The Fate of the Wooden Boat

Interview with Maddalena Bearzi
Small Outboards
Parrot Heads
Lots More...
FROM THE EDITOR

Years ago, when I first came to the Marina to sail my Hobie 16, I remember being at the county launch ramp, seeing the men launching and pulling their boats on busy weekends. I always thought it was funny but slightly sad that some would shamelessly scream at their wives, girlfriends or kids for not anticipating the minor tragedy that was unfolding during the process. They would yell at them like dogs for all within earshot to hear.

Well, I’m back at the launch ramp again having bought another trailerable boat and it was me who was being publicly humiliated this time. I was tied to the dock, foolishly attempting to raise my mainsail stern to the wind, thinking I could pull it off in the two-knot breeze. It was laziness; I didn’t feel like turning the boat around. As the sail reached the halfway mark, I knew it would be impossible to raise. But before I began to drop the sail a very loud man began screaming at me. He was ordering me to drop the sail. Like a father lambasting his child, his shrill voice barked the commands.

I felt all the eyeballs in the vicinity scanning me and my situation. I, a man in my forties, was being reprimanded and admonished for raising my sail improperly. I thought, “damn, that’s my luck – I have to screw up next to boating’s Bobby Knight. Johnny autocrat of the docks was spewing self-made authority like the Great Santini himself.

I prefer a hand on the back and a gentle tone when learning or teaching a lesson. But everyone knows shame, embarrassment and humiliation is the way to really tattoo your message to the unsuspecting sod on the receiving end.

Boating can bring such joy, but also, at times, anger and frustration. To the all-knowing hotheads in the audience I ask you – take a breath, be calm and clearly explain what you need before you dress-down. Be respectful whenever you can. We idiots are much more receptive to the approach. Take it from me – it’s a win win!

Thanks for picking it up!
58 Hatteras Motor Yacht 1979 4 cab, over $160k on upgrades. Refit, shows very clean and luxurious. $350,000

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42’ California LRC 1976 twin dsls. Trade in OK. updated equipment and only 450 original hours on diesels $99,000

37’ Sea Ray Sedan 1975 Dual blns $119,000.
34’ Tollycraft Sedan 1980 $59,000
34’ Tollycraft Aft Cabin 1980 $39,000
34’ Uniflite Sedan 1973 new tanks $25,000

29.5 Proline, 1994 walk around. twin 225 HP Evinrudes. Trailer $39,000
30’ Chris Craft 1977 SF $50,000

32.5 Beneteau 2006, loaded clean, in mast furling. spacious interior $122,000


36 Catalina 2001 loaded & clean $115,000
30’ Catalina 1981 Dsl Engine - $19,900
30 Catalina 1975 newer 3cyt dsl $15,900

30’ Tartan 1974 Bluewater Cruiser, inboard $10,900.

40’ Hunter 1996 Aft Cockpit/$ 128,500

36’ Magellane Cruising Ketch 78 $49,000

30 Newport 81 diesl wheel $199,000
30 Newport 75 new 3 cyl dies $165,000
27 Newport 81 2 cyl dies $105,000
27 Cal 76 dsl loaded $125,00

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COMING EVENTS

If you have any coming events you would like published, email:
marinermagazine@earthlink.net

MARCH 22
Les Storrs Regatta
Open to PHRF and One-Design Boats, this windward/leeward event will consist of three races on only one day this year (to celebrate Easter and boat washing on Sunday). Race #2 on Saturday, March 22 is an ASMBYC Hi-Point Series Race and there is complimentary hospitality at SCCYC for Racers. For more information, Race Chair Bruce Fleck (310) 869-9187 or www.sccyc.org.

MARCH 26
ASMBYC Racers Forum
Location: California Yacht Club. This is an opportunity for sailboat racers and crew to give direct input to our member yacht clubs. Share ideas on how we can make our sport grow and be more fun. There will be a panel discussion, followed by your feedback and suggestions on these topics: Making Racing More Fun, Inter-Harbor Racing, Impediments To Racing, Fleet Building and Technology. Questions? Please contact ASMBYC V/C Gary Green at garygreen@ca.rr.com or visit www.asmbyc.org.

MARCH 29
Clean Green Boater Education Day Dockwalker Event
Meet at Santa Monica Windjammers Yacht Club for an educational presentation on clean/green boating practices – Free Starbucks coffee, Noah’s Bagels, fresh squeezed from Juice it Up and lunch. 10:00 a.m. – 3:00 p.m. Vivian Matuk, Director of the CA Coastal Comm. and Grace Lee, Boater Education Program Coordinator Santa Monica Bay Restoration Foundation will educate on environmental responsibilities for helping to clean up our marina. Teams of two or three will go to locations around the marina to meet and greet boaters, give them a nice organically made tote bag, oil sponge, clean/green boater information, etc. in exchange for taking a two minute survey that the Coastal Comm. needs to determine where it should spend the limited resources next year to educate boaters about clean/green boating practices. It’s a win win deal for us as responsible boaters. For more info call (310) 827-7692

MARCH 30
Annual Rubber Ducky Derby
Catalina Island’s annual fundraising event to support the local children’s theatre company “Kids At Play” The derby begins at noon on South Beach. For more info contact Kids at Play at (310) 510-0288.

MARCH 31
How to Read A Nautical Chart & GPS Class
U.S. Coast Guard Auxiliary Santa Monica presents this class for understanding latitude and longitude, chart characters and symbols, plotting a fix, determining direction and distance, Using the many levels of buttons and screens on your GPS, access the menus to store and retrieve data, how to perform basic navigation with a GPS unit, setting waypoints, establishing routes and staying on course. Relating the GPS to paper charts. $80 fee for Books, Chart & Certificate. Contact for more info. Ray Pages (310) 890-2099 ray.j.pages@uscg-aux.us. Classes are at 7pm for 6 weeks at California Yacht Club - 4469 Admiralty Way Marina del Rey, CA 90292.

APRIL 5
4th Annual SCCYC/Fleet 2 Lido 14 Invitational
Open to Lido 14s, Capris and Lasers. This One Design dinghy regatta hosted by South Coast Corinthian Yacht Club will take place in the main channel by the UCLA MAC. Five races and complimentary hospitality at SCCYC for racers. Lidos from all over So Cal are expected. For more information go to www.sccyc.org or contact Regatta Chair Kelly Cantley at (310) 394-1960 or fleetcaptain@sccyc.org.

