

FOUNDED 1962



**FLOATING HOMES
ASSOCIATION, INC.**



2329 Fairview East

Seattle, Washington 98102

Phone: 325-1132

Number 114

Newsletter

April 1990

Condo Quandary

Waves of anxiety washed over the lake recently when the new owners of the dock at 933 N. Northlake floated the prices they had in mind for condominium sites.

The 933 dock is being developed as a combination marina / office building / condominium floating home moorage by the owners. Construction is now underway and the moorage owners have offered to sell the existing non-conforming sites to the houseboat owners currently at the dock. Unfortunately, the only price list that's been seen (and since withdrawn) shows prices 50% to 100% higher than the fifty to seventy thousand dollars individual non-conforming sites have been selling for lately around the lake.

Normally, the opportunity to buy your own site is welcome. Both your security and your economic positions improve dramatically when your money goes into equity rather than moorage fees. Bank loans become possible. The Association has a long-

standing policy that every houseboat on the lake should control its own site.

The only thing which justifies prices as far removed from the prevailing market as those at 933, however, is the implied threat of having your site sold out from under you — in which case you probably lose your home.

Rumors of the situation on 933 have galvanized moorage tenants all over the lake. In response, the Association has recently formed a special "Condominium Committee" to work on the issue.

A legal opinion was solicited by the committee from the offices of land use attorney Peter Eglick. In the course of his research, he discovered that the city is just now in the process of revising its condominium conversion law. He suggests that provisions regarding houseboats be included to extend the right of first refusal to houseboat owners. The currently proposed language only applies to

"buildings." He is also exploring how to establish fair market prices for sites and what should be done in the event a whole dock is to be sold as one property.

Some members of the Condo Committee also want the idea of a freeze on the number of houseboats to be reconsidered. The freeze was suggested by Mayor Royer as a solution to this problem when the Shorelines Master Program was being revised in the mid-1980s. The idea was that one would have to buy an existing houseboat to fill any vacant moorage site, thereby balancing the monopoly on moorage with one on houseboats. "Safe Harbor" for evicted houseboats was eventually substituted for the freeze by the City Council.

City Council members Jim Street and Paul Kraabel have been approached with the question and both are willing to help with a solution.

At the moment, most people involved are trying to keep an open mind about ideas which allow a fair price for the moorage owners while still protecting the homes of the houseboaters.

To many of us, this issue has startling resonances with the moorage fee debate in the late 1970s which resulted in the original Equity Ordinance. It will be a major topic at the Annual Meeting on May 3rd.

Call the Association (325-1132) if you have ideas, questions, or wish to become a member of the Condo Committee.

FLOATING HOMES ASSOCIATION

28TH ANNUAL GENERAL MEMBERSHIP MEETING

Thursday, May 3, 1990 7:30 PM

Tyee Yacht Club
3229 Fairview Avenue East
(new location!)

NEW OFFICE MANAGER – WELCOME, YNEMA!



Ynema Reeves

by Peggy Stockley

Newly hired and already at work as office manager for the Floating Homes Association is Ynema Reeves (pronounced Why-Nee-Ma), a computer expert who can renovate houses, likes to knit and crochet and loves baseball. For a woman who had never set foot on a houseboat, the first few weeks have been a crash course in houseboat jargon and floating home history. You might say she's now got her feet wet. Ynema describes her former employment as project manager for strategic information systems in a corporate environment. (ed. note: I think that's more than computer-friendly.) She left the corporate rat-race about a year ago to seek an alternative workstyle that allowed her more time to concentrate on some of the priorities in her life including three children (Robert, Seth, and Corey), five cats and a Scottie pup. She established her own data processing consulting business called KIS for Keep It Simple and works with small business clients, local political and community groups. Personally, she renovated a 1905 house in Madrona before moving to a turn-of-the-century house in Ballard. One of her hobbies is furniture refinishing. "My parents were 1st generation Russian peasant stock," says Ynema. "They had a handmade toy business in Sacramento. I grew up in a shop atmosphere, surrounded by lathes, saws and sewing machines." She also knits and crochets

scarves and lace pieces. And, like everyone in her family, she lives and breathes baseball. As she was driving home from her first FHA board meeting, she told herself "I made the right choice — it's a good fit." We think so too. Drop by and introduce yourself when you get the chance.

