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President's Message

By: Andy Sienkiewich

With Labor Day behind us, we are beginning to see the shorter days and cooler temperatures of the fall months — one of the nicest times of the year for boating in the Long Beach area.

At BOA we continue to look for ways to serve our growing membership and have concluded that strong communications is one of them. In July we hosted a presentation by Mark Sandoval on the Alamitos Bay Marina rebuild. The meeting (see subsequent article in this issue for the full story) was well attended and I have been told well appreciated. Listening to the dialog, we learned that marina maintenance is especially important to our members. Therefore on October 23, we will hold an evening meeting on marina maintenance. We hope you attend (see notice in this issue for details) and contribute to making the maintenance process work better for all of us.

We represent the interests of about 3,000 boat owners with slips in Shoreline, Alamitos Bay and Rainbow, as well as others who use the waterways and boating facilities of the City of Long Beach. Not everyone receiving this newsletter has an active membership — we send the Gang-

way Gazette to all slip-holders whether they pay their dues or not. Our annual dues are a modest \$20, used primarily for publishing and mailing this newsletter and other notices. If you are a paid member of BOA, you get a \$10 discount on your annual Boat US membership, which many join for the Vessel Assist program. We would like membership in BOA to continue to grow to maximize our clout in representing your interests with City and other officials. Please help us be a stronger organization to protect your interests. A membership application is printed on the last page.

BOA also needs volunteers to join our Board of Directors. Some of our dedicated Directors have moved on, leaving important-to-fill vacancies. New communications technology and new areas of focus requires new skills on the Board. Board functions in need of attention currently include our website and e-communications, monitoring various Marine Advisory Committee meeting, attending community meetings with City Council members, monitoring the Marine Bureau financial reports related to our slip fees, and of course maintenance. If you have an interest in getting involved in these or other topics related to the quality of Long Beach boating, please contact us. We meet monthly; the discussions are thought provoking and the debate helps craft reasonable positions.

Your Board's current priorities are:

- Minimizing Seaport Marina Hotel replacement impacts
- A successful Alamitos Bay Marina rebuild
- A strong Marina maintenance program

The Board always welcomes suggestions from the membership on new areas of focus, so let us know about the Marina issues on your mind. You can communicate with via www.lbmboa.org or come to our board meetings usually held the second Thursday of the month at 7:00 pm at the Long Beach Yacht Club, 6201 Appian Way. Our approach is to gain the respect of city officials and constructively work with them to make the marinas and the nearby environs better places for all boaters.

KUDOS KORNER

By: Carl Kirnbauer

We are all aware that the Marine Bureau is in a

balancing act at ABM. Although there are many pressing Maintenance issues, the Marine Bureau correctly is reluctant to invest money in a band-aid repair recognizing that within a short time the item being repaired will be demolished and replaced.

In light of the above, Maintenance nonetheless has squeezed out some money for some "feel good" projects. The shower buildings, which eventually will be totally replaced, have received a spanking new coat of blue paint. That does much for the ambiance of ABM and we appreciate it. In addition, the Marine Bureau has not slacked off on the lawns. They are nice and green and well manicured. Way to go.

We have had an issue with the one and only urinal in A23. Repeated requests to Maintenance has failed to result in a repair. It's not that Maintenance had dropped the ball as some have believed. It turns out that Maintenance was involved in researching the situation and discovered that the main drain is broken. It will be expensive to repair. However, Maintenance has decided to go ahead and spend the money on a repair, even in light of the fact that A23 will be completely demolished for the rebuild. By the time you read this Kudos Korner, A23 should have operational facilities.

By the way, if you want to take a look at what the new showers will look like, take a look at the shower at Basin 8. The plan is to build with Basin 8 as a pattern. You might want to check it out prior to our boat owners Maintenance Meeting at the SBYC on October 16.

Standing Room Only Crowd as Mark Sandoval Speaks to BOA

By Dick Barnes

A presentation on the plans to rebuild the Alamitos Bay Marina by Marine Bureau manager Mark Sandoval drew a standing-room-only crowd of Long Beach boaters to the Seal Beach Yacht Club on July 24.

The forum was sponsored the Boat Owners Association, the 47-year-old volunteer organization that represents the interests of boaters in Long Beach's three marinas. It was the first in a series

of such public discussions that BOA intends to present for its members.