APRIL 5 & 6
2008 Marina Del Rey Halibut Derby
This year will be the 34th year of the MDR Halibut Derby derby and they’re pulling out all the stops. One skilled or lucky angler could walk away with three gigantic prizes as well as a load of cash. Please visit www.halibutderby.com for more details or call Stan Zisser at (310) 306-9781.

APRIL 9
Sunset Series Racing Seminar
Guest speakers will be well known Southern California sailors Mike Leneman and Art Engel. You will learn everything you need to know to race in the Sunset Series held every Wednesday night all summer long. If you own a boat and would like to race or you think you would like to crew on a boat this summer, please join us. It’s Free! 7:00 pm at California Yacht Club 4469 Admiralty Way Marina del Rey, Ca 90292 (310) 823-4567. For more info contact: Denise George (310) 645-0196.

APRIL 12
Be A Parrot Head For a Day!
Like surf music, cheeseburgers and beer? You are our kind of people! Put on that grass skirt and coconut bra and come “Party with a Purpose”. The LA Parrot Head Club’s “PHlocking” 1 - 5 PM at The Burbank Bar and Grill, 112 North San Fernando Blvd., Burbank, 91502 - (818) 848-9611. No Charge. A great, cheap afternoon vacation to Margaritaville. Learn more about us at: www.LAPHC.com.

APRIL 12
13th Annual Conservancy Ball
Hosted by the Catalina Island Conservancy, this year’s theme is “Earth, Wind and Fire.” The black tie event is held in the Avalon Casino Ballroom and includes dinner, big band dancing and live and silent auctions. This annual event is a fun way to support the Catalina Island Conservancy. For more info visit www.catalinaconservancy.org.

APRIL 19
Earth Day on Catalina
Explore the natural side of Catalina Island and enjoy organic food, green living displays and demonstrations, family activities and live music. Free entry into the Wrigley Memorial and Botanical Garden! Catalina Island Conservancy Education Dept (310) 510-0954, www.catalinaconservancy.org.

APRIL 25
The 2008 Newport to Ensenada International Yacht Race
The world’s largest international yacht race will begin its 61st run on Friday, April 25, 2008 at 12:00 noon (PDT) in Newport Beach, California and finish with an awards ceremony on Sunday, April 27 in Ensenada, Mexico. Go to www.nosa.org for more info.

ONGOING
Sailing Singles of Southern California
Sailing Singles of Southern California is a Sailing Club Centered in Marina del Rey but open to all Sailing Enthusiasts from the Greater Los Angeles area. We meet twice monthly, at 7 p.m. on the 2nd & 4th Wednesday of each month at the Marina Venice Yacht Club, 4333 Admiralty Way located at the Marina City Club West Tower in Marina del Rey. There is a $10 meeting donation per person that includes a light dinner. Drinks are available at a full bar at very reasonable prices. Club members will meet and socialize with sailboat owners and can arrange for weekend or mid-week sails in Santa Monica Bay. After sailing, club members can enjoy wine & cheese parties of full dinners on member’s boats. Catalina Island trips and special events
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**Catalina Yachts to Host Open House**

On March 29th Catalina Yacht Sales on Bali Way, MdR will be having an open house to announce their new Catalina 375 from 1100 to 1600 hours. In addition, their Catalina 42, hull #1000 is going to be displayed. Catalina Yachts is the only sailboat manufacturer who has produced 1,000 hulls over 40’ in length, so this is a historic occasion.

- Frank, Sharon, Gerry and Bob Nahm will be in attendance and christening the new 375 which will be making it west coast debut.
- Hull # 1000 of the Catalina 42 will be on display. No other builder has built this many over 40’ vessels so this will be historic.
- Food and beverages will be served.
- Byron Pfeifer will be providing the musical entertainment.
- Sailboat rides will be available on the new 375 on Sunday. Contact Carol at (805) 985.9100 to schedule an appointment.
- Bill Felgenhauer of Garhauer Marine will be in attendance showing his latest must have hardware.
- West Marine will have representatives/exhibits in attendance.
- Schaefer and Leisure Furl will have exhibits and representatives in attendance.
- Marine canvas representatives will also be in attendance.
- Farallone Yachts of San Diego and the bay area will also be in attendance.

For more information call (310) 822-0669.

**“Rules of the Road” Spanish Style**

The BoatU.S. Foundation for Boating Safety has made it a little easier for Spanish-speaking boaters to check the “rules of the road” with a new Boat Handling Guide decal in Spanish that can be affixed on the helm. The decal is free to boat clubs, marinas or other groups in quantities up to 200, and is available at http://www.BoatUS.com/foundation/brochure The weatherproof decal gives examples of the most common types of navigational markers, rules of the road and right of way illustrations, and an explanation of horn signals.

“Our Boat Handling Guide decal is the most popular item that boaters request,” said BoatU.S. Foundation Program Manager Amanda Suttles. “And no matter what language you speak, it’s great having one on the helm for a quick reference,” she added.

The Foundation also offers Spanish language brochures including: Navegación en Aguas Frías, which discusses hypothermia and safety tips for cold weather boating; a Chalecos Salvavidas brochure that explains the types and use of life jackets; an El Alcohol y la Navigación brochure that explains the dangers of drinking and boating; and a brochure on environmentally friendly boating, La Rutina de Limpieza: 21 Ideas Para Navegar Mejor.

The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the voluntary contributions of the 650,000 members of BoatU.S. The Foundation operates more than a dozen programs including the only accredited, free, online general boating safety course, a low-cost EPIRB rental program, the “Help Stop the Drops” national clean fueling campaign, and a free kid’s Life Jacket Loaner Program. It has awarded hundreds of thousands of dollars in grants for nonprofit groups for boating safety and environmental projects.
OFF THE WIRE

NEW SAILING SPEED RECORD

Double windsurfing world champion in 2006, triple world champion in 2007, Antoine Albeau wrote himself into the history books on March 5, 2008 by setting a new world record for sail speed. With his 49.09 knots, the big Frenchie has set the bar very high indeed and establishes himself as the man closest to that 50 knot mark, and very much the man to beat.

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As spring arrives and the sun warms, we eagerly go back down to our boats to get them ready for fun on the water. Some of you are the hardy type who enjoy your boats all year long, and others may await the warmth of summer skies and gentler seas. You may spend time getting your pride and joy squared away after its winter rest, cleaning and scrubbing, refinishing bright work, maybe new paint. How about getting that grill cleaned up and ready for the first barbeque, and stocking the galley with your favorite beverages and munchies. This year I vow to really use my boat more than last year!