THANKS, CONNIE!

We thank Connie Jump, our previous office manager and fellow houseboater, for all her good work and successful refurbishing of the Association's office. Connie resigned in January to concentrate on her many other activities. Individually, and as a group, all houseboat people appreciate the time she gave to the position — often more than the job description specified.

HOUSEBOAT TOUR - SEPTEMBER 16, 1990

The major fundraiser for the Floating Homes Association in 1990 will be the Houseboat Tour on September 16th, from noon to 5 p.m. This year, the tour will focus on 7 or 8 homes on Fairview.

As people walk from one end of Fairview to the other, they can read in our brochure about the many interesting and historic sights along the lake as well as the homes they will visit. Although this will be a "walking tour", there will be vans to transport the elderly, handicapped or just plain pooped to points along the route.

The houseboat tour is fun for those who buy tickets but even more fun for those who participate. Everyone who has shown their home on previous tours has found it a rewarding experience. If you think your house, or a house on your dock, might offer the public — and your neighbors around the lake — a taste of the unique flavor of houseboat life, please give us a call.

We need many, many volunteers to make this tour a success. Volunteers can help both on the day of the tour —

tickets, hospitality houses, guides in the homes — as well as in the months before the tour with desktop brochure design, ticket sales, publicity, etc.

If you can help in any way, please call Marty Alexander, evenings at 281-0927 or days at 622-5117, or the Floating Homes office, 325-1132, as soon as possible. Sign-up sheets for volunteers will also be available at the Annual Meeting of the Floating Homes Association on May 3rd. Join in the fun and pray for sun on September 16th!

FHA Office Hours 9 am - 1 pm Mondays, 1 - 5 pm Thursdays. Leave a message anytime at 325-1132.

This issue of the newsletter is the creative effort of John Nelson, Peggy Stockley, Bill Keasler and Chris Sherman.



Photo by Phil H. Webber

Jim Burks and Jamie Thurner from the Log Foundation.



Photo by Phil H. Webber

Auctioneer Dave Gardner keeps his eye on the crowd.

AUCTION '89

Thanks for the Fun(ds)!

Six and a half months isn't much time to pull off an auction! But that's what happened when the Association's fundraising and finance committees decided in mid-May that instead of making 1989 a year of mini-fundraising, they wanted a major event. And a major event they got. Chaired by our "pro" Marty Gardner, the auction on December 2 was a sellout and netted the FHA \$13,000. The committee acquired over 300 auction items. Marty wants to thank the volunteers, donors, cash contributors, guests and everyone who supported the event. In particular: Marty & Bob Alexander, Judy Barnes, Annette Brigham, Jeff Browne, Jim Burks, Gail Deyarmie, Kris & Clay Eaton, Sharon & Lisa Evered, Edith Fairhall, June Fauchald, Dave & Marty Gardner, Tom Haslett, Yvonne Jones, Connie Jump, Bill & Caryl Keasler, Linda & Chris Knight, Susan Korbonits, Sheri Lockwood, Beth Means, Jann & Sid McFarland, Carol McInnis, Ron Mortenson, Gene Nutt, Mike Roberts, Christie Robinson, Leslie Rubicam, Chris Sherman, Sandra Simmons, Peggy Stockley, Susan Susor, Margaret Thomas, Jamie Thurner and Ed Waddington.



Photo by Chris Sherman

Marty Gardner, auction chair, was a bidder too.



Photo by Phil H. Webber

(l-r) Alexa Iles and Sharon Evered do the silent auction.



Photo by Phil H. Webber

His Honor, Mayor Rice, dropped by.

Lake Union Seaplanes: Ban 'Em?

