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President's Report

By: Carl Kirnbauer

President

I'd like to share with you my recent trip to the Ronald Reagan Presidential Library and Air Force One in Simi Valley. I found that it was a fairly quick trip going north on the 405 and then west on the 118 Ronald Reagan freeway. Open 10:00 AM to 5:00 pm including Sundays. There is more info at (800) 410-8354.

You are probably quite familiar with the setting for the Library since it was the start and finish of Reagan's funeral procession. For the scholar and/or history buff, there are more than 55 million pages of personal and administrative documents, over 1.6 million photographs, 20,000 videotapes, 25,000 audiotapes, and 670,000 feet of film preserved at the Library. Air Force One is housed in a huge Pavilion (holds Air Force One, the Sikorsky Marine shuttle chopper, and an armored limo used by the Presidents) facing a 200-foot wide by 60-foot tall glass wall with an awe-inspiring panoramic view of Simi Valley. I was surprised by how small the flight deck of Air Force One was – seemed cramped to me. There are several galleries including a Spirit of America Gallery underscoring Ronald Reagan's role in restoring the American spirit as well as The First Term Gallery.

In hearing his first term Inauguration Speech delivered on January 20, 1981, I was reminded again of what Reagan stood for and why he effectively touched the hearts of so many. Although we boat owners here in Long Beach are but a small bit of the big picture, it seems to me that many of Reagan's Inaugural Speech statements apply to us here in 2006 just as much as they did to the nation in 1981.

As President, I very frequently receive comments and experiences from our fellow boat owners. Just a few days ago, a new person to the Marinas told me about his experience in attempting to get a temporary slip. The clerk at the counter told him that no temporary slips were available. He protested and stated that he had just come from the gangways and saw many slips available. The clerk again stated that no temporary slips were available. Another clerk, not at the counter, had overheard the conversation and stated, in a loud voice, that temporary slips were indeed available. The clerk at the counter was infuriated, stated again that no temporary slips were available, and terminated the interview.

This experience was but one of many that I hear. I know that many stories do not get to me because of fear of retaliation from the Marine Bureau. Yes, I do appreciate that many of us still remain horrified by Reagan's comments that "Government is not the solution to our problems – government is the problem.... So there is no misunderstanding, it is not my intention to get rid of government, but rather to make it work. Work with us, not over us. To stand by our sides, not ride on our backs". It does seem that Reagan's observations are perhaps just as pertinent today as they were back in 1981.

We have many issues facing us boat owners in 2006. At ABM, there is a very real threat of choking traffic tie-ups and loss of a substantial part of our parking as a result of the Seaport Marina project. ABM's maintenance horrors are legendary especially at the lower numbered

gangways. At Shoreline, the solid floats still continue to accumulate trash in each slip. The solution espoused by the Marine Bureau is to do nothing. Somehow, when the rebuild is completed, the problem will go away. The carcinogenic particulate pollution level at Shoreline is totally unacceptable and seems to be building with little or nothing being done to alleviate it. The threat of a LNG terminal is a growing menace to the lives of Shoreline boaters.

Many of you have already received your 2006 dues invoice. You will note at the very bottom of the invoice is a space entitled "What's on Your Mind? Share your concerns in the space below". We ask you to send in your comments along with your dues so BOA can make your goals our goals. If you believe that that Marine Bureau is doing a wonderful job with scant room for improvement, so state it. If you believe that there may be some slight room for improvement, so state it. If you believe that the values of the Marine Bureau should include courteous service to boat owners, so state it. If you believe that the Marine Bureau should have the interests of boat owners as their first and primary concern and responsibility, so state it. Whatever your boat owner desires and goals may be, so state it.

In closing, I believe a final quote from Reagan is appropriate. "I do not believe in a fate that will fall upon us no matter what we do. I do believe in the fate that will fall upon us if we do nothing".

The second home mortgage deduction for boaters is sinking

By: Michael Dugan
Executive Vice President

When Carl asked me to write a few lines for the Gazette and gave me the opportunity to select a subject of my own in-

terest, I quickly dismissed further debate on the slip fee issue, continuing complaints on maintenance matters, the question of availability of slips, transfers, or several other contentious issues. Instead I think it timely to consider an opportunity to influence the proposal of the Bush tax reform team to eliminate the second home mortgage deduction that is also available to boaters who meet certain requirements.

