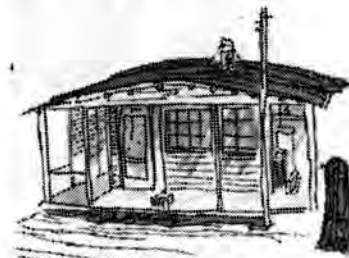
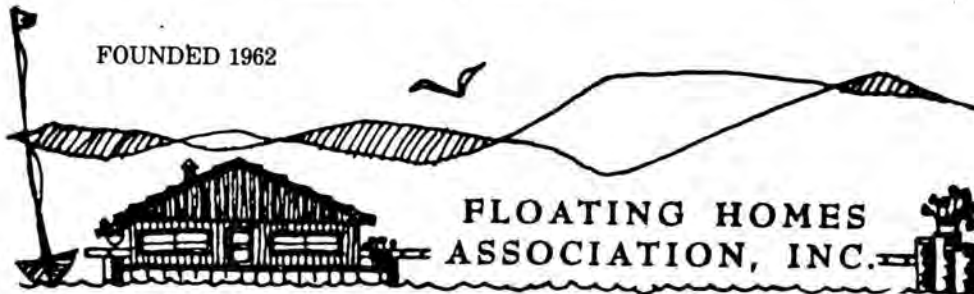
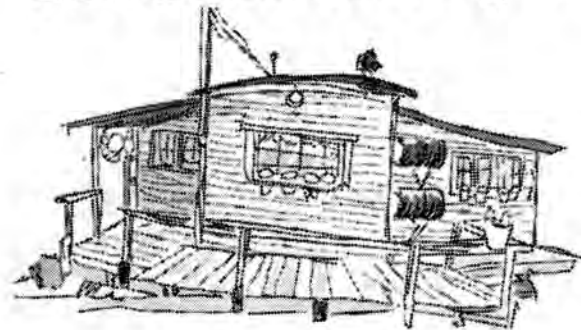


Traditional Houseboats An Endangered Species; See Statement Pg. 5



2329 Fairview East

Seattle, Washington 98102

Phones: 325-1132 or 329-1517

NUMBER 77

Newsletter

JULY-AUGUST, 1978

Jeffrey Moorage Residents Protest 4th Rate Hike

Notified of the fourth moorage increase in two years all the houseboat residents at the moorage owned by W. Gordon Jeffrey, 2031 Fairview Ave. E., have a petition for a "Fact-Finder" under the Equity Ordinance enacted last December by a unanimous vote of the City Council. The Fact-Finder will be selected from a list supplied by the American Arbitration Association.

Jeffrey has a \$10.00 differential between houseboats located on his privately owned property and submerged land leased from the State of Washington. In two years the increases would be from \$106.00 to \$157.10 and from \$116.00 to \$168.22.

In making the increase Jeffrey anticipated residential housing costs for the remainder of the year. The notice said "The consumer index for residential rents from August to February is 5.6% which is 11.2% per year." Last fall, however, he boosted moorages \$20 and \$25 a month because "we are involved in a legal battle over a so-called 'Equity Ordinance' which has necessitated the hiring of additional attorneys."

Besides the 14 unit moorage at 2031 Jeffrey runs the 30-unit installation at 2219-35 Fairview E. He is a one-third owner of the 52-unit Freeman-Gibson-Jeffrey moorage at 2017-19-25 Fairview. In recent months he has been trying to buy up other houseboat moorage property.

Can You See The Lake?



The traditional amenity of a view corridor to the Lake is absent at the Jeffrey moorage, 2031 Fairview E. The Jeffrey houseboat, largest on the Lake, straddles the dock. This is no longer permitted by the City Code. (Jonathan Ezekiel photo.)

State "Equity Ordinance" Filed Pg. 4

The Story of Portage-At-Bay Pg.2

20 Moorages 100% in Membership Pg. 4

Portage-At-Bay — The Story of A Co-operative

By Gary Oman

While *Portage-At-Bay*, at 1214 E. Hamlin (the southernmost moorage on Portage Bay) was not the first cooperative floating home community in Seattle, it is unique in that from its inception ten years ago, it has seemed destined to become a cooperatively owned development. The Copeland brothers, Grant and Gerry, purchased the property in the mid 1960's. Grant, while working on his masters thesis under Richard Haig of the U of W College of Architecture and Urban Planning, designed and built the dock with its various support systems. Afterwards Gerry, then a recent U of W architect graduate, designed about half of the present eleven houseboats. The remainder were designed by various other Seattle architects.

The project was challenged from the beginning, as nothing like it had been attempted before. There was open hostility from some shoreside folk and the staid city bureaucracy was somewhat negative and antagonistic. Another initial problem was financing the construction of new, individualistic floating homes. After a frustrating year of polite but negative response from the Seattle banking community, Grant finally convinced a loan officer of Old National (now Northwest Bank) of the worth of the project and was able to obtain financing for his personal houseboat.

