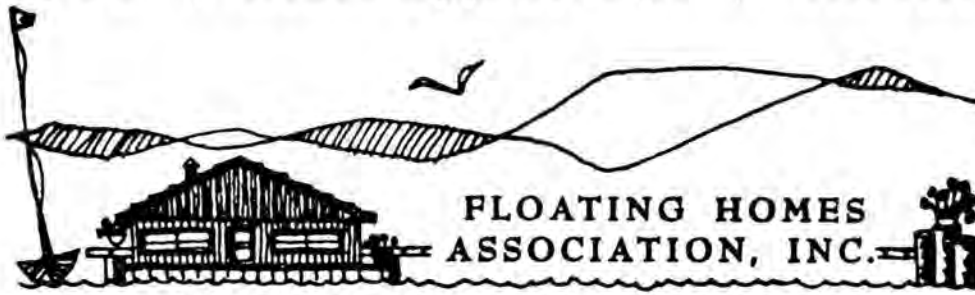


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Seattle, Washington 98102

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FLOATING HOME PROTECTION SOUGHT

An ordinance to protect floating home owners from arbitrary eviction and excessive moorage fees, while guaranteeing moorage owners a fair return, is being drafted by the Floating Homes Association for presentation to the Seattle City Council. Such an equitable regulatory measure is necessary, the Association says, to bring economic stability to the floating neighborhood of some 500 households.

In announcing that work is under way on the proposed legislation with Attorney Bruce Corker, the Executive Committee pointed out that any possibility of relief in the courts was dashed by a recent decision. This was in the case brought against Frank Granat by William and Caryl Keasler and the Association which challenged the legality of allegedly excessive moorage fees collected under a threat of summary eviction.

In dismissing the action, Judge Ann Holman said, "I am sympathetic in that the leverage in this situation is balanced very heavily in favor of the owner of the moorage." Holding that the issue comes under the landlord-tenant relationship, the court added: "*if someone or the public feels that there should be controls in this area, that's a matter for the people and their legislative arms of government and not for me in this particular case.*"

In a policy statement, "**Do Floating Home Owners Have Any Rights?**" adopted by the membership, it is pointed out that necessary shoreline regulations by the federal, state and municipal governments has created a *de facto* monopoly in moorage sites, and the resultant elimination of a "free market" has made it possible for moorage owners to set moorage fees at any amount. Ground rules are needed, the Association says, which would guarantee the moorage owner a

fair return and protect the floating home owner from confiscatory levies.

The statement points out that there are not now, nor will there be, vacant moorage sites for evicted floating homes, and the loss of a moorage renders a valuable floating home worthless. "We hold that this glaring imbalance is not in the long-term interest of either group of property owners (real and personal) and must be corrected," the policy statement says.

The Association is exploring the possibility of some form of arbitration as the enforcement tool. In a recent opinion sought by Councilman Paul Kraabel, Chairman of the Planning & Urban Development Committee, the City Corporation Counsel said that the city has the power to regulate floating homes, including moorage fees, but did not touch on the matter of arbitration.

Petitions in support of the Ordinance will be circulated (see "In Unity There Is . . ." —page 7). These will be presented to the City Council when the Ordinance is filed.

To carry out a policy decision to organize the economic power of the floating home community a committee headed by Skip Kotkins spent several months structuring a cooperative "Lake Investment Fund" which has for its major purpose "To encourage and facilitate the formation of joint ownership floating home moorages." There are now four such in which the residents own the moorage property and operate it jointly. The Fund has now received articles of incorporation from the Secretary of State.

A membership meeting will be held, probably after the holidays, to put the Lake Investment Fund into operation and to discuss the proposed Ordinance.

Lake's Liveliest Annual Moorage Party



(Photo by Fred Andrews)

by Martha Rubicam

For six years the houseboat residents at 2025 Fairview Ave. have put on a lively summer celebration as a combination Bastille Day/Luau. Everyone who wishes to participate may do so, and invitations are issued to neighbors in the area. But some controls have to be put on participation, as the party is held on the docks with front decks for overflow; we figure a comfortable people limit at any one time is about 75.

