



FOUNDED 1962

FLOATING HOMES ASSOCIATION



2329 Fairview Avenue East

Seattle, Washington 98102

Phone: 325-1132

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Newsletter

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Ozell Gaines' houseboat on Portage Bay was destroyed by fire last summer.

FIRE AT HOUSEBOAT HARBOR

By Jonathan Ezekiel

The good news is that no one was killed or injured. The very bad news is that a lifetime of belongings and an entire houseboat was destroyed by fire in the early hours of August 17th. The houseboat home of Ozell Gaines occupying an outside moorage at Houseboat Harbor on Portage Bay erupted in flames shortly after midnight. No one was home at the time, the owner and a colleague having stepped out briefly before heading off to work overnight, cleaning up the galley at a downtown jazz venue.

The fire started as the result of fireworks that failed to ignite as expected and instead burrowed into a couch on the open deck. They were retrieved from the couch and thrown in the water, but fire was apparently still smoldering in the couch. It later erupted in flames that quickly engulfed the entire structure. A passing boat made the first call to 911, quickly followed by similar alerts from adjacent and upland neighbors. Houseboat Harbor residents aimed what water power they could on the burning structure and on nearby houseboats threatened by the flames and heat of the fire. Apparently no one chose to use the dock fire extinguishers, probably because they couldn't get close enough given the intensity of the fire.

The Harbor Patrol quickly dispatched

The Facts About Lake Union Crew

City Acts to Close Down and Remove Lake Union Crew

Courtesy Eastlake Community Council

During the past month, the City Department of Design, Construction and Land Use determined that Lake Union Crew was not in compliance with a May 1999 Settlement Agreement signed by the City, LUC and the Eastlake Community Council, Floating Homes Association and 3100 Fairview Condominium Owners' Association. Under the Agreement, the remedy for LUC's failure to comply with the Agreement is closure of the facility and removal of the structures.

DCLU moved to enforce closure and removal, and ECC supported this action. A dispute resolution process was convened on the compliance issue, and an independent decision-maker ruled in favor of DCLU. Despite clear language in the Settlement Agreement prohibiting an appeal of the dispute resolution decision, LUC

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Fire on Portage Bay

Patrol #4, a speedy craft armed with two water canons which were charged immediately and water directed onto the houseboat. The fire had been burning for approximately 10 minutes. Because of the moorage configuration, the patrol boat had access to both the north side where the fire started and the east side. Meanwhile, engines dispatched from Fire Station #22 on East Roanoke were making their way to the scene, slowed by the narrow confines of Portage Bay Place East.

Ozell's nearest neighbor, Myrna Cordova, did all she could to protect her own houseboat, no more than 10 feet away. Unable to effectively fight the fire directly, she managed to keep her place hosed down to minimize danger of the fire spreading. "I would like to give thanks to all those neighbors who came to help, some of whom I didn't know", she said. From this harrowing experience she urges every houseboat to have a working hose and buckets on hand, in addition to smoke alarms and fire extinguishers. She also expressed concern that neighbors along Portage Bay Place East still park cars in ways that could impede access by the fire department.

What will happen next?

The remains of Ozell's houseboat is essentially an intact float with a considerable amount of charred debris. It is considered a total loss, a situation made still worse as there was no fire insurance on the houseboat at the time. To rebuild



The Day After: Ozell Gaines' houseboat in ruins.

would require costly demolition and new construction. A timely and most generous alternative has been offered by Rune and Susan Carlson from Dox co-op. They are expecting delivery of their new Canadian-built floating home by the end of the year, and offered Ozell their existing houseboat. Float size, permitting issues, and community acceptance concerns must still be addressed, but this opportunity appears to be the most promising option available. Even with a positive resolution of the logistics of this solution, Ozell faces transitional expenses amounting to thousands of dollars for demolition and relocation of the cleared old float, moving of the replacement houseboat, structural modifications to conform to float size limitations, and service connections.

Ozell has owned his Houseboat since 1967, making him a senior member of our floating home community. From the beginning he has been involved in establishing a healthy houseboat community, and was a founding member of the Houseboat Harbor Cooperative, the second oldest floating home co-op in Seattle. He has served continuously as a co-op officer as well. His friends and neighbors would like to do what they can to help with Ozell's transition to a new home at Houseboat Harbor. To this end we are asking all of you in our community, who are able and willing to respond, to contribute to the Ozell Gaines Recovery fund, c/o Washington Mutual Bank, 301 Broadway East, Seattle, WA 98102.