This opened the door a crack and some of the rest of us were also able to squeeze in. As a result of both local and national publicity the purse strings of the local banking establishments were loosened up to the point that several banks began lending money for houseboat construction and remodeling. The Copeland brothers, however, never really planned on retaining ownership of their moorage. Once the challenge had been met they began looking to other projects. As a result, about three years later they offered to sell the property to us collectively. However, the time was wrong and their approach somewhat inequitable, the result of which was that it was sold to an outside third party. Fortunately for us the new owners, Warren and Barbara Chapman, were sympathetic with our desire to own our moorage and about three years later we made them an attractive offer which they accepted. In order to swing the deal we had to come up with at least 50% cash, which collectively we were able to do. The balance involved two contracts on the property. I must add that one of our members, attorney Wally Fiore, was instrumental and indeed invaluable, in negotiating with the Chapmans, drawing up the contract agreement, lease agreements, cooperation by-laws, etc.

In September of 1973 we formed our cooperative corporation, elected officers (who also constitute the Board of Trustees), issued eleven shares of stock per shareholder, drew up corporate by-laws, and adopted our new official name of **The Dock Society**. Our current officers are: President, **Gary Oman**; Vice President, **Wally Fiore**, and Secretary-Treasurer, **Jack Alhadeff**. The other Dock Society members are **Bud & Mary Jean Bushnell**; **George & Jane Engfer**; **Bill & Dee Goodfellow**; **Elwood Jones**; **Jim & Nancy Lagerquist**; **Katherine Malone**; **Linda Oman**; **Rick & Polly Pratt**; and **Rich Robertson**. With one exception all the shareholders are residents. We have one business meeting yearly where we elect officers, discuss our maintenance program, consider future improvement projects and any needed moorage rate increase.

We soon discovered, however, that every rose has its thorn. One problem that we had been struggling with is that of maintenance, of the dock, sewer/pump systems, etc. Our approach until recently was quite haphazard, with no one individual really assuming responsibility. At our meeting last fall we decided to make the position of Vice President the Dock Manager, responsible for maintenance and operation of the facilities. This is the only paid position, remuneration equivalent to the monthly moorage fee. To assist the Dock Manager we have two general work parties a year (fall and spring) where everyone lends a hand.

Another problem we encountered soon after purchasing the property was that one of our original residents alienated himself



Two of the officers of the Portage-At-Bay Co-Up are shown above. On the left: Gary Oman, president, and Wally Fiore, vice president and dock manager. Jack Alhadeff is secretary-treasurer. (Jonathan Ezekiel photo.)

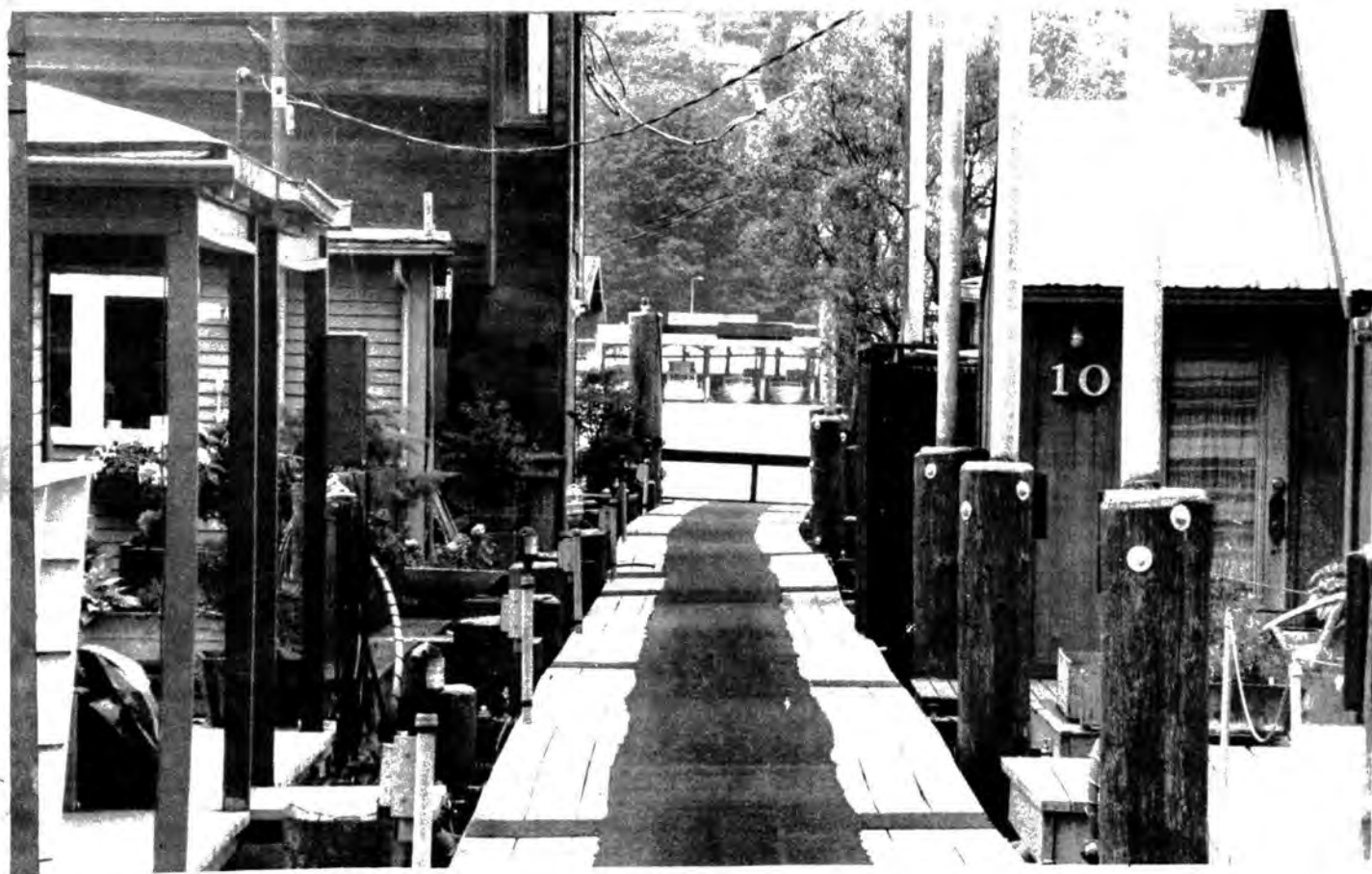
TERRY PETTUS OFF FOR ENGLAND: Administrative Secretary Terry Pettus leaves for England in mid-July and will return September 1. He has enrolled at the University of London for a course on "The Great Ages of London," tracing the development of the City from Roman to modern times. His phone, 329-1517, will be out of service during that time.