Since inception, the solution to finances has been a dock rummage sale (we don't have a garage) held the weekend before. Proceeds have always handily taken care of the purchase of keg beer, half a suckling pig and a huge tub of Sangria. Also all who participate are asked to bring a dish—it doesn't matter what. In the early days some of the purists scurried to the library to explore traditional luau menus and spent a lot of time in the International District for exotic ingredients. But others played it cool, nonchalantly confident that the whole world loves a garbanzo-bean-taco-flavored salad.

By trial and error we have found that the pig-pit and fire should be timed for pre-dusk the previous evening. Reasons being that 12 to 14 hours cooking time produces a succulent, well-smoked, thoroughly cooked meat and saves you the embarrassing arrival of fire engines and police cars that some well-meaning but uninformed souls have summoned. This concern is easy to understand when you consider that a shoreside fire, blazing in the dark from the houseboat area, can appear menacing as viewed from Queen Anne hill. Also, procuring a fire permit is probably a good idea.

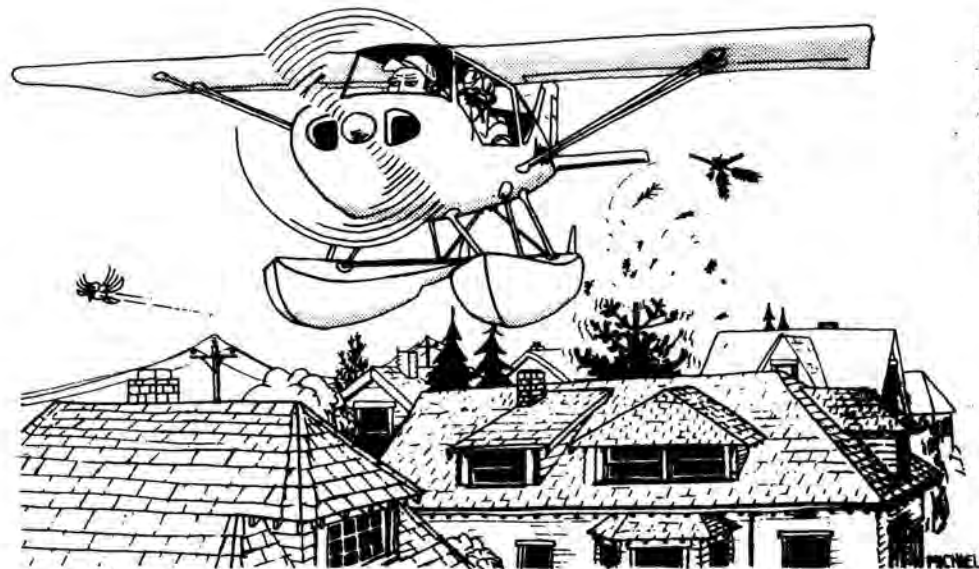
In response to many queries about a pit-cooked pig, here's how we do it. The hole is dug on the fringe of People's Park

some 5½ by 3 feet wide, and 2½ feet deep, lined with bricks, and the fire built therein. Heap in the wood; it will take two hours or more to really heat the bricks. While the fire is blazing mix a big bowl of spices and herbs—almost anything goes: salt, pepper, oregano (lots), thyme, basil, garlic, paprika. Corn husks (Pike Place Market) are ideal to outer-wrap the well-seasoned carcass. Wrap again with wet burlap and tightly secure with chicken wire.

When the pit is really hot, bank the coals to the sides and insert the pig, placing some of the bricks directly on top. Cover with dirt and then moisten down to produce steam while cooking. If you like, cover the mound with canvas tarp for even greater heat-retention. Midafternoon of the following day, the pit is ready for excavating. Remove the steaming bundle, peel off the chicken wire and burlap, and place the pig and corn husks on a clean plank. Now all is ready to be borne in a triumphant procession to the feast!