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FIRE SAFETY AFLOAT

By Giff Jones

An officer from the Seattle Harbor Patrol attended the September FHA Board Meeting to talk about the Portage Bay houseboat fire. He showed video footage of the fire taken by a neighbor from above on Fuhrman Avenue. The presentation left us with a renewed sense of confidence in our police harbor patrol unit, plus a few lessons and reminders to pass along to everyone.

First the Lessons:

Clear the Area Once Help Arrives so fire and police can do their jobs unhindered. Whether offering the most well-intentioned help with a garden hose, or merely being a gawker, both can impede professionals trying to fight the fire or save nearby houseboats.

Open up Access Lanes. Waterways between docks that are blocked by moored boats, rafts, etc. can prevent or impede patrol boat access to inside houseboats during an emergency. The Harbor Patrol recommends a 20 foot wide access for critical emergency maneuvering room.

And now the Reminders:

With the winter heating season headed our way with all its attendant fire dangers, here's a list of some potential fire causes in the home, and a few tips on prevention. **Here's my List:**

1. Wood Stoves: Check for safe placement and proximity to combustible surfaces. Are nearby walls and hearth protected? Are papers, wood, etc. a safe distance away? Clean chimney annually to prevent creosote buildup which can cause chimney fires. Check fluepipe integrity, especially above ceilings, in attic, and crawl spaces. Houseboat fires have started within the walls behind from a stove being too close, as well as and from newspapers left too close to the stove.

2. Fireplaces: Always use a fireplace screen.

3. Open Flame: Smoldering cigarettes are one of the most common causes of house fires that are fatal. Be aware when burning candles and incense. Are they near anything combustible or can they tip over and burn or scorch? Don't leave them unattended. There has been at least one houseboat fire caused by an unattended candle that set the curtains on fire and no one was there.

4. Light Bulbs & Fixtures: 60 watt bulbs are the maximum allowed or specified for enclosed fixtures like ceiling or porch lamps. Bigger bulbs can overheat and cause fire. Same with any bare bulb used too close to flammable material.

5. Cook Tops, Ovens: Use caution when leaving cooking unattended. Is the appliance timer set properly? Sufficient liquid in the pan for cooking time?

6. Flammables: They should be stored outside and protected from any source of heat or ignition.

7. Rags: One recent houseboat fire was caused by oily rags left in the sun (the day it was out) where they absorbed enough heat to combust spontaneously. The houseboat was a total loss.

8. Space Heaters: There are models made for marine use that can't tip over, and others that shut down with a safety cutoff switch if tipped. Most models must be placed a safe distance from combustible surfaces. Check the warning labels.

9. Wall/Baseboard Heaters: Are curtains and furniture, etc. a safe distance away?

10. Propane or LPG: Often used in BBQs and some houseboat gas ranges, this gas is heavier than air and leaks will pool in the lowest contained area of a vessel. Unless properly vented or evacuated, this gas can (and has.....often) produced explosion with loss of life and property. The supply tank **MUST** be outside and ventilated above and below the supply tank.

11. Wiring: Loose connections cause heat which can cause fire. Any wall outlets, switches, fuse or breaker boxes that feel warm or emit a buzzing sound should be inspected by an electrician.

12. Extension Cords: It is dangerous to "daisy-chain" a number of extension cords together around a room, or exceed the maximum amperage or wattage. The fire that gutted a Log Foundation houseboat a couple of years ago was caused by a new, but faulty extension cord.

13. Smoke/Heat Detectors should be installed near each sleeping space. Check detectors and test alarms. If battery powered, pick a date such as the fall time change to replace batteries.

14. Escape Routes: You should be able to escape each sleeping space in at least two different directions. Consider installing a dedicated fire extinguisher in bedrooms that don't have two exits.

15. Fire Extinguishers and Fire Hoses: Check for the nearest location. Every houseboat should have fire extinguishers in strategic locations such as kitchen and sleeping areas and all residents should know where they are and how to use them. They should be tested annually to ensure they are charged up. The ones on the docks are required to be inspected and recharged annually. Some of the newer ones don't hold their charge as long as you may expect.