Caught between a legal morass and an outraged membership, the Seaplanes Coalition ponders its next move.

by Bill Keasler

Lyndy Caine lost it at the last seaplane committee meeting.

I knew there was going to be trouble when, walking in a little late, I noticed all the community representatives and government types sitting on one side of the room and all the seaplane operators' minions lined up on the other. Lyndy, founding chair of the Seaplanes Environmental Coalition (SEC), was asking Tim Brooks, Kenmore Air's representative, why it was that when the voluntary agreement between the community and the operators specified southerly takeoffs in calm weather or southerly breezes, they still sometimes took off to the north. The response was that, well, we can't really be held to that kind of constraint and each flight is different and it all depends on the pilot's judgment, anyway.

Among the most moderate of the coalition members and its primary spokesperson, Lyndy had finally had enough. "But you agreed to this yourself!" she cried. "You said you had to take off into the wind for safety. You signed this agreement, but you just do whatever's convenient for you. We've stayed with you, given you the benefit of the doubt for years. Now we've just about had it. If you don't get serious, we're going to have to start playing hardball."

A few ideas for more studies was their only answer. We all left with the sinking feeling that the agreement was about to unravel.

The hardball Lyndy meant, and everybody in that room knew it, was a ban. By that we mean not so much banning seaplanes themselves as the businesses which depend on them. We might do this by declaring such businesses inappropriate to the Lake Union area and using the city's zoning power to prohibit them. The city would probably have to give them a reasonable amount of time to move, just like when it does the same thing to adult theaters. Of the three current operators, Kenmore and Lake Union Air already have bases on Lake Washington.

We do not come by the suggestion of a ban easily. Our coalition was formed in the fall of 1987 to fight a new seaplane base at Chandler's Cove. Under our pressure, the developer voluntarily withdrew his application. But in the course of researching the case, we discovered to our horror that the only limit on seaplane activity on Lake Union is the market. We were not reassured after counting over 60 flights on a few random summer days that year and after seeing Bruce Levin, new owner of Lake Union Air, brag in print that he intended to become "the largest seaplane operator in the world." Even those 60 flights work out to an average of one every ten minutes between the

hours of 8 a.m. and 6 p.m., though the reality is that the takeoffs tend to come in waves. Most of us felt that this level of activity was well beyond what was reasonable for an area as intensely used as the Lake Union Basin. Surely, we thought, there must be a way to limit the number of flights.

There isn't. The problem is the Federal Aviation Administration (FAA). By federal law and supported by a substantial body of judicial decisions all over the country, the FAA preempts state and local authority over seaplanes more or less from the time they leave the dock to the time they arrive at their destination. This jealously-guarded preemption extends to any limits on the number of flights out of an area, flight paths, noise abatement and nearly every other aspect of seaplane operations. The FAA also happens to be a booster of the aircraft industry. They show no inclination to listen to local concerns. For confirmation of this attitude, you need look no further than the recent controversy over SeaTac flight paths. It's our luck that the one agency with the authority to moderate seaplane activity regards Lake Union foremost as an airport and considers the more flights the better.

No less than four recent legal opinions, two financed by the SEC and two from the Seattle City Attorney, confirm this situation. However, they also suggest that the city might use its zoning power to move them out entirely.

But in 1987, we weren't ready for a ban. Perhaps, we thought, the operators would be willing to talk. They were. Under the auspices of the city's Office of Long Range Planning, negotiations began. The houseboaters, those closest to the

Either the operators have chosen to ignore most of the agreement or they can't control their own pilots...

problem, actually seem to like the seaplanes — in moderation, at least. They add color and excitement to the lake's milieu. Houseboats and aircraft have lived together cheek by jowl since Bill Boeing launched his first seaplane in 1916. Most of the uplanders attending the meetings at the time were willing to listen to what the operators had to say. While the operators refused from the beginning to talk about limits to the number of flights, they did appear open to voluntarily making their operations less intrusive.