A week of anticipation usually ends before noon on the great day with the tapping of the first keg. Later the pig processional arrives and some serious eating gets underway. The annual party has always been a fine occasion for meeting new neighbors and remembering old ones. (Telegrams and other messages from absent friends are posted.) For the residents and former residents of 2025 dock it has become a time of homecoming and nostalgia—there have been many changes over a rather short span of years. The feeling is one of a small village deeply involved in a festive ritual. The void that separates one from another is filled. There is a standing invitation to all who have ever lived amongst us to come back and share a very special day—to remember past good times together and to add yet another to the string.

Turning Lake Union Into An Airport



Michael Laram Graphic

"I COULDN'T LIVE ON THIS HILL... TOO DAMN NOISY!"

by Beth Means

The announcement by Air West, Ltd. of Canada that it has received a permit from the Civil Aviation Board (CAB) in Washington, D.C. to inaugurate a thrice-daily Vancouver-Seattle service with its terminal in Lake Union, has brought the aircraft problem into sharp focus for floating homes and the communities around the perimeter of the lake.

As such a regular scheduled service would require the installation of a shoreside terminal, with facilities for Immigration and U.S. customs, this step would, in effect, turn Lake Union into an international airport. Such a facility would not be confined to serving Air West flights, but would attract more flights of Canadian aircraft to the Lake. But it would be an airport without a tower for flight controls and the entire surface of this small in-city lake would be the "runway", adding more traffic to waters now heavily used by the float planes now using the lake and the increasing number of watercraft—particularly sailboats.

Air West's planes will be 18-passenger turbo props. While it is claimed that the "noise footprint" of these planes is quieter than smaller planes, this has never been tested on turbo props equipped with floats. But the community concern is not only noise, but safety. The Floating Homes Assn. and Community Councils around the lake are joining together to draw the line on new flights, believing that the noise level and safety hazards now are too great.

The CAB, which is under the Federal Department of Transportation, issued the permit in Washington, D.C. without notice to the Seattle city government. It also approved an Environmental Impact Statement (EIS), although such applications are usually concerned with only the economic effect of a new scheduled service on existing companies. Even more alarming is the report that the CAB-approved IES exempted Air West from running noise tests and did not even consider the impact it would have on using congested Lake Union as a terminus.

Air West will need a permit from the Federal Aviation Administration (FAA) and it was once thought that this

would be an agency which would hold public hearings and require an EIS. Now, however, FAA spokesmen in Seattle indicate that the CAB is the "lead agency" and no hearings can be held here unless the "sufficiency" of EIS is challenged. Obviously, this must be done and the Seattle municipal government should do so.

In spite of the bureaucratic jungle of federal agencies, all is far from helpless. Besides the FAA permit, Air West will have to clear other hurdles, such as:

A shoreline permit for the Lake Union terminal which must be approved by the City and the State Department of Ecology. Here the City has clear-cut authority. It is also questionable if such a facility establishing a lake airport, in contrast to small float plane commercial operations, is legal under the Seattle Shoreline Master Program.

An FAA permit. This agency is supposed to deal with safety matters. But spokesmen say that this is confined to the qualifications of pilots and the airworthiness of aircraft and is not involved with the ground (or water) situation. Question: who does pass on airport safety conditions?

Several well-organized communities with active Councils rim the Lake—Eastlake, University, Wallingford, Capitol Hill, Roanoke-Portage Bay, Fremont, Queen Anne. The Floating Homes Association believes the issue calls for joint action. It is urging that concern be expressed to:

Mayor Wes Uhlman: Municipal Bldg., Seattle 98104.

Paul E. S. Schell: Director, Dept. of Community Development, 306 Cherry St., Seattle 98104.

Randy Revelle: Chairman, Seattle City Council Public Safety Committee, Municipal Bldg., Seattle 98104.

Congressman Joel Pritchard: 2888 Federal Office Bldg., 915 - 2nd Ave., Seattle 98174
Phone 442-4220.

Federal Aviation Administration: 9010 E. Marginal Way
Seattle 98108.

Campaign For A Safe Fairview Frustrating

by Derry Sherenski

For more than two years concerned residents of Fairview Avenue East (floating homes and upland) have tried to convince municipal authorities that it is a dangerous street—dangerous to them and dangerous to all who walk, bicycle or drive along it. The danger consists of the 2,100 vehicles that transverse it every day. This is a lot of horsepower for a residential street which must serve multiple uses.