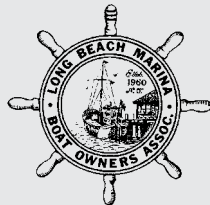
After his talk and PowerPoint presentation, Sandoval answered questions across a wide range of subjects, including slip fees, dinghy racks, Wi-Fi service, laundry facilities and safety ladders on docks.

Throughout his remarks, Sandoval stressed that the preliminary design for the rebuild is only 30% complete, that the successful bidder for the design/build contract will have his own input and that plans may—and likely will—change.

The main points of Sandoval's presentation and the Q&A:

--Alamitos Bay Marina was built in 1957 and has 1,967 slips.

--The master plan for rebuilding Alamitos Bay Marina, approved in the late



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*Carl Kirnbauer
Executive Vice President..... ckirnbauer@aol.com*

*Dick Barnes
Secretary dickbarnes@earthlink.net*

*Alfredo Fernandez
Treasurer..... cppappa@usa.net*

*Don Cobleigh
Vice President and Liveaboard Security SLBYC98@Verizon.net*

*Environmental Affairs
George Valdespino george.longbeach@gmail.com
Tammy Holden TammyandGeorge99@yahoo.com*

*Frank Ellsworth
Gangway Gazette Editor frankellsworth@yahoo.com*

*MAC Rules and Regulations Subcommittee
Don Cobleigh
Joseph Nicotera*

*Advisory Board Members
Michael Dugan
Frank Farmer
Rick Foster
Harry Hutton
Frank Negrete
Joseph Towers*

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.

1990s, has four points:

- 1) No narrowing of fairways; same size of water footprint.
- 2) Concrete docks.
- 3) No permittee will be displaced.
- 4) In the slip mix, keep the small-boat feel of ABM.

--Five aspects of ABM rebuild:

- 1) Replace pilings and docks.
- 2) New restrooms.
- 3) Dredging of 100,000 cubic meters of material from ABM.
- 4) Seawall repair.
- 5) Parking lot refurbishment.

--Expected cost of ABM rebuild: \$79 million, to be funded through a bond issue, the details of which were not discussed.

--Sandoval said the ABM rebuild will be "a lot more challenging" than the Shoreline Marina rebuild, which cost \$35 million.

--Time frame for rebuild is 6-7 years. Each of the dozen phases will take six months or so to complete.

--On completion, ABM will have 1,729 slips, a loss of 238 slips.

--The rebuild will start in Basin 4, with Sandoval hoping to put the project out for bid by September, 2007, and construction beginning in June, 2008.

---No slips will be lost in Basin 4, he said. There are 239 slips now and there will be 240 at completion, according to a handout, although the slip mix will change:

--Twenty-foot slips will shrink from 85 to 27; 25-foot slips from 51 to 27; 30-foot slips will increase from 32 to 56; 35-foot slips will grow from 32 to 35; 40-foot slips will grow from 26 to 41; 28 new 45-foot slips will be created where none existed; 50-foot slips will grow from 12 to 25; the one existing 70-foot slip will remain.

---Boats displaced during the rebuild will go into slips being held empty in other basins, along a planned 1,200-foot extension of the dock at Davies Landing and along a planned extension of the Long Dock in front of the Long Beach Yacht Club.

--On completion of the Basin 4 rebuild, based on seniority, boaters will be returned to slips as close to their original ones as possible. Sandoval made that pledge to a boater whose family has had a Cal 20 in Basin 4 for 40 years and who asked about priority being given to the

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Long Beach Yacht Club. "It's not going to happen," he said. "It will be on seniority."

--After the rebuild, each permittee will get one free transfer, he said.

--To a question on slip fees, Sandoval said he hopes to move to "cost recovery" method and "square-foot" pricing for slips in 2009. As it is now, he said, small-boat owners are subsidizing big-boat owners. --Under the new system, each square foot of slip space will be priced the same, regardless of slip size, and that square-foot price will be determined each year by the cost to operate the marinas.

--After the rebuild, ABM will have 61,685 linear feet of slip space, a gain of 260 sq. ft.

--Asked about future slip fee increases, Sandoval said he has done a 25-year projection that showed annual increases in the 3% to 5% range.

--In response to a question, Sandoval said the Marine Bureau has "not abandoned maintenance" in advance of the rebuild. His response drew a few laughs in the audition.