As we prepare our boats, how are you going to prepare you and your crew for safety on the water? Have you checked your life jackets to see if they are in serviceable condition, and where are they stowed? Are they in their plastic wrappers safely stowed in a zippered bag stashed in a locker below? They should be readily accessible in a locker somewhere on the outer decks so they are ready for action if needed. Are they Coast Guard approved, and of the right size for all onboard? Have you checked your fire extinguishers to see if they are charged? Take them out of their brackets, inspect them and shake them up so the powder inside is free and not caked in the bottom. Take a close look at all the safety equipment and systems aboard your boat. Are they ready for use, and just as importantly do you know how to use them in an emergency. I highly recommend getting the Coast Guard Auxiliary, or U.S. Power Squadron to come to your boat and have them conduct a free vessel safety check. They will be happy to check out your boat for all required equipment, and educate you on proper use while in the process. There is no action taken by them if you don’t pass - in other words no ticket. The same inspection conducted by a marine patrol officer or the Coast Guard may not be as much fun, and you might get a ticket. Please, remember it’s not so much about compliance, as it is being safe.

Once your boat is shiny and clean, and has a Vessel Safety Check decal proudly placed on the window - you have your ship together. The boat is now ready for new adventures, maybe that first big trip to Catalina. Avast! Are you and your crew ready to safely man and operate the boat and its systems?

I have encountered so many skippers over the years that have been “boating for a lifetime” and have never had a problem. The cold hard reality is that they just have a lot of bad habits and have been lucky that nothing has happened. Statistics show that of all boating accidents, only twenty percent of these operators have had any type of boating safety training.

As a licensed, commercial captain, I am continually amazed at how many close calls there are on the water with boats of all types going every which way. Most collisions are averted by courtesy and common sense. Just think how much safer our waterways would be if everyone understood and practiced the rules of the road.

Your message for the month is “education is the key to search and rescue prevention. So take a little extra time to ensure that our boats are ready for safe fun by having them checked out, and please take a safe boating course.
Santa Monica Windjammers Yacht Club is Hosting
The Marina del Rey/Santa Monica/Venice Chapter
City of Hope
Membership Drive and Dinner Social

You are cordially invited...

WHEN: Wednesday, April 2, 2008, at 6:30 pm
WHERE: Santa Monica Windjammers Yacht Club
ADDRESS: 13589 Mindanao Way, Marina del Rey, CA 90292
DINNER COST: Only $8.00 per person and Free Parking

Reservations required no later than Monday, March 31st at reservations@smwyc.org, or call 310.827.7692.

For information about your local City of Hope Chapter, contact Kathi Lancaster 310.398.1425

For information about the club 310.827.SMYC or www.smwyc.org

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1731 Abbot Kinney Blvd. Marina del Rey 310-822-1203
For years Marina del Rey’s Dr. Maddalena Bearzi has been studying the behavior of our local marine wildlife, conducting research that is expanding the understanding of marine mammals on a global level. She is the founder of the Ocean Conservation Society and has been published regularly in various scientific journals with pieces describing her pioneering work with marine life - particularly marine mammals.

In April, Bearzi, along with coauthor Craig Stanford, from the Jane Goodall Institute will release “Beautiful Minds - The Parallel Lives of Great Apes and Dolphins”, a book that is the result of a four year collaboration exploring the similarities of these two highly intelligent species.

How long did it take to write?
Three or four years. I actually met my coauthor Craig Stanford about five or six years ago when I was doing research on dolphins. He was curious about my research so he came out on the boat with me and we started talking about dolphins and whales and he started talking about chimps. The more we were talking the more we realized how many things these animals have in common. So we chatted quite a bit and decided we should write a book together and discuss these large brained intelligent mammals that have these complex communicational abilities and social interactions. They’re living in such completely different environments but are so similar. It’s a really good example of what we call in scientific terms a convergent evolution. What is also interesting is how many different things they have in common with us.

Is the book an overly scientific read?
It is scientific but at the same time tells a lot of stories of our experience, for me out in the water and for Craig in the forest.

Can you recollect one of the stories?
There are many. Some are very interesting from a scientific point of view and others that touch me more emotionally. For instance, there was one day we were in the Santa Monica Bay following a school of bottlenose dolphins. They usually move really close to shore – generally less than 500 meters from shore. They ordinarily move up and down the coast, they rarely go outside that 500 meter limit. On this day, this school suddenly and completely
changed direction – one animal moved away and all the others followed. We followed them more than 2.5 miles offshore. They began to do some kind of circle and when we looked very carefully in the middle of the circle we saw a young girl [about 18 years old]. She had all her clothes on and a bag attached to her neck. It looked like she was asking for help. She couldn’t speak English and she could barely talk as she was completely hypothermic. I had a lifeguard on the boat and we brought the girl aboard, took her clothes off and warmed her up. We brought her immediately to the hospital and the doctor told us if we hadn’t acted so quickly she would have definitely died. It turned out that she was carrying a suicide note around her neck. Later, it entered my mind how we found her. As a scientist, I don’t really believe all these stories that you hear about human/dolphins interactions – I’m always skeptical and still am after this adventure but if we hadn’t followed the dolphins and they hadn’t circled we never would have found her. We remembered later, that after we pulled her out of the water - the dolphins just left. Could it be it was completely a coincidence? Probably, but I thought it was an interesting story.

What did you find about the similarities between the two species?
There are many in all aspects of their lives. First of all, they both come from complex societies. Bottlenose and chimps for example, have alliances, same as humans. Males may have allies for different reasons – for dolphins to coerce females, and dominance for chimps. Both animals have really strong bonds between mother and young – as do we. They have complex communication. You can call it language - some people feel that’s kind of a stretch, but they communicate in a very complex way. In fact, in one of our chapters called “Master Politician”, we talk about the art of deception in dolphins – how they make deals and how chimps have a service economy. They both have some type of culture, not unlike what you would find in humans.

Do you speak about conservation in this book?
We speak a lot about that and the fear of losing these animals in this book. The last chapter is called “Beautiful Minds are a Terrible Thing to Waste” and it basically explains that the species are so wonderful and we are risking their loss if we don’t do something about it. I think that’s the most important part of the book. We want people to understand how magnificent they are and how important they are and we are really at risk in losing them all.

There is a species of river dolphin in China that are already extinct. It’s a species that has gone extinct in our lifetime – when you think about that it’s a little bit scary.