Our Federal government, like any city, state, or county entity of which I am aware, has great ability to spend any income they can obtain. In my 30 years of business, public spending only increases. Unfortunately, I have never seen serious attempts to control spending and this is true at every level of government. I am convinced if revenue is available, our legislators will surely find a place to spend it.

The purpose of this note is not to take exception to taxes or to try to influence how money is spent, but if the elimination of deductible interest on a second home or a boat is approved, it will, in my opinion, only provide funds for new projects. Before that happens, I think we should take the time to tell our elected

leaders to live within reasonable limits just like most individuals.

Based on information of which I am aware, as well as from contacts in Washington, it appears there is a real opportunity to turn back this issue. Politicians really do listen to voters.

Please take a minute to write to Bill Thomas, Chairman of the House Ways and Means Committee, as well as Dana Rohrabacher, Jane Harman, Linda Sanchez, or your local representative, as well as Dianne Feinstein and Barbara Boxer.

Please tell these people what you think. Maybe instead of imposing a hardship on us by eliminating the small benefit we obtain from a second home deduction, ask your representative to consider areas where spending might be brought under better control.

Thank you,
Michael Dugan

COMMENTS REGARDING PORT OF LONG BEACH MIDDLE HARBOR REDEVELOPMENT PROJECT PUBLIC NOTICE APPLICATION NO. 2004-01053-AOA.

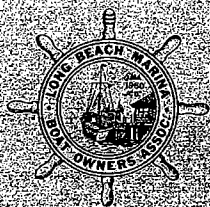
By: Joseph A. Towers

Chair, Port Pollution Committee

The Long Beach Marina Boat Owner's Association, LBMBOA, respectfully submits the following response to USACE's Notice of Intent to Prepare a Draft EIS/EIR and to Hold a Scoping Meeting. The LBMBOA has a significant and direct interest in this project because many of its members moor their vessels at the Long Beach Shoreline Marina which is located directly downwind of the Port of Long Beach in San Pedro Bay, California, and suffer disproportionate detriments from polluted carcinogenic emissions from Port operations.

1. The LBMBOA requests that the USA Corps of Engineers exercise its authority to prevent the applicant, the Port of Long Beach, from inserting misleading and confusing data and arguments into air quality discussions in the EIS/EIR. We regret having to make this request, but it should be a part of the scoping review and it is justified by the presence of such material in documents prepared by the Port and its consultant in previous environmental documents. An example of such misleading material is found in the August 2004 EIS/EIR for the Pier J project in which the Port cited MATES II Microscale data to buttress its argument that cancer risks at San Pedro from Port operations were minimal when in fact such data had no relevance to Port operations.

2. The LBMBOA does not believe that any rational human would consider granting a permit to pump more toxic contaminated air into our environment that already huge-



Our current officers are:

- Carl Kernbauer
President ckernbauer@aol.com
- Michael Dugan
Executive Vice-President mdugan@westernoileas.com
- Dick Barne
Secretary dickbarne@earthlink.net
- Cliff Strawbridge
Treasurer cliff@longbeach.lbmbo.com
- Donald Hanbridge
Membership Recruitment ghanbridge@aol.com
- Alfredo Fernandez
Membership Services appappa@usa.net
- Walter Van Saun
Environmental Affairs wvansaun@verizon.net
- Andrew Stenkeanch
MAC Facilities Subcommittee andrewstenc@charter.net
- Frank Ellsworth
PR/Communications frankellsworth@yahoo.com
- MAC Rule and Regulations Subcommittee
- Don Cobleish
- Joseph Nicoletta
- Advisory Board Member
- Flarry Hutton
- Joseph Towers
- Frank Negri

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.

ly exceeds Federal and State contaminant and toxic aircriteria. However, should the Corps of Engineers grant this permit, we ask, as part of the scoping process, that the rules and directives of the California Air Resources Board be considered and made conditions and requirements of the Section 10 and Section 404 permits.

On 8 December 2005 the CARB adopted two requirements to reduce emissions from activities related to moving goods in and out of California. They are aimed specifically at curbing emissions from port based cargo handling equipment and diesel engines used to produce electric power on ocean going vessels.