HISTORIC SAN MATEO NEEDS HELP: Volunteers to help in the restoration of the *San Mateo*, last of the steam ferries, are needed this summer by Historic Seattle, owners of the vessel. The *San Mateo* is moored at the south end of Lake Union. Those who can work on a variety of tasks are urged to call 622-6952.

from the group. Without going into details, what evolved was that this individual decided to withdraw socially from the rest of us because he was unable to compromise his ideas and abide by the otherwise unanimous group feelings. As a result neither he nor his wife attend our annual business meetings, work parties or social functions. I suppose when you expect eleven families to agree on policy, you are going to find someone who really isn't suited to a cooperative-type lifestyle.

Anyway we have been able to function for nearly five years and through a cooperative ownership have guaranteed our physical and economic future as well as our peace of mind. We all feel that purchase of the property has been an excellent investment and has substantially increased the value and desirability of our floating homes. We feel very fortunate to be where we are, and hopefully the *Lake Investment Fund* will be able to provide the encouragement and the impetus enabling other houseboaters to collectively purchase and cooperatively own their own moorage.

For Houseboats: A Lake View Makes A Difference



Only two houseboat moorages are lacking in the traditional view corridor. Both are owned by W. Gordon Jeffrey. Above is his moorage at 2219 Fairview E. The present owner is not responsible

for the view-blocker. It was in place when purchased by Jeffrey. Below is the view down the dock at the adjacent Flo Villa Co-Op. You can even see the boats go by. (Photos by Jonathan Ezekiel.)

Reflections on the lake!

"So You Want to Live on a Houseboat?"

I moved aboard a houseboat on Portage Bay four and a half satisfying years ago. Like many houseboaters this was my first experience in living afloat. It had been a longtime childhood dream, a vague plan to follow the animals of Kenneth Graham's *The Wind in the Willows* into a life of freedom, ease, and close relationships with water, sky, and adventure.

I had an immediate awakening from this idyllic image. I moved in on December 27, 1973, a cold and slippery day. My neighbors were mostly away and those who I saw on the dock scurried by, anxious to reach their homes and the warmth of their fireplaces. My pipes had frozen, and there was no water. The telephone company wanted a large deposit to insure that I would not cast off and float away with their precious telephone. Moving furniture into a houseboat along an icy dock presents certain problems which a novice houseboater does not foresee. A box of attractive china plates accidentally descended to the depths of Portage Bay, to the undoubted delight of the crayfish and the unsuspecting friend, who was helping me, executed a graceful arabesque with the headboard of my bed.

The next few days brought several surprises. My boxes of books, stacked neatly in one corner of the living room, caused the boat to settle gently askew. The pump to the plumbing system activated itself at surprising moments, awakening me from my sleep or causing the bathtub to jitterbug under my feet. Cupboard doors would not close, forcing me to organize my foodstuffs in tidy rows. My new kitten, observing an open door, dashed out across four feet of deck and slobbered into the cold water with a surprising squeal. Convincing her to crawl along the log to the end of the houseboat was a long and challenging process.

