POLLUTION REPORT

By Joe Towers, Acting VP Environmental Affairs

Well, here we are at Shoreline Marina - Fall 2004 - and that black crud stuff blowing our way from the twin ports just keeps raining down on our boats and on us night and day and, of course, we keep inhaling it into our lungs with unknown consequences.

Are we loosing the fight against airborne port pollution? No! Last year, in this column, we told you how the Long Beach Marina Boat Owner's Association had undertaken to try to help stop the Port of Long Beach from implementing a mega expansion of Pier J (that's the pier just opposite our Shoreline Marina). We appeared before the permitting authority, the U.S. Corps of Engineers, and urged permit denial. We filed documents detailing extensive objections to the Port's defective and illegal Environmental Impact Statement/Report (EIS/R), and, among other requests, asked that the Port be required to set up a multi-million dollar trust fund to cover the medical and other expenses of Shoreline boat owners impacted by the polluted air. Now, the Port's managers, disingenuous as always, have prepared a final EIS/R for the Pier J project containing miniscule concessions in the hope that they will be permitted to continue degrading our already foul and poisoned air.

But, that's not going to happen.. There is a new and angry cry of

protest against the polluting twin ports from environmental groups, concerned citizens in every walk of life and now, state officials, Los Angeles Mayor Jim Hahn and the Long Beach City Council. Change is in the air. A steadily increasing number of adverse health studies has begun to show how seriously our environment has been damaged. On 3 September 2004 USC epidemiologists released a report of a 27 year study showing the development of dense lung cancer pockets in areas of Long Beach adjacent to the ports and the freeways serving the ports. And, on 9 September 2004 the Los Angeles Times reported another USC study monitoring lung development in Southern California children that found that in Long Beach 6% of the children were suffering from permanently stunted lung growth as a result of breathing miniscule particles of diesel engine exhaust.

So, with the evidence of the dismal impacts of port air pollution growing daily, we remain cautiously optimistic that ultimately we will win this fight and the gang of polluters that now runs the twin ports will be replaced by responsible public officials. But it requires YOUR HELP. It will be too late when you are wheezing with emphysema or lying in a hospital bed suffering from lung cancer. Talk to your elected representatives, particularly your City Council representative here in Long Beach, and tell them you demand clean air. If you are a Long Beach parent, tell the City Council you don't want your child to be a lifetime pulmonary cripple. And, you can be certain your Association will continue the fight...to our last breath!!

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By joining BOA, you are entitled to a special discount on your BoatUS membership. This, in turn, makes available to you discounts which can save you some substantial cash. Examples of discounts include \$.10 a gallon on fuel, transient slip discounts of as much as 25%, 15% on repairs, 20% in marina store, and 15% on boat lettering. These are all listed in the BoatU.S. 2004 Guide.

So joining BOA not only supports our efforts to achieve fair policies in the marinas, but starts a chain of events that saves you money.

Come Meet us! LBMBOA BOARD MEETINGS

1st Thursday of each
month at 7:00 PM, starting in
January, 2005.

NO DECEMBER 2004 MEETING.

Long Beach Yacht Club,
6201 Appian Way
Guests, as usual, are
always welcome!

LNG PROJECT CONTROVERSY ON THE HORIZON

By Joe Towers, VP Environmental Affairs

The proposal to build a liquefied natural gas (LNG) terminal in the Port of Long Beach is beginning its long journey through the thick jungle of federal and state regulatory requirements and the almost guaranteed environmental roadblocks. Your Association is an interested party because the proposed LNG facility will result in pollution impacts to the immediate environment, which includes our Shoreline Marina and the several hundred live-aboards there as well as the eighteen hundred boat owners and their guests who frequent the Shoreline Marina. On 3 November 2004 the Port of Long Beach issued its 2nd Supplemental Notice of Intent/Preparation to draft an EIS/EIR (Environmental Impact

Statement/Environmental Impact Report), documents which are required to seek necessary federal permits from the Federal Energy Regulatory Commission (FERC) and the Corps of Engineers (USACE). The Supplemental Notice advises that arrangements have been made with refineries in Carson and Wilmington to transport the liquefied product via pipelines to these sites, thus eliminating thousands of truck trips formerly planned to transport the product to markets. We applaud this development.