--There was a gale of laughter, however, when Sandoval said the Maintenance Department "tries to correct any safety issues."

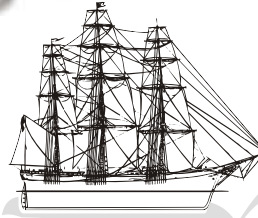
---One boater asked how much of the slip-fee revenue was being diverted to the Parks and Recreation Department. Sandoval said not one dollar has been diverted since 1995. "It would be against the law," he said.

--Dinghy racks will be on the docks, as is done currently, but will be in different locations, as the gangways will be shifted, he said.

--There will be laundry facilities in the new

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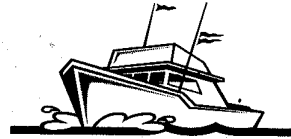
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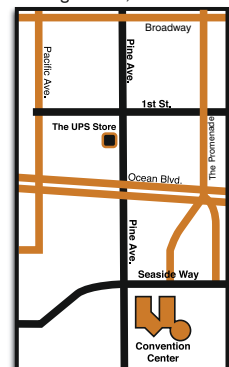
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restrooms, Sandoval said.

--Sandoval said he had hoped to offering free Wi-Fi service in the marinas by now, but that the original vendor has gone out of business and he is looking for a new provider.

---Asked about dry stack storage for small boats, Sandoval replied that it would just never fly. "There's no way to sell a 40-foot warehouse—no matter how pretty—on the waterfront in this part of town," he said.

---The main gangways will be 8 feet wide, same as now, he said. Finger width will be governed by the size of the slips.

---He said he hopes to have individual electric meters for each boat, with each permittee getting a baseline level of use included in their rates. Use over the baseline will be charged at a premium rate. "I'd like to hit the guy who runs his air conditioning for three weeks and comes down to the boat twice," he said.


--Asked about including safety ladders on fingers in the rebuild, Sandoval said he did not think it was a good idea. "The ladder won't be where it's needed," he said. A better idea is to look for a swim step, he said.

A Footnote Regarding Mark Sandoval

By Don Cobleigh

The ABM was built in 1957 and many of our boating families have been here from the beginning, it's hard to believe that was 50 yrs. ago and we still have the same docks. Many of you boaters have seen many change over the years, some for the better and some not as good, but we are still here. In as many years we have seen many changes in the management of the ABM, (some good and some not so good). In most cases they have been for the better. Some of our boaters tell me the just send in their slip payments and could care less who's in charge of our Marinas,

This is an area that BOA, is very much involved in. This helps us a great deal in how we make our decisions on how we address many issues that come up and believe me they come up. That brings me up to date on who's in charge of the Marinas today and who he is, is he a boater, does he really care about us as boater, or is this just a job to him. Over the past few years I have had the opportunity to work with



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Mark Sandoval, and found him to be a real person and would like to tell you a little bit about him.

Mark Sandoval has been with the City since 1987, first entering the City in the City Auditor's Office. He is a Certified Public Accountant by profession, and also possesses a Master of Business Administration degree. He is married, with four children ranging in age from 12 to 24. His passions all relate to the outdoors, including boating and skiing (water and snow), camping, hunting, fishing, and coaching sports for his children's teams.

Mark has been the Manager of the City's Marine Bureau since 1995.

In addition to his marina duties, mark has been actively involved in improving other waterfront assets, including the development of the Rainbow Harbor, the design of a beachfront mooring program, the improvement of the City's launch ramps, the development of Jack Nichol Park and the Jack Dunster Biological reserve, and has assisted in the expansion and improvement of the Pete Archer Rowing Center. Additionally, Mark has assisted the City team in repairing waterfront infrastructure including the Peninsula

boardwalk, the Naples Island seawalls, and other seawalls throughout the City.

Finally, Mark continues to lend support to waterfront programs in the City, including the Annual Sea Festival and the relatively new Aquatics Capital of America concept.

Join Your Boat Owner's Association NOW!!!!

Please make sure that you have joined Long Beach Marinas Boat Owners Association and are a member. There's power in having a united voice support your needs and concerns as a boat owner in the Long Beach marinas. For just \$20 a year, you receive important news about the focus and actions of Long Beach that impact you. Keep apprised of timely topics like:

Major development surrounding Alamitos Bay Marina

Planned parking reduction

Maintenance issues

And much more...