Gradually over the years I have learned much about houseboat life and have acquired the basic and practical information and skills necessary for comfortable houseboat living. Like many of us I had to glean this information from many informal sources; the Pettus/Wagner Network, the Dan Brackett Advise-and-Help Service, the Neighborly Aid Society as well as calling my way through the yellow pages of the telephone book and wandering up and down docks to see what other houseboaters had done to solve their problems.

The informal process of acquiring information works as long as you do not have an emergency. But one morning, after flushing my toilet and retreating to the kitchen for a cup of badly-needed coffee, I heard a peculiar sound. I tottered sleepily to the bathroom to discover my toilet having an acute attack of intestinal flu, spewing a horrid mess all over my nice blue carpet. I panicked and turned off knobs, threw down newsprint, turned off the water at dockside and desperately began telephoning all my important Sources of Vital Information. Well . . . you've guessed it, no one was answering their phone. Neighbors were gone — a cautious experiment with restoring water and flushing action confirmed the illness — my toilet and pump were not working together. I gulped my coffee, got dressed and retreated to a nice, warm, comfortable bathroom ashore.

Fortunately, later that day I did reach John Southern who calmly asked me a series of sensible questions, giving me comfort and hope and assuring me he would be over within the hour. He was, and he quickly determined that the problem was not the pump and not the toilet but the electricity. I then spent about two hours with John, learning more about houseboat electrical systems and pumping problems than I had ever expected to know. He diagnosed and fixed the problem — a faulty fuse — urged me to study up on electricity and plumbing, shared a pot of tea, and went on his way — a warm and comfortable approach to solving problems.

As a result of this experience I began to make lists of all I needed to know about living aboard an elderly and cantankerous houseboat. Gradually I decided that these lists and information might be helpful to others in my ignorant condition and so I am beginning to put them into more readable form. I hope to produce a book with the help of many of you which will provide a practical guide to

Seeks State "Equity" Law.



A bill to enact the City's "Equity Ordinance" protecting floating homes has been pre-filed in the State Legislature by Representative Bill Burns (Democrat, 43rd District). Unless a special session is called, the measure will be before the State Legislature in January, 1979.

Reach Membership Goal; 20 Docks On Honor Roll.

The most successful membership drive in the 16-year history of the Association was concluded July 1 under the leadership of Organizational Director Jack MacIntyre. Not only was the goal of 100 new members achieved (101 were obtained) but the end of the drive saw twenty moorages on the Honor Roll with 100% of the residents displaying the Association decal.

The sizeable goal was suggested by Jack on March 1 and some were skeptical but with the organized help of more than a score of assistants on the various moorages the one hundred mark was reached with a week to spare. During the campaign Jack and his helpers spent one evening a week on systematic door-to-door calls with a follow-up on other evenings. When asked the secret of getting houseboaters to join, Jack responded quickly, "Ask them." Those actively participating in the drive are: Dixie Pintler, Julie North, Todd Warmington, Dick Wagner, Ellen Hansen, Ann LeVasseur, Greg Smith, Roger Johnson, Lisa Corker, Larry Clifton, Myrna Cordova, Barbara Nelson, Terry Pettus, Susan Drum, Mr. & Mrs. R. A. Batchelder, Martha Rubicam, Gene & Elizabeth

houseboating for those of who live afloat and for the many who are considering adopting our way of life. If you have suggestions, ideas or comments on some aspect of houseboating jot them down and send them with your name, address and phone number to me, **Connie Jump, 2818 Boyer E. No. 3, Seattle 98102**. I look forward to hearing from many of you on this project.

(A helpful hint on houseboating would fill a real need. We will forward suggestions sent to the Association. To stimulate interest, what do you think about a regular department in the Newsletter for exchange of information?)

Site Over-Building Is Threat To Environment

(An Executive Committee Statement)

How fortunate it is that Victor Steinbrueck sketched our "historic community" many years ago. With a loving eye and skilled hand he preserved for all time the funky but appealing "architectural" styles of our traditional houseboats.

How fortunate it is that these vivid impressions have been preserved in Steinbrueck's magisterial "Seattle Cityscape" published by the University of Washington Press in 1962. If Steinbrueck were sketching our community today, he would find that the once common traditional houseboat is rapidly becoming an endangered species. Indeed, as a neighbor and friend, Steinbrueck is one of a growing number lamenting the destruction of a unique community that added so much to the diversity of our city.

In our own ranks there is a growing and increasingly vocal concern and frustration over what we have been doing to ourselves at so many of our older moorages since we won the "battle for survival" more than ten years ago. We have become entangled in a distressing contradiction — **how to reconcile the building of ever larger floating homes and at the same time keep our cherished diversity and respect the rights of neighbors to light and air and even a peek at the lake.**

Much time has been spent in recent years in trying to work out formulae to reconcile what seems to be irreconcilable. (See **Mail Bag** in this issue.) We can expect these efforts to intensify during the coming months as we participate in the examination of the Seattle Shoreline Master Program and the many proposed amendments which must be considered by the Planning Commission and the City Council before submission to the State Department of Ecology for its approval.