However, there is much to be concerned about in regard to this project. At the top of the list are concerns about public safety in view of the much debated possibility of an explosion of a gas that is compressed 600 times its normal density. The proximity to downtown Long Beach (and to our Shoreline Marina) is a compelling factor. In addition, the project will cause more ambient air pollution and contamination in an area that is already light years away from meeting federal and state ambient air quality standards. But there are also positive arguments in favor of this project. The product is the cleanest burning and environmentally

friendly fossil fuel available.

Your Association will formulate a position on this project and we will contribute comments to the federal and state EIS/EIR public comment procedures. In this regard, we would like to hear from you, our members, as to how you view this significant proposed project. Our web site, lbmboa.org, contains some useful information, but more extensive sources of information are available. You can call the Port's environmental planning section at 562-590-4160 and request documents and information. Internet users can connect to the FERC website at <http://www.ferc.gov>, use the elibrary link, then "general search" and then enter the project docket numbers (PF03-6 and CP04-58). If this sounds too difficult, and it may be, the contractor has developed a web site with all the project data and drawings at <http://soundenergyolutions.com>.

NEW PLANS AT ABM

We have learned that a developer is proposing to build a combination residential and retail complex at the site of the Seaport Marina Hotel, at Second and PCH. This project will impact boaters to the extent that the facility absorbs and uses parking space at the marina.

An earlier proposal, to build a restaurant facing Gangway 32, has been put on hold while the larger scale proposal is being evaluated.

On the surface, it would appear that the proposed residential project would bring fewer problems to the marina, as permanent residents would occupy the site, rather than the very transient traffic that another restaurant would bring. We should reserve judgment until the plans, and a necessary public hearing are complete.

Unless the developer is required to provide adequate parking facilities other than those in our marina, there will be an impact on parking, and we must be vigilant on this issue to protect ourselves.

COMMUNICATION

The *Gangway Gazette*, while providing a good window for commentary on marina issues, does not have the immediacy needed to alert Long Beach boaters to urgent problems. This is particularly important to attendance at public hearings, which are usually poorly attended, probably due to lack of prior notice to interested parties.

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LBMBOA maintains a marina database of members and non-members. For many members, we have e-mail addresses, we do use e-mail to alert boaters to urgent issues, and would be a lot more effective in getting the word out if we had a more comprehensive e-mail list.

It would be helpful to yourself and boaters in general for you to send your e-mail address to our Secretary / Treasurer so you can be added to the alert list. That e-mail address is hutton562@charter.net

NOVEMBER START FOR SHORELINE REBUILD

By Harry Hutton, Advisory Council

Recently, I attended a "Partnering" conference at which the major players in the demolition and construction of the marina, along with their subcontractors discussed the problems they foresee in the project, and how they could use preplanning to avoid delays and extra cost.

As a representative of both the Marine Advisory Commission and the Long Beach Marina Boat Owner's Association, I was asked what boater's concerns might be, and I responded that we want the operation to go smoothly, with minimum disruption of our

ability to enjoy our boating experience. Not expressed was the obvious desire to end up with a world class marina without breaking our financial backs. After listening to the byplay between the various contractors, and hearing how they plan to solve some problems, I am assured that we are going to have a truly fine marina when this is finished, and that the marina build will be done by experienced first class craftsmen.

As an example, the planned Shoremaster dock system looks like a good long term solution to the weaknesses inherent in wooden dock systems. It will use concrete flotation modules, strung together with a tensioning cable system that apparently permits some movement of modules under extreme wave conditions, but presents a very solid feel under normal use situations. More on this system can be seen on the Web at www.shoremaster.com, in the marina systems section.

The project is being managed by Concept Marine Associates, which company is responsible for overseeing and coordinating the entire project. The prime contractor is Connolly-Pacific Company, who will be doing the heavy lifting work of removing and driving piles, along with other major construction.

The question arose as to how boatowner's concerns will be answered. As you can imagine, none of the contractors will have time to answer our questions. Doug Parsons, at 562-570-4950 will be the communications hub during the project, and he promises to get our questions answered promptly. He is also the keeper of the timeline on the project, and will be able to inform you of the project schedule.

A web site, active but under construction at this time, www.conceptmarine.com/shoreline, will be available for you to follow the progress of the planning and execution of the project. The "CMA Home" section there will tell you about CMA's experience in marine construction.