“Beautiful Minds - The Parallel Lives of Great Apes and Dolphins” is currently available on Amazon.com and will be released in book stores throughout the country in April.
There are two annual events each year in Marina del Rey that call attention to the days before fiberglass - when boat building and design was handled and regarded completely differently than it is today. To see these vessels sailing or on display makes the point all the more real. The One More Time Wooden Hull Regatta, which just passed and Old-Fashioned Day in the Park that’s coming July 27th are two events where Marina del Rey boaters can feast their eyes. The former features sailboat designs from the wooden boat era and the latter allows spectators to board old wooden powerboats to get a taste of their one of a kind interior layouts.

A typical wooden boat owner is a passionate breed for the emotion and sweat they invest, but also because they almost have to be. The amount of time and energy to keep these classics up to snuff is well documented, but more than that, many owners have concerns about keeping the tradition present and available to the public. These vessels represent an era when the quality of craftsmanship was on an extraordinary high level within the industry and each vessel created became a particular individuals with its own traits. Wooden hull aficionados are always quick to point to the uniquely fulfilling experience of caring for and sailing these boats.

“Timeless Wood”

The only boats I have ever owned are classic wood,” said Chester F. Salisbury II, Rear Commodore of the Wooden Hull Yacht Club. “These boat hold a special place in the hearts and imagination of sailors, and romantics. They are the real deal, and while they certainly require more love and attention than a modern plastic boat, they give a lot more back. I hope that more people will realize that these are some of our most important connections to our maritime history.”

A good wooden boat is a piece of art, designed by an artist, and built by artisans who have years of experience,” said Salisbury. “They understand the function of each piece of hand picked, seasoned wood that goes into the framework, planking, and decking. Everything needs to be done correctly to make the boat sturdy. Wood boats are alive - with the right care they can live for many many years.

“There is nothing like sailing a well designed wooden boat. The sounds, feel, and experience are so different from fiberglass - there is no comparison. This is why more people are restoring and sailing these boats.”

For most boaters, both events are thought provoking and vivid reminders of where we’ve come in terms of boat design, but perhaps more relevantly, these floating works of art represent indicators of what we’ve left. While fiberglass’ resilience and user-friendly qualities have clearly hooked us, it’s the wooden boat’s lines and character that seduce.

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While Salisbury states that the number of wooden boat enthusiasts seems to be increasing with clubs and associations growing, there is still concern about outside factors making the preservation difficult. Many marinas around the country with concerns about their overall appearance are instituting blanket rules that disallow boats built before a certain year. Therein lies a dilemma - with no where to put them, no one will see them, then fewer will want to become involved.

To combat this impending prejudice and further denial, clubs and associations will play a key role. In holding events that demonstrate the depth of not only maritime history but of civilized history through these fully restored floating time capsules, the public should respond. “Wooden boat clubs and organizations are vital to this effort,” says Salisbury. “By introducing more people to these boats and showing them ways to learn, and participate - it can only be good. There are plenty of kids that could find a whole new world, and possibly a career that they love, by participating. We need to support our nautical museums. Yacht clubs should consider adding Ancient Mariner Divisions to their races schedule. The Ensenada Race, the largest [international] yacht race in the world has such a class. Most of the big races have a long and colorful history, and were founded by wooden boat owners.”

It’s likely that from this emotionally driven respect and adoration, the future of wooden vessels will sustain. They’re so often spoke of with awe by those around them. “It’s like the first time I saw a Leer Jet sitting on the tarmac, I remember thinking that it looked like it was already in motion,” said David Muller, Executive Director Newport Harbor Nautical Museum. “It’s the same when you see at a Kettenburg or a Sparkman and Stephens at the dock – they look like they’re already in motion.”

“They talk about them as if they were their children where each one has their own personality,” Muller said of the typically dedicated owner. “Whether it’s the way the boat creaks or a small leak it may have, they always speak with concern and not frustration.” Salisbury looks toward Europe for a light of inspiration, as they have been leaders in recent years when it comes to restoration and preservation of the traditions. “Many of our boats are being purchased and shipped to Europe for restoration, and the numbers of participants, and often colorful at that, are growing in the wooden boat regattas,” he said. “These classics are admired, pampered, and greatly appreciated for what they are, and what they represent over there. And sponsorship of these vessels is common by European companies.”

But here in the States, wooden boat enthusiasts will continue to press on and have faith that the fate of their precious vessels and future of the tradition will be safe. The general feeling amongst many of the owners is that they will always be protected providing people get an opportunity to witness and experience what Muller calls these “floating sculptures”.

On the cover of the last Mariner we featured a Sparkman and Stephens 39 called Nova owned by Michael Schau that was shot during a race in the Santa Monica Bay. Schau contacted us and gave a little history about the boat and what she means to him. His adoration for Nova encapsulates the relationship between man and wooden boat:

“It was a gift from my wife on our 20th wedding anniversary. When our three kids were younger we would spend weekends at the Isthmus and regularly sailed her around Southern California. Nova is my sanctuary. Understanding how it all goes together and the talent and skill that go into creating a wooden boat to me is art. The touch and feel of teak, the smell of varnish, - wooden boats have a smell all their own. I have sailed on some great boats, I have two others, but there is nothing like an afternoon out reaching up Santa Monica Bay on Nova. Looking up those teak decks, varnished cabin sides and listening to the water go by is truly the reward for all the effort that goes into preserving a wooden boat. – Michael Schau – Nova.
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The sound of canons filled the Marina del Rey Harbor as opening day was celebrated throughout all of the yacht clubs in town. With blue blazers and white pants abound, the yachting season, here in Los Angeles has officially opened.

While much of the ceremonies and layouts remained relatively familiar, the story of the day was Santa Monica Windjammers announcement that they have signed a lease with the county and will remain in their club for many years to come. Commodore Deena Suffin explained to a respectfully quiet audience that they have struck a deal that will allow them to stay in their present location for another five years with an option for three more, ending anxieties that have gone on for years regarding their future. Beyond that, Suffin was very optimistic that the county will be open to a long-term lease with club. They have reportedly already begun the first steps of such a process.

She revisited the idea of merging with Pacific Mariners Yacht Club indicating that with the sizable member-base the merger would create, the club would be a powerhouse.

“That would be a club I’d be very proud to be a part of,” she said.

Santa Monica Windjammers Yacht Club Commodore Deena Suffin proudly holds up their new lease at this year’s Opening Day ceremonies while two SMWYC members look on and applaud.