Among the many changes is a proposal from some City departments that the height for floating homes be reduced to 14 feet. This will, as it should, focus our attention on the essence of the problem — **we have been overbuilding on sub-standard or non-conforming moorage sites. For reasons both laudable (more living room) and not so laudable (more bucks) we have been doing what would not be permitted elsewhere without going through the variance procedure.**

Since 1957 the Zoning Code has required that each houseboat moorage site contain at least 2000 square feet (5000 sq. feet is the minimum ashore). Our older moorages are exempt from that provision — they are grandfathered. But they are also non-conforming and legally come under the Non-Conforming



Johnson, Philip Keightley, Tom Susor and Beverly Anderson.

Moorages on the Honor Roll are: (Kerr) 3130 Portage Bay Pl. E.; (Freeman) 2764-66 Westlake N.; (2460 Co-op) 2460 Westlake Ave. N.; (Tenas Chuck) 2331 Fairview E.; (Flo Villa Co-op) 2207 Fairview E.; (Tenas Chuck) 2339 Fairview E.; (Jeffrey) 2031 Fairview E.; (Granat) 2201 Fairview E.; 2420 Westlake Ave. N.; (McInnes) 1212-1213 E. Shelby; (Fischer) 3104 Portage Bay Pl. E.; (University) 1409 N.E. Boat St.; (Brackett) 2818 E. Boyer; (Houseboat Harbor Co-op) 3110 Portage Bay Pl. E.; (Johnson-Gaines-Minault Co-op) 3226 Portage Bay Pl. E.; (Farrell) 3254-60 Portage Bay Pl. E.; (Wagner) 2770 Westlake N.; (Wandesforde) 2035-37 Fairview E.; (City) 2812-14 Westlake N.; (Depeyster) 2464-66 Westlake N.

Since the last report new members are: Dianne Amick, Shirley Bourdeau, Joe H. Duncan, H. Wayne Hempel, Walter A. Deebach, Jess N. Folsom, C. Ronald & Elizabeth Steward, Mike Sewell, Don Mackaness, Ti Locke & Beth Alin, Houseboat Exchange, Nancy J. Cox, Porter & Sadie Loomis, Michael Roberts, Carole B. Galano, Tracy B. Madele, Jan Gelzer, Nark Clark & Blake Petzoldt, Allen M. Sullivan, Tim Todd & Gene Ancout, Robert J. Bartleson, Jack C. Boileau, Carole K. Beck, LeRoy H. Lange, Kurt & Patricia Kruse, Debra Boyer & George Yeannakis.

Protest Police Cuts



Attitudes towards our Lake community never remain static. As far as certain sectors in City Hall are concerned we are making a form of "progress." We have progressed from a policy of benign neglect to malign neglect. Nothing else describes a decision to put our community on the expendable list in so far as normal police protection is concerned.

Two years ago the Harbor Patrol had a complement of 36 officers. Hardly an overwhelming force to cover all the inland waters from the Ballard Locks, the Ship Canal, Lake Union and that large hunk of Lake Washington within the Seattle city limits. Hardly an overwhelming force to enforce the city's Harbor Code and to offer some protection and control over the heavy boat traffic in these waters, to say nothing about the millions in industrial, commercial, and residential properties along the shore. The only effective police protection is from the water. The Harbor Police craft are the "beat policemen" in our water community.

Now the Harbor Police have been reduced to 18 officers. Consider, 18 officers to provide police protection three shifts a day, seven days a week. Only the water-borne thieves find this acceptable. All sections of the community have protested to the executive department to no avail. Now it is turning to the City Council for a redress of this most sorry grievance.

Sam Smith, chairman of the Council's Public Safety & Justice Committee, has expressed concern about our plight. We ask that you express your concern to him (and any other members of the Council you may wish to contact) by writing to the Municipal Bldg., Seattle 98104. You can leave a message for Councilman Smith by phoning his office, 625-2455.



Ordinance which prohibits enlargement and restricts the amount of re-modeling. To get into conformity with the 2000 square feet provision would mean the elimination of scores of our houseboats. Where would they go? The strict application of the Non-Conforming Ordinance is equally unacceptable. **These are the facts, harsh as they may seem to some, that must be faced as we enter into the discussion of the 14 foot proposal.**

The 14 foot proposal is but one of many proposed changes in the Shoreline Master Program to which we must give serious attention. All will be dealt with in greater detail in future issues.

- Prohibit the construction of apartments, condominiums and other non water-needing structures in the shoreline area.
- Restrict the height of water-needing, over-water structures to 25 feet.
- Eliminate the provision whereby the Director of the Department may permit heights of up to 55 feet.
- Make all future float plane installations a conditional use.