The first requirement is a regulation to reduce emissions of diesel PM, Nox and sulfur oxides from the use of auxiliary diesel engines and diesel electric engines operated on vessels located within California waters. Auxiliary engines provide electric power which is used to provide lighting, cooling and on board power for navigation equipment. Some vessels such as cruise ships use these engines to run electric motors that drive ship propellers.

The second requirement controls emissions from cargo handling equipment and yard trucks, forklifts and similar equipment that operate at ports and rail yards. The regulation calls for the replacement or retrofit of existing engines with ones that use Best Available Control Technology (BACT) and will apply to all newly purchased equipment after 1 January 2007.

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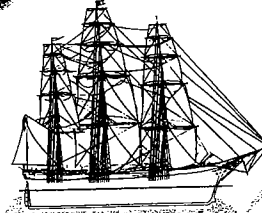
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Our Association notes with some concern that the Port of Long Beach has so far failed to support these CARB regulations. Worse, we note that the Pacific Merchant Shipping Association has stated, in an article in the Los Angeles Times on 9 December 2005, that it or its members may sue in court to nullify these regulations. Accordingly, we believe it is imperative for the health and well being of our community that the CARB regulations be made a part of the Federal permits with a proviso that they will not be nullified by any judicial determination regarding the power of the CARB to implement such regulations.

How Will A New Council Effect The Marinas

As we frequently remind you, one of the key activities of BOA is to be the watchdog of the Long Beach marinas. We act as the eyes and ears of the marina boat owners as we actively focus on these issues:

1. Is the money raised by the marinas actually being spent on the marinas and not being diverted to other city projects and interests?
2. Are issues of concern to boat owners being addressed and supported by the City Council?

(cont. page 4)

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These are at the top of our priority list. We are particularly watchful at this time, as there is a race to vote for a new mayor and several new council members. It is extremely important that we elect individuals who are aware of the needs and concerns of the boat owners of this City.

To this end, BOA is inviting all candidates to attend one of our upcoming meetings to introduce themselves and their views. Gerrie Schipske who is running as the 5th District Council Person has already accepted our invitation.

She attended a January board meeting and impressed many with her knowledge of our concerns and her dedication to city government fiscal responsibility and accountability. Her personal focus on monitoring and reporting the money flows that go into city coffers seemed to be in keeping with one of BOA's big concerns.

We are looking forward to hearing the views of other interested candidates for city office and hope that they will accept our invitation. We will continue to report on candidate's positions as they are shared with us --- and encourage boat owners that reside in Long Beach to vote on April 11 for candidates that best represent their boating interests.

A View From The Back Deck

By: CJ Strowbridge


Treasure

A long time ago in a land far far away... (Illinois), when a tough decision had to be made in my life the words of my high school guidance counselor always came to mind. I still use this process to this day. Take a legal pad, draw a line down the center and on one side of the page put the pros for the subject and the other side gets the cons. I used this process even when deciding to leave the Midwest at age 50 and move to Long Beach. Obviously the pros won out.

I had been power boater on the Mississippi River my entire life but shortly after arriving here I discovered, and continue to do so, the joys of sailing. I must have been one of the last fortunate people to actually

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get a slip in Alamitos Bay Marina for my little 22 foot Catalina. I loved it there in spite of the worn out docks and pump out stations that seldom are working. But hey, I loved the area and the nifty remodeled bathrooms.

When it came time to move up to a bigger boat I went through the frustration that everyone is feeling right now. I could not sell my 22 footer because no one could get any more than a short term slip lease and I could not get a slip for a larger one if I bought it. We finally donated the boat to the United States Sailing Association and when the new docks were finished up at Shoreline, agreed to transfer downtown.

Overall the experience at Shoreline has been a positive one. The new docks are pretty great with the exception of the flow through problem. It gets pretty stinky down there and I have to periodically scoop the garbage out that accumulates in the slip. I hope they figure out how to rec-

tify this problem before the entire harbor is completed... or at least before they start in Alamitos Bay Marina. We have been thru electronic gate problems but those were taken care of with we tenants having to purchase a regular key to open the gate. I have to spend a little more time down at the boat (oh drat!!!) scrubbing all the black soot that seems to accumulate on a daily basis but the up side to that is that I get to spend a little more time at the boat!