Over the course of a year of interminable meetings, we pounded out an agreement between citizens, the operators and the city with provisions specifying flight paths, hours of operation and compliance monitoring, etc. It was signed by the Mayor and all other interested parties in May 1989. But it hasn't worked. It is failing for the same reason the 1978 and 1985 voluntary agreements failed. The operators sign them and then, as Lyndy puts it, "they do whatever's convenient."

Now, we have a whole new crop of uplanders from Magnolia and Sunset attending SEC meetings pushing for flight paths

which look remarkably like those the earlier uplanders from Wallingford and Greenwood wanted changed. So where can seaplanes go? Neither the North End nor the Ship Canal wants them at their current level of activity. Either the operators have chosen to ignore the agreement or they can't control their own pilots enough to get them to take off to the south when specified. Unfortunately, our experience over the last few years has done little to build our confidence that they would abide by any further voluntary restrictions even if they agreed to them.

What next? The uplanders are being pushed beyond any sentimentality about convenience and color they might have once possessed. The operators continue to patronize us. The FAA has the power to help but won't. Prospects of the situation improving are dim so long as the airline business out of Lake Union continues to grow. You begin to see why we are so fascinated by the one thing we can actually do locally to solve the problem: Ban 'em.

Still, it seems like an extreme response. All we really want is moderation — on both sides. But our bag of options is nearly empty. If we don't use local zoning, the lawyers tell us there are only two basic approaches open to us. One is to appeal to higher governments. Several members of our congressional and state legislative delegations have offered to help with the bureaucracies or a bill, if only we could figure out what to ask them to do. The other approach is to hope for enough "spontaneous" citizen damage suits to have an economic impact on the operators. Neither of these courses would appear to have a high probability of success.

The fact is, we're cornered. The FAA's lock on aircraft regulation is supported by an impressive body of case law filled with examples of judges pouncing on local governments' attempts to circumvent it. Unless something unexpected turns up soon, our only recourse will be to eliminate the need for regulation by eliminating the aircraft.

Perhaps City Councilman Clarence Massart put his finger on it when he said in 1952: "All planes should be barred from Lake Union and use Lake Washington where there is more room."

WHAT HAVE WE GAINED?

The Agreement

The Lake Union Seaplane Agreement was signed by local seaplane operators, residents, business interests and the Mayor of Seattle in May 1989. It covered hours of operation, flight and taxi paths, and certain "noise abatement procedures." It also established an oversight committee and committed the city to monitoring operator's compliance to its provisions. The Agreement did not address numbers of flights.

A year later, we find the Agreement coming unraveled and tempers getting short: * Hours of operation are the single bright spot. Except for the occasional night landing, the operators appear to be adhering to the 8 a.m. (9 on Sundays) to dusk restrictions.* Flight paths are a major problem. Not only do the operators seem to have trouble taking off to the south when required, but the residents along the designated northerly (Ship Canal) route complain that they are being overwhelmed by the increased traffic.* Compliance monitoring is minimal. There is no funding (although that is being corrected). The Citizen's Service Bureau, which is assigned the monitoring job, has had three directors since the Agreement was signed and still doesn't quite understand what it is supposed to be doing.* Other provisions. There is some evidence that the operators are using quieter equipment. A brochure explaining the Agreement has been published. A hotline (684-8811) exists but is criticized because nothing seems to happen when you call. The committee meets once a month or so, but clenched teeth are beginning to show around the table.

Unfortunately, the unaddressed issue of traffic volume looms over the agreement. Even a perfect agreement with perfect compliance won't work if there're too many flights.



Association Mailbag

Dear Association members:

I want to thank you for your support of our matching grant with the City of Seattle. The \$5000 grant will be used by our children to build four 10-foot sailboats, and a trailer to move them. Our students, many of whom are at-risk youth, will learn woodworking, boatbuilding,

teamwork, sailing and a greater appreciation for the fragile freshwater environment of Lake Union and Portage Bay.

The Center for Wooden Boats has contributed the design for the boat and will store the finished boats. In addition, they will teach related skills.