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2006 Beneteau 373 $140K
2003 Ct 41 $87K
2003 Mainship 30 $123K

For a cool Deal... call Paul
Well, I suppose it’s time to talk about outboard motors. If you know outboards - I mean really know ‘em - then you know it’s sort of a Zen thing. They’re all different and there’s a different ritual for every one. For example; one outboard may require the choke pulled out, the throttle set about half way, pull the rope twice, then, if it doesn’t start, push the choke in half way, close the throttle and try again. If it still doesn’t start ....etcetera, etcetera, etcetera. The best advice I can give you is simply to get to know your own idiosyncratic, iron monster and what it takes to make it roar.

Now, you may be thinking, “Nah, the new four-strokes are different.” Really? I don’t think so... after a couple of years I think they will give just as much grief as a two-stroke. If you don’t believe me just drive thru any neighborhood in America, on a spring weekend, and watch the cussing, red faced guys, with bulging eyes and throbbing veins yanking on those lawn mower ropes - lawn mowers are always four-strokes. I rest my case.

A couple more things to keep in mind; four-strokes are about 30% heavier than two-strokes and are mechanically more complex. And, that translates into more strained backs and wallets.

Mercury, Evinrude and most of the Japanese manufacturers now have direct fuel injection systems on their two-stroke motors. Some of these actually produce fewer emissions than their four-stroke counterparts and generally meet or surpass California’s strict standards. Currently, most of these models are available only in the higher horse power ranges and so won’t benefit those with smaller tenders. Whether or not the technology will be able to keep up with the ever tightening California pollution standards remains to be seen. However, the rest of the world will be using them.

Furthermore, if you’re concerned about the “eco-friendly” aspect of four-strokes vs. two-strokes then consider this - approximately 1,700 barrels of crude oil seep from natural fissures located in near-shore U.S. waters every day. This amount is approximately 150 times the amount lost through off shore drilling and about a million times more than is lost from marine outboards - uh, that’s like .0000001%. Incidentally, if off shore drilling ceased there would be increased seepage from the ocean floor and far more tar and oil in the water and on our beaches. (Now take it easy Pat - I know you’ve got some green, enviro-blood in your veins, But remember, “The truth is out there”, it’s just kinda buried under the PC, B.S.).

Anyway, now that I’ve convinced you to buy a good, used two-stroke, you can find a good source for these motors over at Anderson Marine and Regency Boats and Motors. Over the years, I’ve bought a quite a few from Kent (at Andersson) and he’s always treated me fair and knows his outboards. Just don’t bother him when he’s wearing that Eric the Red Viking helmet with the horns...means he’s in a bad mood and, if he’s got the broadsword strapped on - run like hell!

Here are a few tips that apply to all outboards:

1. Remember, learn the idiosyncrasies of yours.
2. Ethanol is bad news for all engines (and food prices), but particularly hard on outboards. Drain the float bowl by turning the fuel petcock off when you’re flushing the engine after saltwater use - let the motor flush until the float bowl runs out of fuel. As added protection, use a fuel stabilizer in the tank.

3. Check/Clean or replace spark plugs and lubricate throttle linkage, tilt, and shift lever every season.

4. Change lower unit gear oil each season.

5. Replace the impeller every 150 hours.

6. Shift at the lowest RPM’s possible.

7. Keep an eye on the cooling water tube - Be sure there’s a good stream.

8. Carry extra shear pins and know how to replace them.

9. When you’re flushing the motor hose off the entire motor.

10. When you’re handing the motor down to the dink from your boat have the dinghy tied up snug, fore and aft. If you are unsure, use a lanyard tied to the outboard and stern rail.

11. When shipping or unshipping the outboard don’t place your hand in any tight spot on the motor that would prevent you from instantly letting go. If you slip overboard and can’t let go - well, say, “Hi” to Davey Jones and Lucca Brazzi for me.

12. If you’re picking up passengers from the beach or swimmers be sure your motor is in neutral.

13. When fueling a two stroke don’t forget to add oil or buy “premix” at the fuel dock.

OK, schools out, go have fun... but be safe and don’t go tearing around making wakes in the harbor - I’m real grumpy if I get rocked and rolled from my nap.

Richard Schaefer is a USCG Lic. Master of Sail and Power Vessels and has done instruction, charters, yacht management, deliveries and new boat owner consultation for more than 25 years. He can be reached at 310-460-8946 or, littlebighorn@dishmail.net.
Whatever kind of boat, whether power or sail, the music and lifestyle of Jimmy Buffett is never far off. These Buffett fans or Parrot Heads, as they are known, are easy to spot. Chances are they’re smiling, possibly wearing a Hawaiian shirt, and if there is music, they are undoubtedly dancing. This is the Parrot Head way.

“We leave our troubles at the door and for five hours out of the month, we listen to tropical music, a great band - sing, dance and just have the best of times,” says L.A Chapter Parrot Head, Audrey Plasky. “The child in all of us comes out to play.”

Plasky is one of many club members who take pride in the idea of having fun for fun’s sake, which is at the core of the organization’s philosophy. But, there is more to this group of singing laughing Buffett fans then one might think.

Firstly, the all out amount of Parrot Heads is startling. There are over 25,000 members in a network of over 250 clubs around the U.S. plus international clubs based in Canada, Europe, the Caribbean and Australia. And these happy-go-lucky groovesters aren’t just hitting the bars and bellowing out-of-tune impromptu Margaritaville renditions – this organization is a fund raising powerhouse that boasts over $10.5 million in collections and almost 1.8 million volunteer hours for local and national charities in a five year period.

Parrot Head Secretary (L.A. Chapter) Phyllis Mortimer describes a recent circumstance that her club became involved in:

“An example of the good-heartedness of our members occurred recently when the daughter of one of the band members from a popular group from the San Diego area was brutally injured in a freak automobile accident. A passing dump truck’s debris flew off and crashed thru the windshield of her car and her face was fractured/shattered and an eye was damaged beyond repair. Most of her face had to be rebuilt. Once this hit our ‘coconut telegraph’- a fund was immediately set up and contributions came in from all over the country...amazing...she has been restored to a normal life and is now engaged to be married.”

Besides the benevolence and behind the partying, what might be the most important aspect to most of the members are the friendships that have been forged.

“My first PHlocking was picking up cigarette butts on Mother’s Beach,” said Mortimer. “I discovered a great group of witty, literate people who - all’n’all- have the best hearts and spirits you could hope to find - in or out of a grass skirt and coconut bra - and those were the guys!”

“To steal from a Buffett song title, ‘I have found me a home,’ said Frank Bellino. “I have made more genuine friends in the last five years than in the previous 58 of my life. And, it’s a different kind of friendship, we all come from different backgrounds, different social strata, different political bents and yet have found a bond that overcomes it all.”