Anyway, the bottom line of this dirge is that the pros are still outweighing the cons at Shoreline. I hear a lot of complaints but it is safely gated, bathrooms are clean at all times, trash is picked up, the view of downtown and the Queen cannot be beat and the easy access to open water makes getting out much faster. I know all the negatives are things that constantly are in the news and being discussed by the "Powers That Be". So,

who ever you are, keep up the work on trying to clean up our port air and a few adjustments the slip design would make it the heaven that we all believe we are living in every day here in Long Beach. I, for one, am still thrilled three years later that I made the decision to come here.

Managing The Long Beach 'Commercial Enterprise' Marina

You know, it must be tough to run an enterprise such as the Long Beach Marinas within a municipal government. The rules constraining decision-making keep rational people from making rational decisions. Adam Smith's famous invisible hand, which is supposed to control the market, is missing. The sources of capital are the city coffers or some submarket state loan, the employees are fixed in place by collective bargaining agreements, the pricing is controlled by a political city organization, the taxpaying public outside the enterprise hopes the enterprise will make a lot of money and thus lower taxes, while the users of the enterprise want to have services provided for the least possible cost to them, and political interferences and influences always lurk just around the corner. Worst of all, none of the personnel in the enterprise have personal incentive to optimize either customer satisfaction or the financial health of the enterprise.

An example of the latter is how the current vacancy in the Shoreline marina wastes our money while getting everyone mad (read: customer dissatisfaction). According to City figures, at the end of last December there were 1,699 slips in the Shoreline marina. At that time, there were 1,110 boats filling these slips. Simple subtraction shows 589 slips without boats. Included in this number were two gangways, with slips totaling 152 needed to be kept unfilled to accommodate boats during the rebuild. More subtraction leaves 437 unfilled slips, and that's the bone of contention, because it translates to roughly \$131,000 of lost slip fee revenue each month.

If this were a commercial enterprise you can bet the owner would have been beating the bushes (or his employees) to fill

these spaces with paying customers. You might reason that, well, the government manager does not have the marketing tools to promote his business and thus locate customers. The fact is the customers are there, in the form of a waiting list, which, for all Long Beach marinas totals 1,043 potential revenue payers. Within this number there must be hundreds of boats ready to immediately fill those vacancies.

We're not expecting perfection. But we would like to see our marinas managed so as to maximize service to the public, and at the same time improve the financial health of this "enterprise".

How I Sharpen My Docking Skills

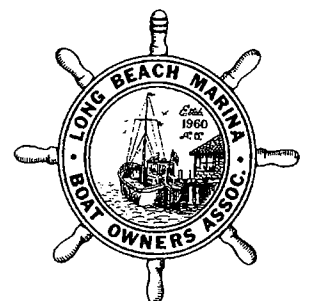
By: Alfredo Fernandez

Membership Services

As I enjoy the ocean by sailing, power boating, surfing, scuba diving and paddle boarding, I would be the last person to even think of pumping out my holding tank overboard. So when I installed the toilet holding tank system on my boat I purposely made it a close system. For this reason I'm forced to make my weekly trip to the pump-out station. Here in Alamitos Bay there are 3 pump-out stations, one with 2 pumps on the dock in front of the Marina office, one next to the fuel dock and one in Basin 6. Where the sharpening of my docking skills comes in is that due to the pump-outs constantly not being in working order, I usually end up docking at 2 or all 3 of them before I find one that works. The days that I'm actually able to pump out on the first try are far and few. There has been days where none of them have worked so I've end up going back to my slip to try another day.