The fight to make Fairview a safe street has a long and tortuous history. It began with residents of the area presenting a request to the Board of Public Works for a traffic diverter in the form of a cul de sac to be located at the intersection of Fairview and E. Newton Street. A year was spent meeting with representatives of the Engineering Department—collecting more than 300 signatures to a petition—meeting with business men who felt they would be hurt by any restriction of traffic—discussed the problem with the City Council Transportation Committee and attended hearings before the Board of Public Works.

During this period many of us were witnesses to a head-on automobile-motorcycle accident—sat on street corners conducting traffic surveys—saw a police car wrecked in trying to make an E. Newton corner—cursed the dented fenders resulting from countless sideswipes of their parked cars (the last one in July hit no less than five cars)—and cringed at near misses in which pedestrians narrowly escaped being hit.

All of our efforts at improving the terrible conditions appear to have been in vain. The Board of Public Works originally approved the installation of a cul de sac for a trial period. But later, meeting behind closed doors, this was rescinded—the reason given being fears that the diverter might have “an adverse impact on commercial establishments on the street.” The stop signs which were presented to the community to mollify the outrage at this undemocratic action have not lessened the number of cars using Fairview as a thoroughfare. In fact, the Engineering Department’s representatives—observing the flagrant violations of the stop signs—fear that pedestrians, counting on the stop signs, are becoming complaisant and endangering themselves. They fear that a traffic fatality may occur under these circumstances, and have recommended that the stop signs be removed.

Meanwhile the Board of Public Works, under increasing public pressures and in response to Councilman Benson’s Transportation Committee, has once again approved a traffic diverter for a trial period. In taking this action on July 7, the Board ordered that the installation be expedited so that the trial period would cover the summer months when the street gets its greatest pedestrian use. Street end park users, shoppers and neighbors, out for a stroll, were to be protected from the annoying and dangerous stream of traffic.

However, once again we have been disappointed. Fall is here and the cul de sac is nowhere in sight. The funding request is being shuffled from office to office or is being rewritten or misplaced. In early October it was to have come before the Council Transportation Committee for a formal O.K., but it did not make the agenda and Mr. Benson’s office is not sure just where it is at present, maybe in the Corpora-

tion Counsel’s office being rewritten again. Residents are wondering if this is a simple bureaucratic snafu or another yielding to pressure from commercial opponents. But after two long years many have lost patience and are very suspicious—if not downright cynical.

Live-aboard Craft Also Houseboats In England

by Terry Pettus

To report that Sir Thomas Moore (1478-1535) guided me to London’s houseboat “hamlet” requires some explaining. It all started with the rather rash promise to the Executive Committee that during a summer in Britain I would look into the houseboat situation which, according to news reports, was being complicated by a lack of moorage space—a problem with which we are all too familiar.

It seemed an easy and interesting promise to keep. Not so. My itinerary called for a week in London with detours to Norwich and Oxford and then back to the big town on the Thames for a month of historical meandering. So before I was free of jet lag I was making inquiries, only to be assured that the Thames, for miles and miles upriver, was fairly crawling with houseboats. So on a boat trip to Kew I eagerly scanned the river bank and saw a lot of moored watercraft, but not a thing I could identify as a houseboat. I left London wondering if I had not promised more than I could deliver.

In Norwich a boat trip on the beautiful Wensum River to the seaport of Yarmouth produced the same results. Plenty of watercraft, but where were the houseboats? Then came the light. In England, it seems, any watercraft on which people live is a “houseboat”. We call them live-aboards. Here is a case of a common language falling short as a communications medium. I did not relish the prospect of tramping along miles of river bank and asking foolish questions.