To learn more about the parrot heads local chapter, go to www.LAPHC.com.
As we swing those clocks ahead with the change of the season, fishing in Southern California starts to swing ahead as well. Although water temps are still on the cool side – hovering in the lower 60’s, things are moving towards better times for local fishermen.

The closing of the lobster season means no more bug-catching, but on a brighter note it also signifies the opening of rockfish. It was a good lobster season for those who were diligent enough to keep up with the tides, weather patterns and moon phases. Whoever did their homework got their limits.

Here in the Santa Monica Bay, fish counts have been good with a mixed bag of white fish, vermillion, sheephead, bass, and bocaccio. The halibut bite has still been a bit slow, but should be picking up shortly.

Over at Catalina, squid is around, but white seabass have not showed up yet in any kind of wide open bite. But it shouldn’t be long now – gear up and be ready.

Over at Inseine Baits Larry has nice cured sardines. With spring around the corner we’ll soon be seeing consistently warm weather and better fishing. I hope you all took the winter to tune your gear and organize the tackle box because once again – It’s on!

Until next time.......................... Tight Lines
RACING

MDR to Guadalupe

As this issue appears on the streets The Pacific Single Handed Yacht Association's race to Guadalupe Island Mexico will be beginning. Single and double-handed sailors will sail from Marina del Rey, around Mexico’s remote Guadalupe Island and finish off of Avalon – the handicap distance is 596 nautical miles. Eric & Robin Lambert will be making the journey and had this to say:

It was a gray June day in 1986. The west end of San Clemente Island was barely visible to port, and Catalina was astern, almost lost in the evening gloom. We were thundering along on a broad reach in a stiff breeze, alone except for a Coast Guard cutter that was pacing us two miles to starboard. They hailed us on the VHF:
“Skipper, what vessel are you?”
“Heather - 29 foot sloop, two people aboard.”
“Roger, skipper, what port did you leave?”
“Cat Harbor, Catalina.”
“Roger, skipper, what is your port of destination?”
“Hiva Oa, Marquesas.”

Long silence, then: “Uh, roger, skipper, could you spell that?”

So started our nearly 3,000 mile passage to the Marquesas Islands, enroute to New Zealand. It was the first major passage for Robin and I (together), and the rush of that first day is with us still. We are grizzled old sea dogs now, and Runaway is a bigger and better boat, but the upcoming 600 mile Guadalupe Island Race looks to give us a booster shot of that youthful enthusiasm for adventure. Now, I’ve heard “adventure” defined as “someone else having a bad time a thousand miles away”, and there is some truth to that, but the reality is that for every experience that we later treasure in our lives, at the time it was happening, we wanted to avoid it. A race like this is a good, solid, committing move, promising adventure -- whether we like it or not!

Eric & Robin Lambert
Runaway

ATTENTION RACERS!

The Association of Santa Monica Bay Yacht Clubs Invites you to attend these upcoming events:

- Racers Forum – Wed., March 26th
  7:00 pm at California Yacht Club
  Share your ideas on making racing more fun!

- Racing Rules 102 – Thursday, March 27th
  7:00 pm at Santa Monica Windjammers Yacht Club

For information, contact ASMBYC V/C Gary Green at garygreen@ca.rr.com

Admission: Free. No reservations required.

PSSA is a sailing association for single and double-handed racers of all levels. Meetings are on the second Monday of each month at Santa Monica Windjammers Yacht Club at 8 p.m.

Dan Byrne Series
Dave Wall Series
Race Information: www.pssala.org

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Guadalupe Island is roughly the size of Catalina, but at over 4,000 feet, nearly twice as high. Accordingly, it has a dramatic effect on the passing clouds.
The New Look PV Race

By Mike Guccione

The 2009 Puerto Vallarta Race will include a series of four races, the first being the Turtle Bay Race (375 nm). A four race series offers a unique and innovative approach to Mexican races. Instead of racing down non-stop to the touristy Cabo San Lucas, sailors will have a chance to stop and see some of the more remote and natural wonders along the Mexican coast including Magdalena Bay, the breeding grounds of the gray whale. They will also have four chances to win.

The Turtle Bay race is now the shortest true offshore race. This is the perfect training for new racers to acquire the confidence to do other Mexican races. Ensenada is a popular contest and Turtle Bay is the next logical challenge for the Ensenada racer with one more day at sea.

The Races:

Race 1: Saturday, January 31st – Marina del Rey to the light at the north end of Cedros Island (375 nm). Proceed to Turtle Bay for a layover and party Tuesday, February 3rd.

Race 2: Wednesday, February 4th – Turtle Bay to the light at Punta Lazaro (218 nm). Proceed from Punta Lazaro to Bahia Santa Maria for a layover and party Friday, February 6th.

Race 3: (Spinnaker Classes): Saturday, February 7th – Magdalena Bay to the light at Cabo Falso (172 nm). Mag Bay is the breeding ground for gray whales and the start will be in the afternoon, allowing time for whale watching. Proceed from Cabo Falso to the new San Jose del Cabo Marina for a layover and party Monday, February 9th. The Race ends at Cabo Falso eliminating the dead air zone at the point.

Free Leg (Non-Spinnaker Classes): Cruising and optional fishing tournament to the new San Jose del Cabo Marina for a layover and party Monday, February 9th. Cruising classes get a break from race three and a chance to explore the area.

Race 4: Tuesday, February 10th–San Jose Del Cabo to the Puerto Vallarta finish line (291 nm).

Entry Fees: $250.00 per race.

Transportation: For skippers and crew departing from Turtle Bay or Santa Maria, bus transportation is available to the Tijuana border or to a regional airport.

Safety Requirements: We do not require I.F.S compliance. Our safety requirements are much easier and less expensive to comply with.

Minimum Boat Size: 30 foot and a PHRF rating of less than 150. Boats not meeting this criteria may petition the P.V. Race Committee for consideration.

Rating Systems: PHRF OWC ratings will be used.

Scoring System: We have a unique scoring system that allows boats of all sizes to finish each race in time to begin the next race (without penalty), when the wind conditions are very light.

Any questions? Please call Mike Guccione at (818) 731-1030 - Innove8@pacbell.net
On November 27, 2007 Brett and Naomi Shirley left the docks of Marina del Rey aboard the aptly named Fearless, their Hunter 460 and began the enormous undertaking of sailing around the world. Having never ventured beyond Catalina, the couple pulled up stakes and went for it. Today they are in the middle of a 3,000-mile crossing from Puerto Vallarta to the Marquesas Islands in the South Pacific.