Now is the time to review these and other potential fire and safety problems around the home with all residents taking part. Hopefully one or more of these suggestions will trigger a response, repair, or change in behavior that might save your houseboat, your neighbor's or even your life.

Editorial note: Gifford T. Jones is a member of the FHA Board of Trustees and serves as FHA liaison to the Seattle Police Harbor Patrol

Lake Union Crew Settlement Agreement Chronology

January 1998: LUC floated in structures at 11 E. Allison St. The structures did not have any City land use and environmental approvals, including no shoreline substantial development permit.

February/March 1998: The City issued a Notice of Violation to LUC for failing to obtain applicable City permits and comply with development regulations. A DCLU Director's Review sustained the NOV.

April/May 1998: Claiming that the structures were vessels that are exempt from City land use permits and regulations, LUC appealed the City's NOV to King County Superior Court (the lawsuit was later moved to Federal Court). ECC, the Floating Homes Association and 3100 Fairview Condominium Association intervened in the lawsuit in support of the City's NOV. The lawsuit also sought damages and other remedies.

March 1999: Federal Court Judge Barbara Rothstein ruled against LUC's vessel claim, stating LUC was "unable to demonstrate that the rowing club structures were designed for navigation" and "that the structures did not fall within the vessel exemption" of the City's shoreline Code.

April 1999: LUC, the City and the community group intervenors all signed a Settlement Agreement that, among other things, required LUC to apply for permits for the structures and allowed LUC limited operation of the rowing club during the application process. The Agreement gave LUC 40 days to submit a complete application (which must include a valid parking proposal) and 21 days to respond to DCLU correction notices requesting more information. If LUC failed to respond to a correction notice within 21 days, DCLU was to issue a letter once again requesting the information, which was to be provided by LUC within 24 hours of the letter. If the information was still not provided in

the 24-hour period, LUC would be in violation of the Agreement. The penalty for the violation was closure of the unpermitted facility and removal of the unpermitted structures within 5 days. The Agreement gave the City the authority to close and remove the structures if LUC failed to do so.

At LUC's request, the Settlement Agreement also included a detailed dispute resolution process as an alternative to a lawsuit for resolving disputes arising from the Agreement. If the dispute resolution process was invoked, the decision of the dispute resolution decision-maker was to be "binding on all parties." The Agreement explicitly stated that "there shall be no right to appeal" the dispute resolution decision.

May 1999: LUC submitted an initial application for permits to DCLU. LUC needed off-site parking to meet its minimum parking requirement in the Land Use Code. The Code states that off-site parking must be within 800' of the use requiring the parking and that a signed parking covenant must be submitted with the application. LUC proposed to have parking at Ward's Cove Packing Co., but details about the parking location and distance from LUC property were not provided with the application. LUC abandoned the Ward's Cove parking site after DCLU requested information about the number of parking spaces available, their location and distance from Lake Union Crew, and a signed covenant.

June 1999 to June 2000: During this time, LUC proposed at least four other off-site parking locations, which prompted additional DCLU correction notices. None of these proposals resulted in valid parking.

June 22, 2000: DCLU issued a Correction Notice requesting information about LUC's last parking proposal, which was to put parking

on single-family zoned land under the freeway along Harvard Ave. E (more than 800' from LUC). This property is state land that is managed by the Washington State Department of Transportation. One of the items requested by DCLU was a lease and authorization from WSDOT to use the site.

July 13, 2000: WSDOT denied LUC's request to lease the Harvard Ave. E. freeway site.

August 18, 2000: Having received no timely, complete response from LUC to its June correction notice, DCLU sent LUC the 24-hour notice letter required by the Settlement Agreement, once again requesting the information in the June 22 Correction Notice. LUC did not timely respond and was found by DCLU to be in violation of the Agreement. Within days, LUC initiated the dispute resolution process.

September 15, 2000: The independent decision-maker for the dispute resolution process ruled in favor of DCLU. In addition to not meeting the deadline for responding to DCLU correction notices, he noted that LUC's initial permit application was not complete with respect to parking and thus also appeared to be in conflict with the Settlement Agreement.

Sept/Oct 2000: LUC filed a lawsuit requesting, among many things, more than \$10 million in damages. Even though the Settlement Agreement signed by LUC explicitly prohibits an appeal of the dispute resolution decision, LUC's lawsuit asks the court to reverse this decision and seeks an injunction against City enforcement of the Agreement (closure/removal of structures).