This is a win-win-win partnership. The students get an experience that will make them friends of Lake Union and Portage Bay for life, the Center increases its rental fleet and the Association has added recreational opportunities at a reduced price.

If you would like to volunteer to work with the students (grades 6 to 8), teach water safety, sailing, or help out in any way, please feel free to call me at the school, 281-6970. Once again, thank you all so much for supporting our grant.

—Ron Snyder, principal of Alternative School #1



Waterlog

by Sheri Lockwood

Finally, the tulips are up, the sun's out, the wildlife is getting positively x-rated, and the neighbors are out on the decks again. Rain soaked and algae coated docks don't encourage the sharing of news and adventures the way container gardening and carwashing do. (Don't know about you but I think the gossip is great, I can pass on the other two). Alas, by this time of year it's hard to catch fellow houseboaters by the phone. I know they are out there soaking up the rays or flea powdering the cats on their decks... but do you think I can catch them?? Well, persistence is my middle name. People have yelled across the docks, or walked across the dock with a portable phone to check out the gossip and share it with me—so we DO have some news to share this time...

WET BUT FLOATING

Bill and Susan Korbonits (2025 FV) welcomed home a new baby girl, Sarah, on January 12, 1990. They will be moving back on board in April or May when their remodeling is completed... Mary Sue and Dave Galvin, along with son Nick (2019 FV), are proud of their new baby girl and sister, Veronica Claire, born March 2, 1990, and weighing 8 lbs. 8 oz.

WELCOME ABOARD

Our docks welcome our new dockmates: Donna Zorn on 2235 and Charles and Elaine Magnussen on 2219 are welcomed to the Dox Coop on Fairview... on 2460 WL, Tom and Zimmie Edwards are building the house at the end of the dock... Linton and Janet Snapp are new docksters at 2035-37 FV and Judy Shaw in the Fairview Avenue Log Foundation. Stu and Anne Barker are new neighbors at Mallard Cove (2600 FV).

MUSICAL HOUSEBOATS

On Dox (2235 FV), Melanie Hester and Lee Lange sold their houseboat to dockmates John and Sally MacDonald who are now farther out on the dock. Lee and Melanie will

be greatly missed. He served as Dox Coop President and she had the prettiest deck garden around. On 2207 FV, Dan and Sharon Ranney moved from the middle all the way out to the end of their dock.

KNOTS TIED

Bill and Cecile Wicket invited fellow docksters to their wedding reception party on the dock March 18.