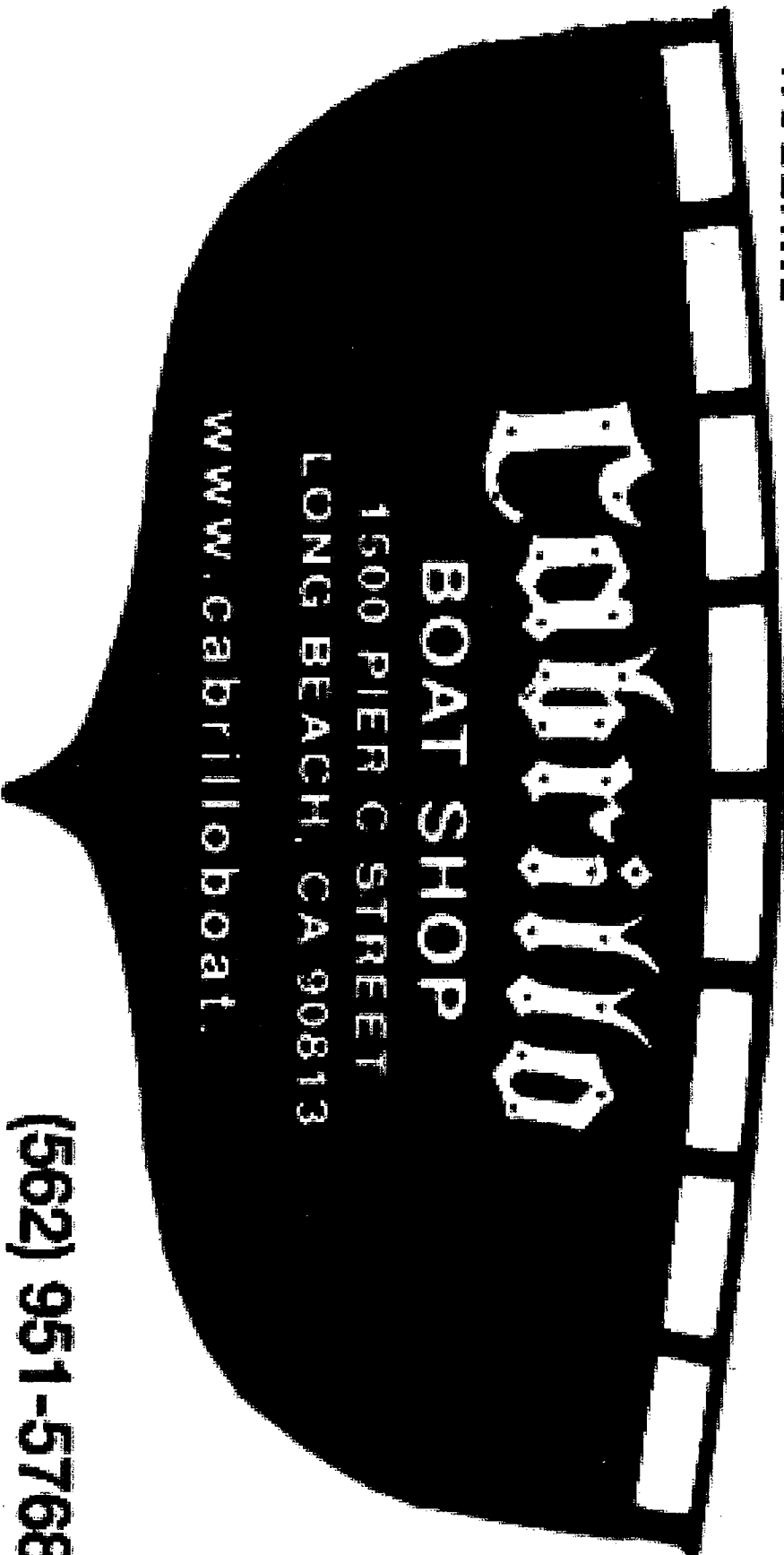
Now where the stations are located in the marina they give you the options of practicing with the prevailing wind on three different directions. The one by the fuel dock being the easiest to dock at, as the wind is on your beam blowing towards the dock; regrettably this one is broken more than it's operational and at times is "Off Limits" as this dock is also the quarantine dock if a boat develops a