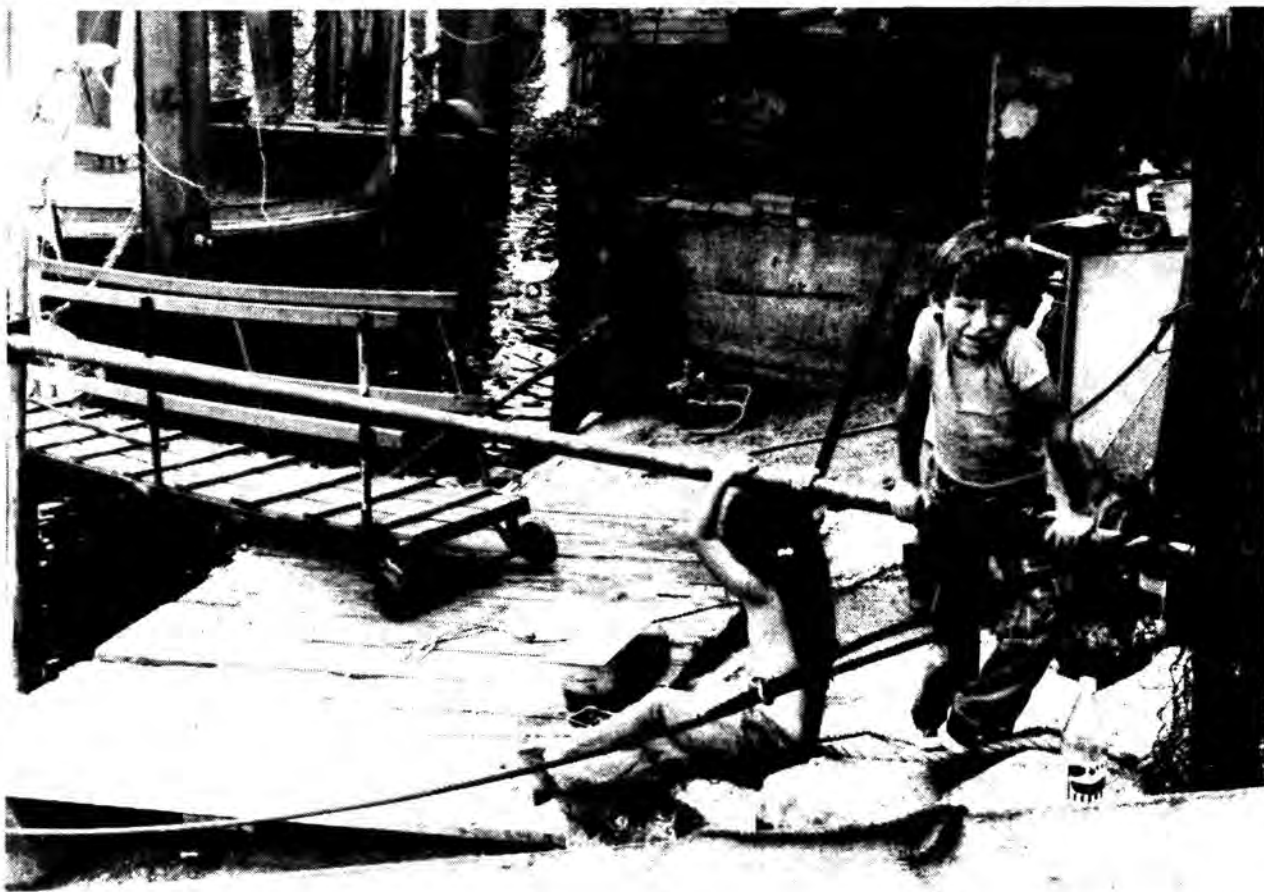
So, back to London and Sir Thomas Moore, who is probably better known for the movie “A Man For All Seasons” than for his classic “Utopia” or that he lost his head for not going along with King Henry VIII’s theological-matrimonial ambitions. I had long promised myself that, once in London, I would visit the site of Moore’s cherished riverfront home in Chelsea (long since demolished) and his parish church, All Saints, restored after being badly damaged by bombs in World War II.

This sent me to thumbing Fodor’s London Guide which spotted the Moore home-site as the foot of Beaufort St. adding the somewhat startling information, “*up-river, too, the moored hamlet of house-barges with its own irksome and often chilly life.*” An hour later I knew that I had hit the jackpot. There was the ancient All Saints church and only a hop-skip-and-jump away the “Chelsea Boat & Yacht Co.” where 52 genuine houseboats were snugly moored, two-deep alongshore.