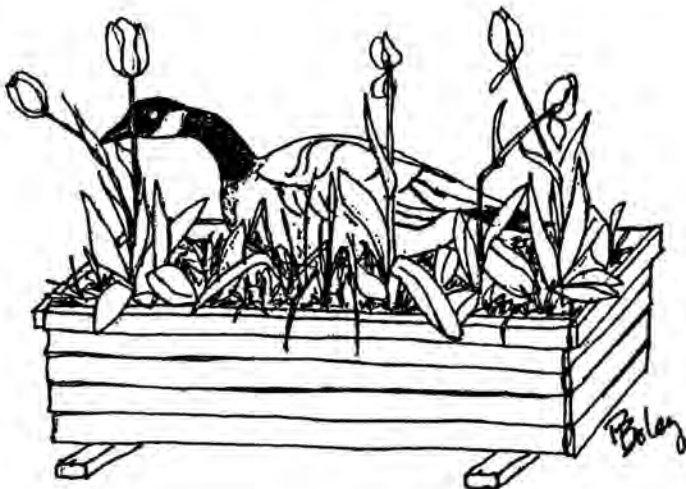
ANCHORS AWEIGH

Barb and Dave LeFebvre (2219 FV) spent time in Mexico... Butch Smith and Elise Ernst (2219 FV) got rained on in Hawaii (what is it about weekends and vacations)... Misha and Dillon Jackson (2219 FV) visited Palm Springs in March... Jean Butler (2339 FV) traveled to Oaxaca, Puerto Vallarta and Mexico City on a recent trip... Also south of the border in Mexico was Jeri Callahan (2331 FV) Florence Yerxa (2331 FV) is guiding her usual student seminar in Greece for Western Washington University... Tom Stockley (2331 FV) researched single malts in Scotland and the Isle of Skye in April (sounds like hard work, Tom)... Home for spring break was Jenny Hansen... Jewel Bergan-Brumbaugh AKA Julie Zylstra (2241 FV) has a daughter, Brooke, visiting home after fishing in Alaska. ("It's the hardest work I've ever done. Every time I see a fish I see dollar signs.") Jewel's Aunt Flo has moved aboard too. She's 98 years old so that may make her the oldest houseboater at present. In May, Jewel will attend her son Kurt's wedding in Santa Monica (seems like only yesterday he was keeping us all awake practicing his drums up in the garage by the recycling shed). He proposed to his wife-to-be during a sunset on Santa Monica pier so they've rented the carousel at the end of the pier for their wedding reception... besides all this and writing a book on her family history and planning a family reunion for 200 family members, Julie is, after 30 years of off-and-on-again attendance, finally going to graduate from the University of Washington this June. Congratulations Jewel, and for heavens sake, slow down. You're making me breathless... Jim Burks (2019 FV) and Leslie Rubicam (2025 FV) and friends skied Whistler for the weekend in February and Team Armadillo was revived for an invitational snow carving contest for Sno-Fest at Crystal Mountain in March. The 10'x7'x6' pile of snow got rained on the night before so a tips-crossed "armadillsnow" was mostly hacked out of the ice with an axe rather than carved in snow. Free lift tickets lightened the spirits of houseboat carvers Leslie

Rubicam (2025 FV) and Sheri Lockwood (2235 FV)... Susan Susor (Boat St.) spent a week in Houston, TX at the Operating Nurses Association Congress.... McNair Smith and Bill Babcock (2460 FV) are cruising the Pacific and just made the crossing from CA to the Marquesas in their boat "Begonia". . . on Mallard Cove (2600 FV), Bob and Evalie Berst went on an animal viewing safari in Kenya in early February... Pat Willard went to Tokyo and Seoul... Dorothy Henrickson toured Disneyland with her grandchildren in early April. Husband Al stayed home - he'd just returned from a winning trip to Las Vegas.

FLORA AND FAUNA

Tenas Chuck has geese nesting in planter boxes already (raccoons lurking, maybe a beaver)... so far, I'm hoping the duck who makes two nests a year in my herb garden has forgotten this year. I like to eat my herbs too... red-breasted mergansers and western grebes are frolicking around 2207 FV and little Lynn Street Park... Boat Street houseboaters have a pair of pied billed grebes building a nest near their dock... there were sketchy reports of a coyote sighting on Portage Bay Place last fall, the beaver and raccoon have been spotted again this spring... 2460 WL had an embankment landscaping work party on a sunny weekend in April. They planted Douglas fir, bushes and flowers and plan to "become the garden spot of the lake", they say... 2818 WL also added greenery to their embankment and Marilyn Perry is interested in knowing what used to be where their houseboats are moored. She's finding lots of old ceramic and glass along the shoreline. (It's up on the Westlake side by the Aurora Bridge... remember, or know?)