As they raised the sails with MDR’s breakwall getting small in their rear-view, they were indeed neophytes, but four months later they are beginning to understand the reality of such an adventure.

“By the end of my watch the wind had come around and was howling out of the North to the point that both of us thought we had better put the storm jib up and reef the main,” said Naomi describing a fifty mile crossing off Cabo. “The wind soon had the seas blowing as well and we were pounding into the waves. I went below at 9 p.m. and tried to force myself into sleep, I knew it was only three hours until my watch and I would need to be rested but it was this exact thought (and the howling wind) that kept me tossing in bed. I slept for about one and a half hours below and it was midnight, time to rise and take the helm again. I blearily went topside and battled through the night. I crashed into the waves for the next three hours. The stars were out and the phosphorescence was startlingly bright but there was no comfort in these things with the wind whipping up to thirty knots.”

While the two have had their share of disappointing equipment problems along the way (particularly the generator and refrigeration) and other related struggles, they are pressing on steadily and mostly happy. While the cruising life can be one of sheer euphoria, they are finding it can also be torturously frustrating.

“I had an emotional melt down,” said Brett after a never-ending battle with the refrigeration system. “I had a moment where I wished I had used all the money we have put into this boat and gone backpacking instead. So much time, so much money. I could have backpacked for three months just on the money we spent on the new fridge and insulation, which was still messed up. This was the second time I had one of these moments of utter despair on this trip. They say in cruising the highs are much higher then they are in regular life and the lows are much lower. I think they are right.”

Today the couple has made the boat right again and are making the longest passage of their trip so far. They will soon be anchored in French Polynesia, a place where so many cruisers dream to land. They have adapted to the cruising culture and are getting to know the others who are separately sharing their experience.

“The cruising community is small,” says Brett. “You see the same boats over and over. For the most part everyone is headed in the same direction, looking for the same weather window. We have met some of the people who will be crossing the Pacific with us in March. I don’t know how many will be doing it, but so far we have met about four or five of them. I am sure by the time we get to New Zealand we will know some of these people very well. We expected that most of the cruisers we met would be a lot older then us. We are surprised to see that most are in their late forties and some a bit younger than us with kids. There seems to be almost as many cruisers with kids as not. It also seems that it is about 45% Americans, 45% Canadians and 10% other nationalities. I am sure this will change quite a bit once we get into the South Pacific and beyond.”
According to the National Marine Manufacturers Association there were 12.6 million registered vessels in the U.S. in 2006. As a result, our inland and coastal waterways are becoming ever crowded, especially during the summer boating months. Crowded waterways are but one cause of maritime accidents during the boating season.

Boating accidents can and do occur for a variety of reasons, including sudden changes in the weather, collisions, accidental breakdown and operator error. It becomes a challenge for those of us who own boats to manage the varied risks that we face on the waterways upon which we navigate.

The manner in which most of us decide to handle our on-the-water risk is through the purchase of a marine insurance policy sold through insurance companies which have a marine insurance division. This insurance policy is sold either through agents who are appointed by the company or sold directly to the consumer. Marine insurance is a specialty line of coverage; so the company that provides your auto or homeowner’s insurance policy may or may not be able to provide you with coverage for your boat or yacht.

Where can a boater obtain a marine insurance policy and how can he/she tell the difference between a great marine insurance company and an average one?

Eve: There are several ways to locate companies that specialize in marine insurance. You can start by asking your auto or homeowner insurance agent if he or she can provide you with coverage for your vessel. If your agent can’t write this type of coverage for you, ask them for a referral to several marine insurance carriers. You could also ask a boating friend about their insurance provider and if they have had any experience (good or bad) with their company and/or agent. Picking a great company, one that can provide you with adequate coverage and has the ability to handle your claims quickly and efficiently, takes a little research. Fortunately, there are several rating agencies that rate insurance carriers. One of the best known is A.M. Best Company. A.M. Best Company is the leading provider of ratings, news and financial data for the insurance industry worldwide and Best’s Ratings are recognized as the benchmark for assessing the financial strength of insurance-related organizations and the credit quality of their obligations. You can find their rating guide on the internet at: www.ambest.com and click on Ratings and Analysis.

Generally, look for an insurance company that maintains at least an “A” rating in the Best guide and one that is licensed or domiciled in California to do business. The “A” rating tells you that the insurance company is generally in sound financial condition and, therefore, has the ability to pay its claims. In addition, an insurance company licensed to do business in California is regulated by state law. This fact gives you an added measure of protection in the event that you have a problem with an insurance company or claim.

How do I know if I have the proper amount of hull coverage on my vessel?

EVE: First of all, the goal of a good insurance policy is to return your vessel to its condition prior to the loss or accident; so the policy’s valuation method is very important.

At the time that you purchased your vessel, the marine surveyor indicated a value based upon the vessel’s condition as well as the value of vessels similar to yours. Most surveyors rely upon the BUC BOOK Boat Appraisal Guide for this comparison information. Generally, however, most insurance carriers will want to insure your vessel for the amount that you actually paid for the boat.

The policy that will provide you with the best protection for your investment is written on an agreed value or stated value basis. This agreed value would then be the purchase price of the vessel plus any major additions (equipment, etc) that enhance the value of the boat. If your vessel suffers a total loss during the policy period, the insurance company is obligated to pay out this agreed amount.

Some marine insurance companies will only write policies on an Actual Cash Value (ACV) basis. Although these policies are usually a bit cheaper, they don’t provide you with the same protection as the agreed value type of policy. In settling a loss on an ACV basis, the insurance company may depreciate or reduce the loss payout based on the age of the vessel and its equipment.

Is there anything a boat owner can do to ensure that his or her boat is insured for the proper amount and with the correct types of coverage?

EVE: Yes. Call your insurance agent if you have any questions about your insurance coverage. I think it is a very good practice to reevaluate your boat insurance needs on a regular basis. The best time to review your coverage is prior to renewal of your policy.

Generally, you will be notified about 45 days before the expiration date of your policy. This is a great time to go over the policy limits with your agent or company. A good marine insurance agent should be there for you at all times; so don’t hesitate to call.
Dear Mookie,

I’m about to marry the guy of my dreams, as corny as that sounds. He has it all – looks, style, sense of humor and a big bank account. The latter is the problem actually – he wants me to sign a pre-nup. It makes me feel a little weird. It’s almost like he’s planning the divorce before we get married.

What’s your take on this issue?