Courtesy Eastlake Community Council



Matters of Concern

by Bill Keasler

Sue City

This is the way the system works.

At the end of September the handwriting was literally on the wall for Lake Union Crew. Notice was about to be posted. Vacate in two weeks or the city will do it for you.

The city had pulled the trigger after another yet scheme to find enough parking near the site fell through. City inspectors were already scheduled to go down to the site to begin the process of figuring out how to move the two enormous floating buildings without damage.

The last ditch binding arbitration called out in the Settlement Agreement had gone against Lake Union Crew. They themselves had insisted on provisions prohibiting appeal from the arbitration. No parking, no permit. Vacate the site.

What to do? Sue, of course.

Generate lots of smoke by filing the suit in King County Superior Court instead of Federal Court, where the case has been all along.

First thing, try for a restraining order to stop the city from posting the site. Call foul because the neighbors wouldn't let you simply apologize and stay after you failed to ask permission by applying for a permit. Point your finger at the city for allowing you to spend millions of dollars finding out that just because it floats, it's not immune to regulation.

Rally the people whose hearts you've engaged in your plan. Have them pepper the city with their cries of anguish over losing all the good things you've built. Ignore the fact that you built your foundation on a flimsy loophole that's slowly squeezing shut.

It worked. The city agreed to back off to take time to prepare their case. Without the history, all the judge would hear are those cries of pain.

The suit is now in Federal Court and asks for a Preliminary Injunction to stop the eviction while the suit is pending. At the very least, the buildings will stay for the next couple months while the decision over the Injunction is being argued.

So if someone has the gall to hold you to the law and your own promises, sue 'em. It's the way the system works.



... continued from Page 1

Lake Union Crew Files Suit

filed a lawsuit against the City that includes a request for an injunction to stop the closure and removal. The lawsuit names ECC, Floating Homes Association and the Condominium Association as co-defendants. LUC also filed a request for a temporary restraining order to keep the City from closing and removing the structures. As of early October, LUC is allowed to continue limited operation of its facility pending resolution of the preliminary injunction and TRO request, which should happen by the end of October.

At the heart of the issue is 1) compliance with an agreement signed by all parties, 2) after more than a year, LUC was never able to provide the minimum amount of parking that is required by the Land Use Code for a rowing club use, and 3) fair and equal application of development regulations. All proposed developments have to obtain permits before they can be built and operated. All proposed developments have to meet the minimum parking requirements in the Code, and most new Eastlake developments also have to provide enough parking spaces to meet their actual demand (LUC's parking demand is substantially more than the minimum Code requirement). LUC has very little land available for parking, and tried to find off-site parking for 19 spaces just to meet its minimum Code requirement. DCLU and our neighborhood groups waited for more than a year while LUC offered one parking site after another to keep its permit application alive. In the end, none of the proposed sites were viable or available for LUC's use.

Even though LUC never had permits to build its structures and operate its rowing club, the City and our community groups agreed to allow LUC limited use of its facility if it complied with a schedule for submitting a complete permit application, timely and fully responded to DCLU correction notices, and was able to obtain permits. According to the Settlement Agreement, which was signed by LUC, failure to do so required closure and removal of the structures.

See the Page 4 for a chronology of the facts that led to DCLU's enforcement action and LUC's lawsuit.



BEFORE

Joan Rosenstock's old houseboat on Portage Bay is moved out ...

Year 2000: The Instant Houseboat Remodel

AFTER

... and her new houseboat, the first of several to come down from Canada, is moved in.



From Under the Water

By Betty Swift

What goes around comes around, including returning salmon. Just now it's coho, and they're finding in the water what we unintentionally let fall into the drink last summer. This doesn't include the refrigerators and old household parts from older and less wise days, but ordinary debris that landlocked householders don't need to consider.

Fall household cleanup includes soap suds, TSP, and ammonia for the windows, paint removers for peeling doors, spray for pockets of spider nests, planter boxes hopelessly root-bound and plants now simply hopeless, fertilizer for spring bulbs, and gunk from clogged gutters and down spouts.

So now's the time to think of how this stuff looks to the salmon as if its down through the water. Thriving milfoil tells us the water needs no more soap suds, and State Fish and Wildlife folks recently identified 23 garden pesticides in our urban lakes, the most damaging, (at least to salmon) being commonly-used Diazinon and Malathion. Even the -- oops--old planter box isn't a beneficial addition to the lake bottom.