In talking to Mr. and Mrs. Jerry Thompson (whose children are seen in photo opposite page). I learned that the moorage has its own organization, the “Houseboat Residents’ Association,” are protected by leases, pay 48 pounds a month moorage which included having their tanks pumped. One of the houseboats on the moorage was for sale. Asking price: 11,000 pounds.

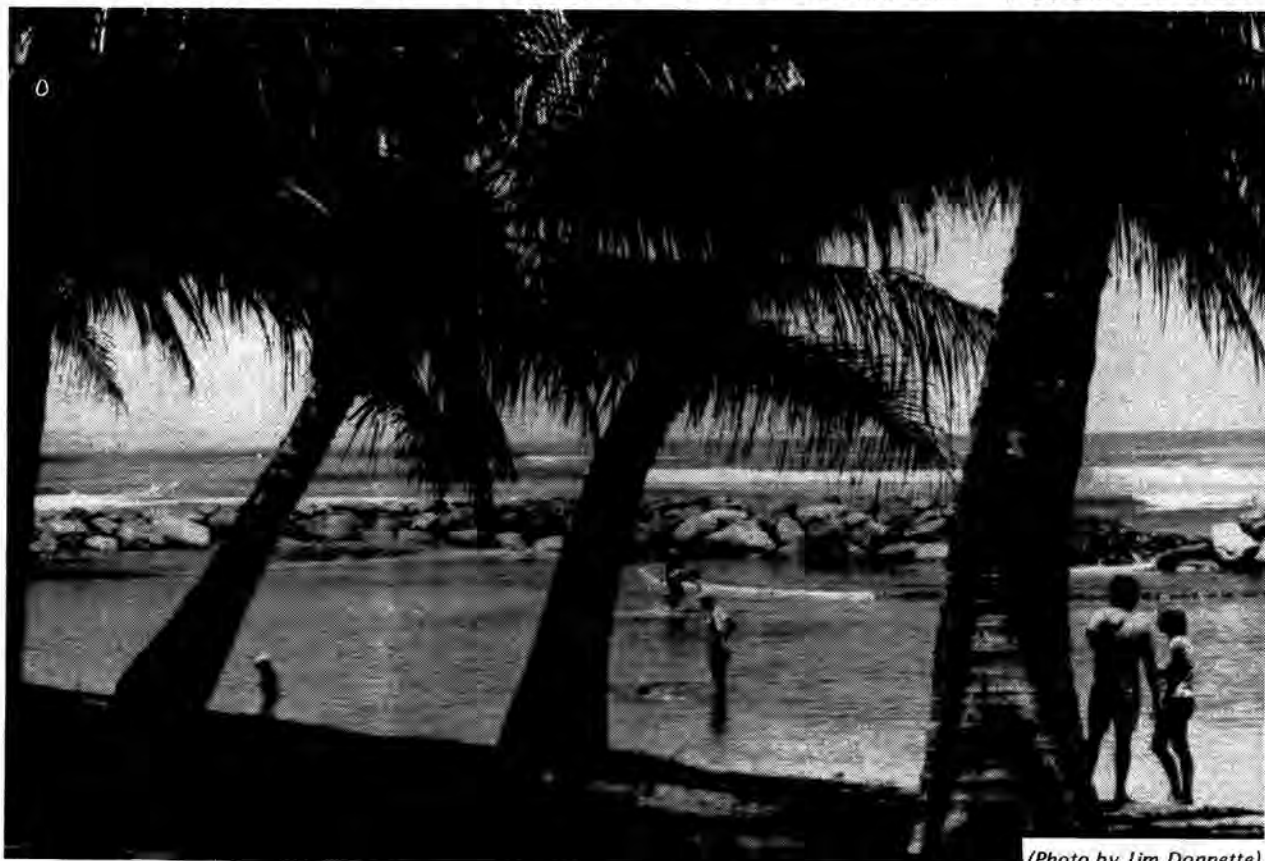
Continued on page 6.