As the review gets under way there may be others. While we are entering the usual summer lull, September will find the process getting into high gear when public hearings will probably begin before the Planning Commission.

Association Mail Bag

ALTERNATIVE TO 14-FOOT LIMIT . . .

To the Association:

A proposal by certain City Departments that the height of houseboats be restricted to 14 feet (from water level) is among the many suggestions for changes in the Seattle Shoreline Master Program. This proposal is now in the administrative hopper which will eventually come before the Planning Commission and the City Council. Those who may be disturbed by the fact that there has been little, if any, community involvement in this restriction please contact Pete Erickson at 324-5222. I am working alone and can use some assistance.

Fact. The outright 16-foot height limit has failed to cure us of vertical facades which deprive dock and neighbors of sunlight and open sky. The underlying intent of the 16-foot limit was to prohibit two-story houseboats while allowing room for creative shape in the structure. Fortunately for some, unfortunately for others, there were loopholes in the Code whereby two-story structures are feasible.

What can we do about this problem? The flat-out lowering of the height limit was the faulty solution for bad design at 21 feet and is offered again as a bad solution for bad design at 16 feet.

Question: Is the community at large aware of the ramifications of a 14-foot height limit? The average one-level houseboat has between 500 and 600 square feet of living space. It is worth noting that the City Code minimum for a standard apartment on land in the R-Zone is 800 square feet. Houseboats are private homes, not apartments in a building which centrally provides storage, washing-drying facilities, etc.

Two-story houseboats may be legally prohibited but I would venture a guess, based on houseboat history, that human nature under cramped conditions will find a way to bootlegging the "sleeping loft." (To fit a sleeping loft under the 14-foot limit necessitates 100% space use — that translates into boxes.) These minor illegalities, i.e., sleeping lofts, have occurred and will continue to occur, not so much because houseboaters are contrary by nature, but rather because it's disconcerting to have your bathroom or your kitchen in your bedroom, or, to exaggerate, everything in one room. It's charming while young or single but novelty fades rapidly with time.

With the 14-foot limit, when the charms of cramped quarters fade, the alternatives are clear . . . join the landlubbers, leave the lake and our very unique community, or inherit a sizeable fortune to buy a larger houseboat. There is, however, a compromise alternative which I proposed two years ago as a part of the 16-foot limit when it dropped from 21 feet.

These provisions would apply to remodeling in non-conforming moorages with measurements from the water level. The height limit to remain at 16 feet with the following set-back requirements:

A. 30% of the dock-wall to channel wall distance be required as a minimum set-back from the dockside first floor. For example, a houseboat 30 feet long whose dockside wall is four feet from the dock would require that the second floor be set back 13 feet from the dock.

B. A 30% total sum side wall set-back. Minimum set-back to be two feet. For example, a houseboat 24 feet wide would have to set-back side walls a sum total of seven feet.

C. Create an ordinance which would legalize minimum main level ceiling heights of seven feet, as is the existing standard for the older houseboats. Allow second level sleeping loft areas a minimum of six feet, eight inches ceiling height.

D. No first level wall be permitted to rise more than nine feet, six inches before undergoing set-back requirements.

E. To complement set-back provisions, develop a roof pitch slope provision which would accommodate a slope roof approach to remodeling. For example: Base wall nine feet, six inches above water which is the older houseboat standard, with roof pitch rising from wall (with overhang) to the peak at 16 feet.

F. The most critical element of construction regulation would be

the formation of a Houseboat Planning Review. This Board would make rulings based on feedback from the specific dock of the project under consideration. The community review board should be responsive to the particular project and dock in question and should not be a governing body with an assumed one-story or two-story mandate. Such a review board could then be immediately responsive on issues concerning impact in neighbors, site integration, variance requests, etc. I consider this the most important step to any further development within the colony regardless of height limit.

Much refinement is needed but here is a start for a compromise alternative which will leave our community more flexibility with regards to loft space and more potential for creative shape and design of the structure. Try shaping 14 feet after subtracting at least two feet for float, floor and ceiling depth.

I love our colony and have been a resident since 1969. I design, remodel an appraise both one- and two-story houseboats so, yes, I have a vested interest. I have never made more than \$5,000 a year for actual work and services provided within our colony, so I am difficult to classify. I don't like and am on record opposing unbroken, vertical facades for our docks and am anxious to see this change. I do, however, strongly object to the 14-foot dictate that was not the product of community involvement and discussion.
Pete Erickson.

(The Association was notified in mid-May of the City's 14-foot proposal. It was discussed at the Executive Committee meetings on May 24 and June 14. Pete Erickson was invited to participate and did so at both meetings. The motion accepting the Executive Committee report (see elsewhere in this issue) was adopted with Greg Smith opposed. Revision of the Shoreline Master Program has just begun. It will go to the Planning Commission for public hearings probably in September. The City Council is expected to get it for more hearings probably in November.)