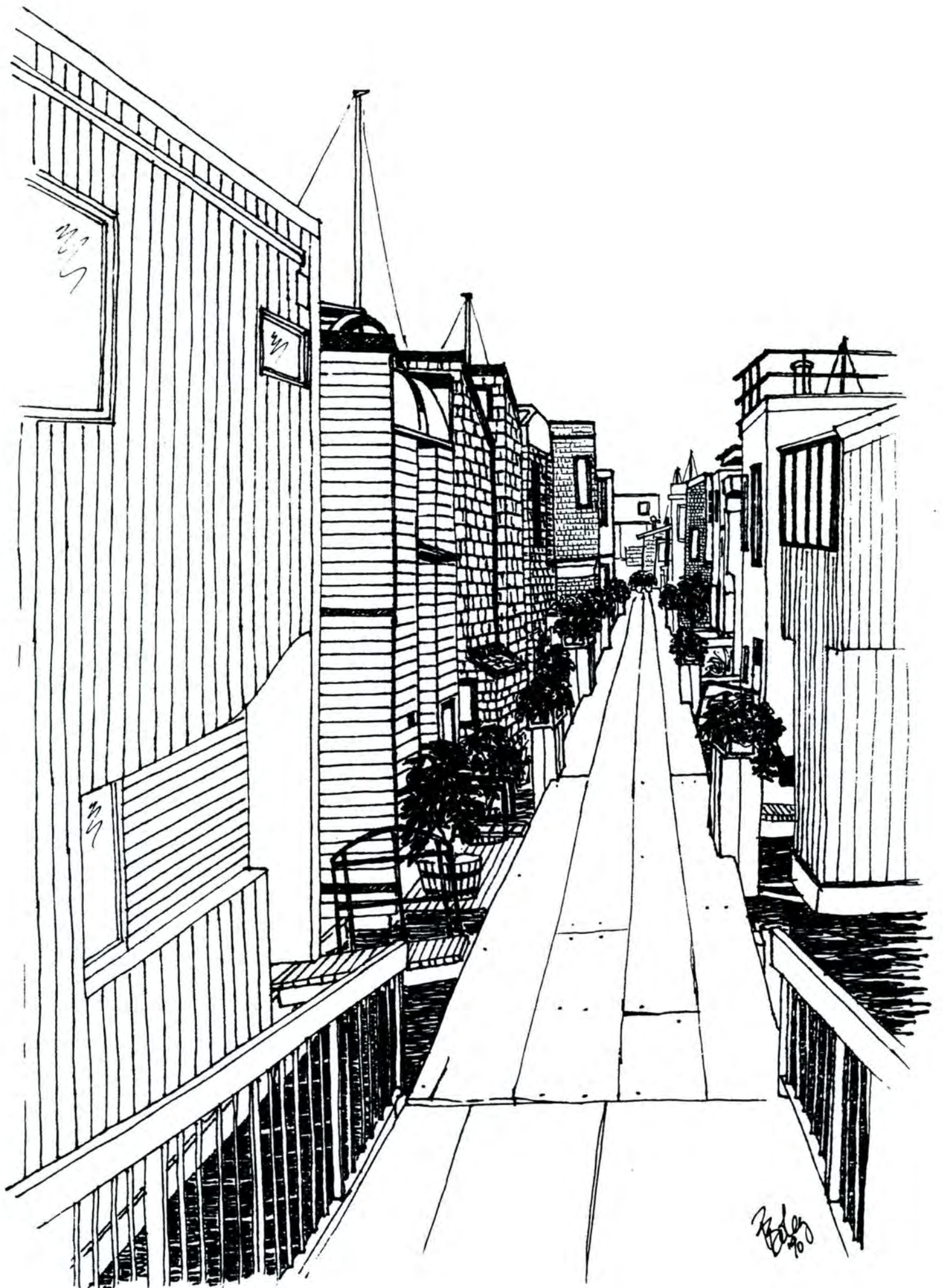
WHOLE LOT OF SHAKIN'

I've also been asking around and am eager to talk with anyone who knows firsthand how our houseboats survive earthquakes. I talked with one houseboat resident, Hazel Nigh, who weathered one and she said the house just sort of shivered but as she looked out the window at the water, little waves were popping all over the place. "It looked like little fish jumping all over the lake", she says. I've also been reassured that the ugly over-the-water condo near me probably will survive without collapsing and sending me up on the bank via a mini- tidal wave. For those of you who've seen that condo, I don't know if that's good or bad news.