Signed,

Sad and in Love

Dear Sad Person,

This guy sounds pretty great to me. He sounds like the kind of person who will let you stay in the house. I didn’t understand all the words you were using, but I’m sure you’re on the right track. What’s a prenup? Is that anything like pet door? If so, don’t feel weird – those things are good. You can come and go as you please. Don’t blow this - sign the prenup, you won’t regret it.

Hope that helps!

Mary Ellen Rose
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LA Area Council Boy Scouts of America need your boat or boat gear as donation to support essential and formative youth programs, please call 310-823-2040 or E-mail gerry@purcelllyachts.com

**NEED CASH FAST?**
I’ll buy your boat 310-827-7686

**Donate Your Boat**
Receive a substantial tax deduction. Support youth boating programs. S.O.S. Please call 888-650-1212

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**One Man’s Trash is Another Man’s .......**
For Lease
Perfect Marine Business/Shop
Secured rear parking. Lot has EZ access for boats/trailers. Long Bch. Area. EZ commute to LB marinas & LA Harbor marinas. $1,600 per month. Call 310-827-7686

Services
Canvas Boat Covers and Repairs
New boat covers, canvas repair, restore water repellency to marine canvas. Dan 310-382-6242

Custom Marine Carpentry & Fiberglass

Instruction, yacht management, insurance surveys, deliveries, pre-purchase and repair consultation. Serving Long Beach to Santa Barbara. Local references.
Captain Richard Schaefer 310-460-8946.

Canvas Or Upholstery
I offer CUSTOM Interior & Exterior canvas, Framing, Carpet and UPHOLSTERY by English speaking US VET. MICHAEL .310-281-1949 or usvet@live.com.

Help Wanted
Captain Wanted
Spend weekends on the water and get paid! Sea Tow seeks licensed operators with towing endorsement for evening and weekend work. Call 866 473-5400 or fax resume to 800 473-0170 email - seabourne@att.net.

Guru Wanted
Looking for local self-proclaimed guru to do some light cleaning around my place. Must be able to levitate on command and communicate with just eye motions and nods. Pay based on experience. 310-397-1887.

Placing a Classified
To take out an ad in the classified section please fax, send or e-mail the ad exactly as you would like it to appear. Make sure of spellings, phone numbers, prices, etc.

Fax: 310-397-1925
Telephone: 310-397-1887
Email: marinermagazine@earthlink.net

Make checks payable to The Mariner.
Send to P.O. Box 9403
Marina del Rey, CA 90295

Pricing
One ad (up to 20 words) is $10.00 for one issue. 2 issues for $15.00. Additional words are $5.00 per every extra 10 words. Photos are an added $10.00.

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ENGINES
• TUNE UP
PLUMBING
• OIL CHANGE
ELECTRICAL
• PUMPS
HEAD REPAIR

24 HOUR EMERGENCY

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POPEYE’S PUMPOUT CO.
Holding Tank Pumpout Service

VOICE & FAX
310-822-8312

e-mail: service@popeyespumpout.com
Web: popeyespumpout.com

COPTER SHOTS

Aerial Yacht Photography

310-433-9797

DAMIAN CANVAS WORKS

- Dodgers
- Cushions
- Full Covers
- Stern Rooms
- Bridge Covers
310-822-2343

- Satisfaction Guaranteed -
<table>
<thead>
<tr>
<th>Boat Model</th>
<th>Year</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catalina 42</td>
<td>1991</td>
<td>Equipped better than new $124,000</td>
<td></td>
</tr>
<tr>
<td>Beneteau 473</td>
<td>2007</td>
<td>Bow thruster, electric winches. $339,000</td>
<td></td>
</tr>
<tr>
<td>Mikelson 42'</td>
<td>1988</td>
<td>Twin diesels just fully serviced $149,000</td>
<td></td>
</tr>
<tr>
<td>Morgan 50</td>
<td>1990</td>
<td>$155,000</td>
<td></td>
</tr>
<tr>
<td>Catalina 36</td>
<td>1987</td>
<td>2 cabin layout $55,000</td>
<td></td>
</tr>
<tr>
<td>Catalina 36</td>
<td>2001</td>
<td>Two Available $119,500</td>
<td></td>
</tr>
<tr>
<td>Carver 38</td>
<td>1997</td>
<td>$119,000</td>
<td></td>
</tr>
<tr>
<td>Carver 32</td>
<td>1990</td>
<td>$48,500</td>
<td></td>
</tr>
<tr>
<td>Meridian MY 40</td>
<td>2004</td>
<td>$289,000 Fresh Water Boat!</td>
<td></td>
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<tr>
<td>Tiara 41 Open</td>
<td>1998</td>
<td>$288,000 Twin diesel Super Clean!</td>
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</tr>
<tr>
<td>Sea Ray Express</td>
<td>40’</td>
<td>Twin diesel $199,000</td>
<td></td>
</tr>
<tr>
<td>Southern Cross</td>
<td>50 Yachtfisher</td>
<td>1987 new interior and stabilizers $299,000</td>
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<tr>
<td>Defever 53</td>
<td>1986</td>
<td>Renewed interior, mechanically excellent, stabilizers, $329,000</td>
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</tr>
<tr>
<td>Searay Express</td>
<td>30’</td>
<td>1993 Twin diesel with bow thruster $205,000</td>
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</tr>
<tr>
<td>Bruce Roberts</td>
<td>Custom Ketch 44’</td>
<td>1990 Stateroom unique interior $109,000</td>
<td></td>
</tr>
<tr>
<td>Hunter 34</td>
<td>1985</td>
<td>Owner wants offers! $179,000</td>
<td></td>
</tr>
<tr>
<td>Hunter 38</td>
<td>2005</td>
<td>Owner wants offers! $179,000</td>
<td></td>
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<tr>
<td>Electric powered</td>
<td>Islander 30</td>
<td>No fuel expense! Electric engine with 10 batteries, Boat has been totally refit $12,000</td>
<td></td>
</tr>
<tr>
<td>Chris Craft</td>
<td>Constellation 57’</td>
<td>1968 Motivated owner wants Offers!  $139,000</td>
<td></td>
</tr>
<tr>
<td>CHB Pilothouse</td>
<td>Trawler 47’</td>
<td>1985 $165,000</td>
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<tr>
<td>Pacemaker 48</td>
<td>1972</td>
<td>$197,2 fully rebuilt engines diesel $125,000</td>
<td></td>
</tr>
<tr>
<td>Mainship 39</td>
<td>Trawler</td>
<td>new interior $149,000</td>
<td></td>
</tr>
</tbody>
</table>

**Exceptional Service & Results for Your Boat Listing!**