LIKES 14-FOOT HEIGHT PROPOSAL . . .

To the Association:

This is why I think the City's proposal for a 14-foot height limit on houseboats is needed and should be supported. The crux of the issue is a paradox: houseboat living embodies more than anything else the value of individualism, yet the very nature of houseboats and houseboat living is inseparable from the existence of a community which transcends individual interests. The paradox is not unique to floating home living; the mediation of individual and community interests has always been a profoundly important theme in American life.

Most of us value living in houseboats because, with relatively little money, we can be in touch with beauty and express our own uniqueness through our homes. If all houseboats looked the same, few of us would want to live here. If the sunlight and air we enjoy on our decks were cut off, most of us would feel the loss.

Most of us, at the same time, would rather not starve. We are living in an inflation that erodes our income and threatens the economic well-being of many of us. Nowhere is the inflationary impact more extreme in Seattle than in housing. As housing costs explode the opportunity to make a lot of money fast (even if it is more and more play money) is great in real estate; that is for those who can afford to play the real estate game at all. Houseboats, until recently, were comparatively inexpensive and even now a lot cheaper than real estate and offer a field of investment and speculation to people becoming ever more enmeshed in the pervasive psychology of inflation. The one thing that many traditional houseboats lack is square footage comparable to that of landed homes. The easy solution to that problem is to "build up."

If you live in a college dorm or an apartment you can usually do what you want with your interior decor (barring destruction) but you can't have jam sessions or boxing matches or whatever at three a.m. if it keeps the sharers of your close environment from sleep-



Tracing the "roots" of one's older houseboat is a popular and often frustrating activity. Not so for Ken and Clara Kennedy, whose vintage houseboat is sketched above by Jim Wandesforde. It was the "Hostess House" at the Alaska-Yukon-Pacific Exhibition

on the campus of the University of Washington in 1909. It was moved to the lake and placed on a log raft. The venerable structure is now undergoing loving restoration.

ing. In other words, the common needs of the community require an enforceable minimum of respect for the integrity of the lives of others in the community. If at times this infringes upon the rights of self-expression, such as enjoying jazz or pugilism, or the right to "pursue happiness," the greater good is such that the individual interests legitimately must defer.

That is the issue with height restrictions. Houseboaters live at extremely close quarters. We do not each enjoy a thousand neighborless acres or for that matter what would be a "legal lot" ashore. It is true that by choosing to live in close quarters we consciously give up the advantages of wide open spaces. But we also accept community responsibility inherent in close-quarters living.

To my mind the construction of two-story houseboats (which continue to be built by various circumventions of the current legal height limits), whether it represents the "pure" ideal of self-expression or the earthier goals of speculation and profiteering, it is an imposition on the rights of other houseboaters to light and air and results in the destruction of the environment we all share. The right to do one's thing, or to make money, is a cherished thing, not to be discarded lightly. But it is not absolute. I say, if you choose to live in a houseboat, accept the fundamental realities of life and "do your own thing" within them. If the pursuit of happiness impels people to impose upon the lives of their community-mates in the way that profiteering high-rise houseboats do, then the community interest necessitates the restriction of individual license. All societies face these problems. In our society, such problems are resolved through law. The purpose of this is not only to restrict but to protect. A legal restriction on houseboat construction over fourteen feet is necessary to protect the larger interests of the community.
Robert Kapp.

FLOATING HOME RESIDENTS INVITED . . .

To the Association:

On November 16, 1977, the membership of the Portage Bay/Roanoke Park Community Council extended the geographic boundary of its service area to include the floating homes on Portage Bay from East Martin St. to the Queen City Yacht Club. I would appreciate it if you would include a notice of this in the next issue of your Association's Newsletter and urge residents in this area to participate in the Community Council.

Any adult resident of the area may become a voting member of

the Community Council upon payment of the \$3 annual dues. The next general membership meeting will be held at St. Patrick's Hall, October 4, 1978 at 7:30 p.m. Thank you very much for your assistance. Our two organizations have several issues of mutual concern upon which we should work together. **Gregory C. Collins**, president, Portage Bay/Roanoke Park Community Council, 900 E. Shelby St., Seattle 98102.

FOLK SINGER PETE SEEGER WRITES . . .

To the Association:

Dear Terry: I, too, am balding and gray now. I just read Howard Droker's *Seattle's Unsinkable Houseboats* and wonder if there is a more concise account (say a couple of hundred words) that we could print in our Newsletter, *Clearwater Navigator*? I think our two groups could learn from each other. All of the best, as ever:



(For years Pete has contributed his time and talent to ending the pollution of the historic Hudson River. The organization is CLEARWATER, 112 Market St., Poughkeepsie, New York 12601. One of its major activities is to cruise the river with a replica of a traditional Hudson River sloop. It has recently added another vessel, the 32-foot ferry sloop "Woody Guthrie.")