London's Houseboats-Afloat On The Thames



(Photos by Terry Pettus)

Under Sail To Hawaii-A Dream Vacation



(Photo by Jim Donnette)

If you noticed that the sailboat (a Westsail 32) which moors alongside a floating home at 2331 Fairview E. was missing this summer, you qualify as a good Lake Union activity watcher. Houseboaters Jim and Barbara Donnette and their five-year-old daughter Jennifer, and their boating partners Pam and Paul Lewis and 18-month-old son Andy were off for a cruise to Hawaii.

The outbound trip took 23 days to make a landfall at Hilo on the big island of Hawaii. They worked their way westward through the islands to arrive at Lahaina on Maui just as the first boat (Ragtime) crossed the finish line of the Victoria-to-Maui race. The race finish was a very exciting time for that small island community, and joining in the festivities was only natural.

Another month was spent cruising the islands with water temperature at 78 and air in the 80's. The last stop was in Honolulu to provision. On the return the Panthalassa was under sail for another 23 days when a landfall was made at Neah Bay in a dense fog and rain. But the sun came out the next day and fair weather followed them until the mooring lines were made fast at the home port.

MORE ON LONDON HOUSEBOATS—

Continued from page 4.

The Thompsons said the moorage problem was acute far upriver, where land developers were evicting many of the live-aboards who are organized in the "Residential Boat Owners' Association". This group is appealing to government for protection which they may get as authority for shoreline regulations is being transferred from the London Port Authority to Parliament, and also buying moorage property under what we call a "joint ownership". The first of these is at the village of Cheswick.

The London Daily Mail estimates that there are 15,000 houseboats in England, but did not say how many of them are in the London area. In reporting on the loss of moorage space it said that "*unfortunately a houseboat is only as valuable as its moorage.*"

In modernizing installations to meet modern deep sea shipping needs, the Port of London has moved far down river. In looking at what it is leaving behind it is not presumptuous to say that England could use a Shoreline Management Act.

+ * +

A FOUNDING FATHER SPEAKS: "Democracy never lasts long. It soon wastes, exhausts and murders itself. There never was a democracy yet that did not commit suicide." John Adams, 1767-1826.

*

NEEDS SAYING AGAIN & AGAIN: "If cities survive it will be because they are places for people to live. The city is people, not automobiles or anything else." Victor Steinbreuck, Seattle Post-Intelligencer 1/21/76.

City Shoreline Program Gets Final State O.K.

An unprecedented four years of work in drafting the first comprehensive master program for all of Seattle's fresh and salt water shorelands has come to an end with the full and final approval of the State Department of Ecology. The City Council will now go through the formality of adopting the plan as part of the official Zoning Code.

The far-reaching State Shorelines Management Act was adopted by a vote of the people and went into effect on June 30, 1971. Since then, it has been administered under guidelines pending the adoption of the master programs by local governmental units. Seattle started work on this in May, 1972 with the appointment by Mayor Wes Uhlman of a Citizen's Shoreline Advisory Commission which wrote the first draft and submitted it to the Seattle Planning Commission in January, 1973. Following eight months of hearings, and three more drafts it went to the City Council, which held hearings over a period of 18 months under the direction of Councilman John Miller.

Two provisions of the comprehensive plan are subjects of continued controversy. One is the Planned Unit Development section which would make possible a proposed development on Piers 50 and 51 on the downtown waterfront by the Howard S. Wright Co. While 25% of the property would be developed as public facilities, some environmentalists strongly object to the proposed high rise office and hotel units over the water. Ecology Department Director John Biggs approved this with the provision that it meets a peculiar local situation and does not set a precedent for other waterfront uses.

However, Paul E. S. Schell, Director of the Department of Community Development and Councilman Miller point out that approval of a Planned Unit Development provision does not mean that the Howard S. Wright Co. can "automatically" develop its project as proposed. Any specific program, they point out, must be approved by the City Council.

The second controversial matter is state approval of the designation of Kellogg Island in the Duwamish River as "Conservancy Natural" which would continue it as a bird sanctuary and Indian archaeology site where Indian artifacts have been found. This gets cheers from environmentalists and heated opposition from the Port of Seattle, which has plans for an extensive containerized cargo facility.