Remember... just because you receive this newsletter does NOT mean that you

are a member. It is mailed to all marina boat owners. Your \$20 yearly dues help cover the expense of this newsletter and other projects that benefit all boat owners.

Marine Patrol Update

By Karl Weimer

The summer's over and the activities and the crowds they bring down and around the marina's tapers off. In large measure, we've all had had a safe and secure summer here at the Long Beach Marinas and we can thank the Marine Patrol for much of that.

As most of you know, the Marine Patrol, as part of the Long Beach Police Department, has responsibility for the marinas, the beaches and the adjacent roadways, parking lots, and facilities. They do this with very limited resources, and more recently, with very limited staffing.

The staffing issue is especially important to boat owners in the marina due to the large number of gangways and parking lots that need to be patrolled, particularly on evenings and weekends when many people come to the marina for activities that are not necessarily boating-related. Over the years, while its gotten better, having, and keeping, experienced Marine Patrol officers has been an ongoing challenge, largely due to issues of benefits and pay. In order to keep staffing levels where they need to be, the city needs to address these issues in a useful and substantive way.

So, it's in our interest, as boat owners, to encourage the city of Long Beach to ensure that the Marine Patrol has sufficient funds, and sufficient staff, to perform their mission. Its also important to let the Marine Patrol staff know, even if its just a friendly wave, that you, as a boat owner, appreciate their effort to make coming to the marina a safe and enjoyable experience for both you, your family, and friends, throughout the year.

Please Don't Take A Deep Breath

By Joseph Towers and Carl Kirnbauer

We are informed that Senator Lowenthal (D, Long Beach) has

abandoned his latest container fee bill establishing a tax on port cargo containers to combat air pollution in the face of Governor Schwazenegger's veto threat. The losers, of course, are not only we boat owners (especially those at Shoreline Marina) but also the citizens of Long Beach, including seniors and children, who face the potential of stunted and asthmatic lungs resulting from port emissions.

But we must also note that there are others to share the blame for our toxic existence. Chief among these is the EPA. At a recent Los Angeles hearing on port pollution chaired by Senator Barbara Boxer, the chair of the Senate Environment and Public Works Committee, the EPA was not unfairly re-named the "Environmental Pollution Agency." The hearing illustrated in Technicolor how the EPA has refused to face the danger of port pollution in Southern California, which has been estimated to cause 5,400 premature deaths in this area. The refusal of the EPA to protect us is another blow that follows a ruling by U.S. District Judge William Shubb demolishing the California Air Resources Board's program for cleaner fuels in ship auxiliary engines on the grounds that the EPA must act first in this arena.

Is there any hope left for those of us who want to take a deep breath without fear of cancer, heart disease and lung morbidities? Yes. Recently, the San Francisco based Friends of the Earth has brought a suit against EPA and the Bush administration demanding compliance with the Clean Air Act. And - happy surprise - the people who run the Twin Ports (of LA and LB) have announced that if nothing else, they will undertake to establish on their own authority a system of container fees to provide funds to combat air pollution at the ports. We applaud our local leaders in their support of our health concerns that, incidentally, directly impact them also. In the meantime, please don't take a deep breath.

BOA knows that Port activities have been longstanding sources of troublesome airborne black, sooty particles which settle on boats moored at the Shoreline Marina. BOA also knows that steps are being taken by the Port to reduce pollution and that there is political activity on how far to take those processes. Although BOA does not have the expertise to confidently assert the extent of health hazards related to Port pollution, our Shoreline boaters would benefit from a cleaner environment.

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Don Holland

2nd Council District/ Shoreline Marina Report

By Frank Farmer

As one of BOA's 2nd Council District liaison representatives, I want to commend Suja Lowenthal and her staff for their coordination efforts in this summer's Sea Festival events in and around our Downtown/Shoreline Marina. It was an outstanding success and, I hope, financially rewarding to Long Beach as well.

Each year the Festival features more and more events attracting more and more visitors to the various venues. That's the good news. On the downside, however, from us boat owners perspective, it's becoming more and more inconvenient for us to access both our boats and parking spaces. Yes, we are not totally denied access, but the assigned routes to boats, the Shoreline Yacht Club and Shoreline Village venues are becoming highly restrictive and more so each passing year.