To the Association:

John Southern's passing is still a shock to us. There are so many things around here that bring him to mind. We have lost a very dear friend and will miss him greatly. Enclosed is a contribution as a memorial to this wonderful friend of us all. **Leonard & Marie Johnston, June & Norton Fauchald.**

To the Association:

Enclosed you will find my check for membership in the Association. Thank you for the copy of the newly approved Ordinance concerning houseboat protection. The Association's efforts and contributions towards preserving the houseboat community has been inspiring. I would like to contribute to the fight and cause.

Garry Chinn.

quarters 2 stories with ground level etc. w/ 4' protected.

"Remove The Reef" Seattle Argus Urges

The Spring Cleaning of Seattle, a metaphysical event which manifests itself in periodic neighborhood redevelopment projects, has left some dust balls on its last sweep through town.

A few have been formed in those stretches of the Regrade, Cascade area which circle out from the downtown core towards the Seattle Center.

But most seem to cluster around the shores of Lake Union in an indescribable ring of rusting ships, semi-chic restaurants, boat yards, junk piles, houseboats, a sterile and embarrassing excuse for a park and finally Roanoke Reef, which has become a symbol for all that can go wrong with urban planning.

The U.S. Naval reserve facility, which with its shore-bound mariners needs to be on Lake Union about as much as Broadway needs another restaurant, seems to have a hammer lock on the south end of the lake. At least it keeps its lawns trimmed.

But the Roanoke Reef, a corroding sculpture of concrete and steel reinforcing rods, offers no such mitigations. The huge platform, which was once intended to support 120 condominium units, is now in the seventh year of its visual plague on the lake's eastern shore.

A plan, which would vie with the Space Needle's 600-foot level restaurant as the worst idea in town, was advanced to construct a 46-slip marina around the edges of the Roanoke Reef platform.

This elicited the predictable outcry from the Floating Homes Association and the Eastlake Community Council, and augmented by a lawsuit against the developers, Roanoke Reef Associates, to squelch the marina.

The two groups held a modest fund-raiser at Horatio's Sunday to pay for some of the legal costs. But whatever the take, it wouldn't even register on the mega-buck scales that have measured Reef action over the years. (At one point Roanoke Reef Associates collected \$2.8 million from the City because the Building Department had, by court judgment, issued an illegal permit.)

Even if the marina plan is sunk, there will always be other hare-brained schemes for the platform as long as it stands. The Department of Community Development is now undertaking another study — this tabbed at \$15,000 to investigate possible alternative uses for Roanoke Reef's half-born baby.

We side with the houseboaters and the community council

Legal Fund Report

Contributions directed at the legal costs of the Roanoke Reef fight and in memory of John Southern have brought the total in the Legal & Improvement Fund to \$1,371.38. This does not include \$387.50 in ticket sales to the "Sink the Reef" Party June 11, co-sponsored by the Eastlake Community Council. Contributors since the last report in the May-June Newsletter are: Mary Hooper Warner, Shirley Lashua, John W. Pursell, Jeanette Day, Stephen & Mary Catherine Dunphy, Alan & Patricia Hunt, Terry & Jean Scott, Richard T. Patton, Jim Mason & Claire Tangveld, James W. Moss, Dr. R. J. C. Butow, Wayne D. Gilham, C. D. Quinn, James S. & Petra Rogers, and Mr. & Mrs. James M. Smith.

Eastlake Council Citizen Awards

The Eastlake Community Council has presented its annual Citizen Service Award for 1978 to **Phyllis Boyker** and **Terry Pettus**. The awards were made at the annual dinner meeting where the following officers and board members were elected: David Kohles, president; Ron Schwartz, vice president; Kappy Trigg, corresponding secretary; Gaye Weatherby, recording secretary; Kathy Shea, treasurer; Dan Reiss, historian; Pam McCoy, Jim Engrissei, John Fox, Fred Kemp and David Hyslop.

OUR THANKS TO VICTOR STEINBRUECK: Many of you will recognize the drawings on page one as from *Seattle Cityscape* published by the University of Washington Press. In it Steinbrueck captured many of the appealing features of our City before they fell victim to "progress."

THIS JUST HAD TO BE SAID: "Parents need love and understanding and need, occasionally, to be treated as human beings by their children." **Ben Woo**, Seattle architect.

members in urging the demolition of the unsightly platform. But that is only one step toward the solution of Lake Union's much larger problems. *From the Seattle Argus, June 16, 1978.*

Here Is The "Security Blanket" For Your Home

MEMBERSHIP APPLICATION

Annual Household Dues, \$16



- Dues covers all adults (18 years or over) in the household. If more than one membership card is needed, list names below.
- Dues payment covers the 12 months following the time of joining.
- Make checks payable to the Floating Homes Assn. and send to 2329 Fairview Ave. E., 98102.

Name _____ Address _____ Zip _____

Name _____ Moorage No. _____ Phone _____

"To protect the interests of Seattle's old and colorful Houseboat Colony."