The program approved by the state includes the section regulating floating homes in Lake Union and Portage Bay and recognizing them as "water dependent uses and as such are preferred uses to occupy the surface of the water." Copies of these regulations with explanatory material have been published by the Floating Homes Association and distributed at a membership meeting in May. Copies are available to members without cost—others, \$1.

"IN UNITY THERE IS . . ."

The Association (which is all of us) is now organizing its most ambitious undertaking. It is to call on every houseboat family in the course of one evening (two, if you include call-backs for those not at home). Obviously, this calls for some careful preliminary organization. We now have some 50 members who are preparing to move out. If you want to help, just let me know (329-0364).

You can expect a knock on your door in early November, shortly after you receive this NEWSLETTER. The Association can and does many things *for* you. But there are some things which can be accomplished only *with* your participation. So, we will be calling on every lake-dweller to give you an opportunity to [1] sign the petition to the City Council to accompany the Ordinance we will be filing in order to bring about economic stability for our floating neighborhood, [2] purchase Holiday Cruise tickets, and [3] join if you are not a member.

Jack MacIntyre, Organizational Director

!!!!!!!

!!!!!!!

Just in case you aren't . . .



2329 FAIRVIEW EAST—SEATTLE 98102
325-1132 or 329-1517 (after 11 a.m.)

MEMBERSHIP APPLICATION

DUES \$12 PER YEAR

Covers all the adults (18 years or over) in the household. If more than one membership card is needed, list names below.

Dues payments cover the 12 months following the time of joining.

Make checks payable to FLOATING HOMES ASSOCIATION, INC.

NAME ADDRESS ZIP

NAME ADDRESS ZIP

ENCLOSED IS \$12

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OUR 13th ANNUAL

4 pm @ 8pm

SHIPBOARD PARTY
a part of seafair's

CHRISTMAS

FLEET CRUISE

where we go



JOIN THE CHRISTMAS FLEET FOR
A CRUISE AROUND LAKE UNION—
AND THEN THROUGH PORTAGE
BAY TO LAKE WASHINGTON. . .

TICKETS AT THESE MOORAGES:

Fairview Ave. E.

William Burke, 2017. Patrick Scott, 2019.
Martha Rubicam, 2025. Barbara Droker,
2035. Gertrude Eva, 2037. 2207, John
Southern. 2219, Susan Drum. 2235,
Marge Batchelder. 2331, Lisa Corker.
2239, Todd Warmington & Julie North.
2727, Ed Josberger. 3123-35, Beth Means.

Portage Bay

John & Gladys Mattson, 3136 Portage
Bay Pl. E. August Piper, 3104 Portage
Bay Pl. E. Imogene Rousseau, 1212 E.
Shelby. Jack & Eileen MacIntyre and
Mack Hopkins, 1213 E. Shelby. Louise
Davidson, 2918-A Fuhrman. Ken & Clara
Kennedy, 3200 Portage Bay Pl. Lucy
Dodd, 3236½ Portage Bay Pl.

Westlake Ave. N.

Eric Anderson, 2460. Marie Johnston,
2464. John Gavin, 2764. Ann Hemholz,
2770. 2812, Bob Pintler. 2420, Barbara
Nelson.

N. Northlake

933, Robert Nielsen

Boat St. N.E.

1409, Thomas Susor



you will be snug & warm
aboard

THE HISTORIC

VIRGINIA V

\$6.00 adults

\$3.00 children

12 AND UNDER



how to get there



When you get to the south end of the Ballard Bridge, the rest is easy. The Virginia V is moored at the Port of Seattle's famed Fishermen's Terminal in Salmon Bay. Here you will see the largest fleet of commercial fishing vessels on the coast. At the entrance is the WHARF RESTAURANT. Proceed to the left down the Quay and you have made it. Quite a bit of parking.

IT'S EASY TO ORDER BY MAIL

Floating Homes Assn.
2329 Fairview Ave. E.
Seattle, Wash. 98102
Phones: 325-1132 or 329-1517

Enclosed is \$ _____ . Send me _____ adult tickets at
\$6 each. _____ children's tickets (12 and under) at \$3 each.

NAME _____ Phone _____
Street _____ City _____ Zip _____