FLOTSAM AND JETSAM

Mallard Cove had a progressive dinner for their dockmates on Valentine's Day. Hosts included — appetizers, Bob and Evalie Berst; salad, Lee Bourdeau and Barbara Smelter; main course, Kay and Theresa Jones; and dessert, Jim and Carol Gobel... Dox Coop had a Sunday Brunch in January hosted by Mike Myers and Carol Flagg... Karen Evenden (2460 WL) is opening a new kitchen store, the "Galley Slave" (what a great name!), at Chandler's Cove in May... Cathy Major (2460 WL) is the new director of sales for the "only winning Seattle sports franchise" the Seattle T-Birds... after 15 years of fighting the city, 2818 Westlake has finally gotten a deed of trust and formed a little condo of 3 houseboats and one "upland house". Congratulations on your victory and most of all for your RESOLVE... a car was stolen from 2460 WL (it was returned) and there was an attempt to steal a car on 2219 FV. Car seats and a radio were taken from two cars in the lot in front of 2331-39 FV. The villains are still out there even though the police have increased their patrols. Report anything suspicious — the squeaky wheel gets the police protection — and don't leave anything you don't want stolen in your car.

That seems to wrap up this edition of the WATERLOG. I love receiving tips and items about parties, celebrations, offbeat adventures, career changes, bird-sightings, babies, marriages, new neighbors, houseboat history or nostalgia... all that. Please call me when there's news from your dock. My number is 322-4536. I do like armadillos, but I'm friendly, ask anyone. Good luck trying to sleep through the territorial battles of the nesting honkers... Aughhhh! (we love it!)





FLOATING HOMES ASSOCIATION

28TH ANNUAL GENERAL MEMBERSHIP MEETING

Thursday, May 3, 1990 7:30 PM

Tyee Yacht Club
3229 Fairview Avenue East
(new location!)

Fun! Information! Refreshments!

The debate for a Condo Conversion amendment to the Equity Ordinance, and a Seaplanes Ban top the agenda this year. Hear updates on the State Leased Lands Project and the fall Tour of Homes. Elect some officers, buttonhole some politicians, and mix with fellow houseboaters. It's going to be another great meeting!

Be there!



Seattle

Houseboats

Lake Union — Portage Bay



Photo by Keith M. Lockwood

QUIET DESCENDS WITH THE FRESHLY FALLEN SNOW

The 480 houseboats of Lake Union and Portage Bay form a unique community. There is a sense of tranquility that comes with the ever-present, yet imperceptible rocking of the homes, as if they were cradles. The water reflects the beauty of the heavens and the city lights, dancing in a ballet of peace.



SUNSET BURSTS THROUGH THE AURORA BRIDGE



A WESTLAKE DOCK ASSUMES AN ORIENTAL AURA AT NIGHT

PHOTOGRAPHY
BY PHIL WEBBER



A FAMILY PICNICS IN THEIR "YARD"
AT PORTAGE BAY



HEADING OUT FOR A CRUISE
FROM FAIRVIEW AVE.



A PEACEFUL CHANNEL BETWEEN HOMES

Seattle

Houseboats

Lake Union — Portage Bay



FLOATING HOMES NESTLED IN PORTAGE BAY

Seattle's Houseboat community is as rich in its history as it is diverse in its character. While its members come from all walks of life, they share a devotion to this special kind of existence.

[On the Cover: Sunrise at Westlake; view of Lake Union and Downtown Seattle from Gasworks Park.]

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TENDING TO A FLOATING GARDEN



A FAMILY RELAXES IN THEIR LIVING ROOM

Every houseboat is graced with the personal touch of its inhabitants, making each unique while contributing to the ambiance of the entire community. For one, a polished fire extinguisher becomes a charming planter spewing flowers; at another a customized stained glass window emotes a feeling of reverence.



WHERE THERE ARE HOUSEBOATS,
THERE ARE CATS SUNNING THEMSELVES.





GEESE TAKE A GANDER AT LAKE UNION



THE PERSONAL TOUCH: SURF AND TURF

Many houseboaters also own sailing vessels, and they come out in force for the "Duck Dodge" races on Lake Union. This event — Tuesday evenings during the summer — has been a staple of life for more than a decade.



SAILS GRAB THE WIND IN THE "DUCK DODGE"