Movement of construction equipment into the Shoreline Marina parking lot is now expected to begin during November 2004.

Letters To The Editor

The Gangway Gazette includes a "Letters to the Editor" section on a space available basis in our newsletter as well as on our web site. The content must be of common interest to Long Beach area boat owners, brief and to the point so they may be printed in their entirety. Authors name and gangway must be included in applicable.

Send your letters to:

LBMBOA,
Editor- Gangway Gazette
P.O, Box 2212
Seal Beach, Ca. 90740

Dear Sirs,

I am the proud owner of a beautiful 23 foot Sailing Sloop called Mystic. I am also a proud permittee of a 20-foot slip in Alamitos Bay Marina. Presently there are, as per the Marine Bureau's Option 3b-4 proposal, 445 20-foot slips in the Alamitos Bay Marina. The city's Marine Bureau proposes to reduce these slips by 68% to 144 slips.. that's 301 20-foot slips that will no longer be available to local boaters. These 20-foot slips are for boats no longer than roughly 24 feet. And based on the Option 3b-4 proposal, the existing 369 25 foot slips will be reduced 27% to 268 slips. The 20 to 28 foot boat, whether power or sail, has traditionally and historically been the size boats that new boaters get into because of lower cost of slips, insurance and maintenance. These smaller boats are also usually easier to handle, which is a big plus when you are new to boating. I understand the Marine Bureau's thinking that larger slips require less maintenance and generate more revenue for the Marine Bureau's treasury. Less Work, More Money! This reminds me of the Marine Bureau's announcement to run the Marinas more like a "private marina." Great! Will we get the courteous service from our clerks that you would get at a private marina? Will we get the continual upgrade and routine maintenance that you get at a private marina?

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Will we get treated like customers instead of what the Marine Bureau has clearly stated we are... permittees? In order for the Marine Bureau to run the marinas like a "Private Marina" they have to act like a customer serviced based business and not like the municipal entity it is and acts like. Now the connection. The Marine Bureau is reducing the size of the 20 footers because it is a smart business move. Remember? Less Work/ More Money! But local cities, Long Beach in particular, should have other concerns as well. If we use the Less Work/More Money rule we should close all public parks (they don't generate revenue), beaches (same), allow only RV's in our public parking lots (one big parking spaceparking lots (one big parking space is easier to take care of than 10...and you can charge more!), close the Belmont Shore Pier (again, it does not generate revenue) oh, and throw in the pool too (same reason), close down City Hall (it definitely does not generate any revenue) heck if we use the Less Work/More Money rule we should close down the Marine Bureau... oh

wait, it does generate revenue - lots of revenue - from us!

As a matter of fact the Marine Bureau has had another large surplus last year and we just had our second annual automatic slip fee increase based on the local CPI increase last month. Hmmm...the Less Work/More Money rule seems to be working pretty good/or the Marine Bureau. How come the Marine Bureau can't translate the huge additional amounts of money generated by the annual automatic slip fee increases into better service comparable to a private marina? Now I know we cannot close the parks, the beaches, the pools, parking lots, pier or (even though some would like) city hall or for that matter the Marine Bureau. The pools, parks, beaches, etc. serve a "public interest." City Hall and the Marine Bureau are public servants and are necessary in order to serve that public interest. One of the main reasons for the existence of the Department of Parks and Recreation (and its sub-division, the Marine Bureau) is to encourage and facilitate access to parks and recreation... not to reduce it.

Less Work/More Money should be the slogan of a Labor Union, not the City of Long Beach. It should be More Money/More Service,

Francisco J. Negrete

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Owner _____ Co-owner _____

Mailing Address _____

City _____ State _____ Zip _____

Business/Day Phone _____ Cell Phone _____

Home/Evening Phone _____ E-mail Address _____

Boat Name _____ CF or Document # _____

Boat Length _____ Power _____ Sail _____

Slip Number _____ Gangway: _____ Live aboard? _____ Yes _____ No _____

Yacht Club Memberships: _____

Vessel Assist _____ Boat/US _____ Other _____

We know you want to get involved. Please sign up to participate with us in one or more of the following areas of interest:

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 Gangway Gazette
 Live Aboard Issues
 Special Projects
 Communications
 Political Action Committee

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