fuel leak at the fuel dock. This one hasn't worked for me once since the middle of January. The next stop is the one by the Marina Office when it's not blocked by the impounded boats. At best there are boats tied up right up to the pumps so you are forced to dock down wind and tying up inches from the next boat; since exposing my friends to the displeasure of pumping out is not something I enjoy doing I usually do this by myself. Here is where I have to plan carefully. The way it works is once I'm along side the dock and just before I'm ready to get off the boat to tie up I put it on reverse to get the boat going backwards then quickly shift to neutral, step off and tie up before the wind blows my boat forward towards the next boat. Now this one has 2 pumps but I have found it at times with both pumps out of commission or with the closet pump not working and the other one working but not reachable because of an impounded boat in the way. From here it's on to Basin 6 (by the way if you have a sail boat you can't get to this one as to get to it you have to go under the 2nd St. Bridge) Now this one is on a corner with the dock being only 20 feet long, a cement pylon at each end and the wind on your beam blowing you away from the dock. The trick here is to come in with my bow rail inside and inches away from the pylon and swing the stern towards the dock then step off the boat and quickly tie the stern line then run and tie the bow line before the wind blows the bow around. My boat being longer than 20 feet I end up sticking out of both ends close to the boats tied up on either corner. This one was out of commission for a while but now it has a brand new pump. I suppose now that this one is a new one I could start coming here first, but what would be the fun of that? I would miss out practicing all that docking.



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- LNG Terminal – safety and ocean access issues
- Major development surrounding Alamitos Bay Marina
- Planned parking reduction in the marinas
- Maintenance issues
- And much more....

Remember...Just because you receive this newsletter does NOT mean you are a member. It is mailed to all marina boat owners. Your annual \$20 dues help cover the expense of this newsletter and other projects to benefit all boat owners.

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

Why does the marina place outrageously noisy cigarette boats on docks with mostly sailboats and liveboards. (i.e. dock k) Why not put all cigarette boats together on their own dock (by the gas/fuel dock?) Michael and Ann

Fees are advancing too rapidly for slips in the marina. Many of us support the LNG Terminal- it will promote cleaner air. The security issues are overblown and already exist because we are a major port. Coyla and Beth

Do the dock water fire hoses work? I have never seen them tested for emergency use. I suspect the water may be turned off on many of them. Bob and George

A Basin 8 Editorial

It depends upon whose ox is being gored. Yesterday, at the Marine Advisory Commission meeting for February, a group of Basin 8 permittees made convincing presentations asking for some consideration in lowering their slip fees from the \$19.00 level to something in equity with other 50-foot slips in the marina.

When the permittees first moved into the then new marina basin, the fee was \$18.00. That price has been progres-

sively increased to \$19.35 by the CPI's compounding, adding some \$810.00 annually to the \$10,800 cost of keeping a 50 foot boat at Basin 8. When applied to already high rates, the impact can be substantial.

This dramatically illustrates why we've been railing against the CPI indexed slip fee increase concept since its inception. Half of the boating population joined us in petitioning the City council a couple of years ago, which council completely ignored our plea. Until now, it seemed as though the issue had died down, with permittees apparently resigned to their fate.

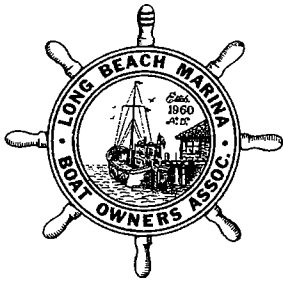
The current plight of the Basin 8 folks brings to light dramatically how the indexing method unfairly impacts us. When the 2 to 4 annual percent is applied to 10 dollar fees, the effect is uncomfortable, but not crippling. When applied to 18 or 19 dollar fees, the increases start to approach the draconian level. The effect of the CPI increasing method will become increasingly painful as the rest of the marina's rates slowly and automatically ratchet up.

The Basin 8 people have a legitimate gripe not only about the price but the quality of life in the new marina. The main quality of life complaints centered around the lack of promised facilities in the yet to be developed Jack Nichol Park, and the failure of the Marine Bureau to warn the prospective tenants regarding the very swift current which makes docking a dicey procedure. In other words, the permittees do not think they are getting their money's worth, and several stated that they were seeking dockage elsewhere.

We are sorry that the Basin 8 folks have to be the people with the most pain in this unpleasant scenario. Hopefully the City will take some action to alleviate the unfair pricing and make good on the facilities promised these customers. If it is any comfort to them, they may have awakened the boating public to smell the smoke from the fire that is heading their way.

*Long Beach Marina
Boat
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Submitted to BOC
3/21/2006



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