BOA will encourage the 2nd District representatives to provide improved access in the years to come, especially for emergency first responders to accidents, injuries, and fires that might occur in our fine reconditioned Marina. BOA encourages all Shoreline Marina boat owners to contact Councilperson Lowenthal's 2nd District office and staff with suggestions for improved access to our boats during next year's Sea Festival. Or e-mail me, Frank Farmer: aa.diver@verizon.net Thank you.

The Marine Environment

By Andy Sienkiewich

In August, I enjoyed a week on the Sea of Cortez at the Midriff Islands. The air temperature was broiling. Although the seas were calm, the tidal currents were horrendous. This is a remote area with humans few and far between. Despite rumors of foreign fleets over-fishing, there was abundant sea life.

Dawn one morning, revealed hundreds of frigate birds soaring in circles high above a small rocky island. The sight was eerie, but rewarding. I'm told frigate birds (aka man-o-war birds) are perfect aeronautical specimens. They have huge wingspans, a light body and a split tail for steering. However, frigates can't take off from the water surface; and that's a big drawback for a seabird. Frigates will pluck fish from the surface and use superior flight skills to steal freshly caught food from gulls and pelicans. Its unique silhouette makes the frigate bird a sight to see.

Inspiring environmental encounters reward the boating experience, providing the payback for all the cost and effort we put into it. BOA invites members to submit short articles that address our marine environment for publication in your Gangway Gazette. Contact us at www.lbmboa.org.

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We Need Your Two Cent's Worth.

By Carl Kirnbauer

The marine Bureau's plans for the rebuild of ABM are a very long way from being finalized. Therefore, we all have a chance to have our voices heard as to what we would like to see in our up and coming world class Marina. We especially are looking for ideas from you boat owners in Shoreline. What was done right and what was done that was "not so right"?

As to ABM boat owners, the same applies. For example, I have noticed that the door latches on the heads work flawlessly. They are made by "Hiny Hiders" (really) which is a company located in Scranton, PA. So my suggestion would be to continue using the Hiny Hider latches through the Marina. If it works, don't fix it. Please send any and all comments to our email address: gangway@lbmboa.org

Yacht Club Update

The Seal Beach Yacht Club is currently accepting applications for new memberships. The club is located at 255 Marina Drive in Long Beach next to West Marine. Opened Friday, Saturday and Sunday evenings, as well as Monday evening for Monday Night Football. The Seal Beach Yacht Club has a very active social, cruising, racing and juniors program

Join us for an open house Sunday, Oct 14th from 2pm - 5pm. Please feel free to stop by or contact Rowanda Tucker, Membership Chairperson at (562) 594-6930

Letters to the Editor:

We encourage your participation by writing us and sharing your concerns as a boat owner in Long Beach. This is the best place in the world for boating yet we still have local issues that effect pleasure boating. Write letters to the editor and share your thoughts on OUR Marina. Are you getting your money's worth? Let us know what's on your mind. By email you can write gangway@lbmboa.org

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You Can't Afford Not to Join the LBMBOA!!

You Save \$10 on Boat US Membership. (That's half your LBMBOA dues!) You then get access to all BoatUS benefits.

The procedure for joining is quite simple:

- Join the LBMBOA and obtain your membership card and number.
- Using the standard Vessel Assist membership application form, check the box indicating the level of membership desired.
- Near the top of the form, indicate you are a member of the LBMBOA and include your membership number.
- Mail to the address indicated on the bottom portion of the form.

Don't leave Port without Vessel Assist and LBMBOA Membership!

LONG BEACH MARINA BOAT OWNERS ASSOCIATION, INC.

P.O. Box 2212, Seal Beach, California 90740 • www.lbmboa.org

MEMBERSHIP APPLICATION

New Member _____ Renewal _____

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:**

Dock Captain *Security* *Environment* *Public Relations* *Ways and means* *Gangway Gazette*

Live Aboard Issues *Special Projects* *Communications* *Political Action Committee*

Annual Membership is \$20.00. Please make check payable to LBMBOA and send it with this application to: LBMBOA, P.O. Box 2212, Seal Beach, CA 90740.

If you would like one of our colorful burgees, or a patch, add: \$20.00 for Burgee, \$3.00 for Patch.



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