Easy options for outside projects are to throw down a tarp under messy jobs, use a dustpan as well as a broom for plant debris and gutter gunk and go easy on soaps and cleansers, using vinegar and water instead. As for sprays, a brisk hosing manages many plant pests effectively and the broom pulls down spider nests. We know about fertilizers these days and using it sparingly, about how clean and rich Cedar Grove compost and potting mixes are, about using light oil sprays for aphids and scale and mild soap spray for others. And as for that peeling door, please keep your elbow grease out of the water.

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Passages

ROSE MARIE PARKER

By Shirley Lashua

Rose Marie Parker died on June 30, 2000 at her houseboat home on DOX co-op on Lake Union where she lived for almost 30 years. "Parkie" or "Park", as she was known by friends, was born in Pe Ell, Washington and attended WSU. She served in the United States Marine Corps Reserves and during World War II worked at Boeing as a "Rosie the Riveter." In 1951 she spent four months skiing and biking through Europe. She took a Greyhound bus across the country to New York and from there crossed the Atlantic on the Queen Elizabeth returning to New York on the Queen Mary. Parkie was a Lab and X-ray Technician until her retirement at 55. For many years after that she was a volunteer tax aide and driver for senior centers. She was the maintenance manager for Dox, Inc. for a long time and participated in the early years of the Lake Union Investment Club. She was a volunteer in Floating Homes Association projects, especially the FHA office rejuvenation in the summer of 1978.



Park joined the Mountaineers in 1954, was a member of the Sail & Power Squadron, and a founding member of the Renton Regatta Club and the early Washington Kayak Club -- loving mountain climbing, backpacking, sailing, sea kayaking, and skiing. Her concern for wildlife led to membership in many related organizations. She also enjoyed playing the Stock Market!

I had the pleasure of enjoying many wonderful adventures and trips over the years with my buddy, Park! A memorial service and celebration of Park's life was held on Dox houseboat moorage on July 15th.

NEIL HARTMAN

By Jann McFarland

Neil Hartman passed away on August 30, 2000 at his home in Carpentersville, Illinois. Many old time houseboaters will remember Neil as he was active as a fund raising volunteer for the tours and auctions the Floating Homes Association held in the 1980s. He renovated Houseboat "J" on 2031 Fairview where he lived for a number of years. He was also living there when Gordon Jeffrey issued eviction notices to all of the houses on that dock in a moorage fee dispute! Neil was working on his houseboat remodel at the same time Sid started the second story of our houseboat so there was a lot of commiserating about the unique aspects of "nothing is level and nothing is square" in houseboat construction.

After being down-sized from the Sales Dept. at Burlington Northern, he was transferred to Kalispel, Montana and then moved to the Chicago area where he met his wife, Marcia, a school teacher. He and Mar both retired a few years ago and Neil started a business refinishing antiques. Neil and Mar visited Seattle many summers and would always come down to the houseboat for dinner and an evening of reminiscing about his houseboat days. We will miss Neil very much.



Waterlog

By Jann McFarland

What a great Indian summer! Tomatoes, green bush beans, and purple tomatillos are still ripening in the planter boxes, flowers are still in bloom, and neighbors' rose bushes are full of buds. It's November for goodness sake! I must still be in denial that fall is here as a couple of people walking up Fairview snorted and snickered when they saw my shorts and goose bump covered legs. You would have thought I was wearing white after Labor Day or something.

FLOTSAM & JETSAM

Caroline Kuknyo reports from Tenas Chuck that Jan Knutson, who is the new CEO of Senior Services had a successful auction that raised \$500,000 for Meals on Wheels and other programs. Paige Stockley put dinner on her houseboat for 12 people up for auction and the winning bid brought in \$6500 for the worthy cause.... Val Burgess has left her position with the Argosy cruise people (Caroline says, "no more free passes, boo hoo"), to pursue a new career as a Personal Coach. Her husband Barry has just designed their new houseboat remodel in keeping with Tenas Chuck's Historic District. It will have a traditional sprung roof and trellised decks. He has also done a conceptual design for Lois Shelton's new second floor. Incidentally, Lois is an Emmy Award winning Videographer.....For those unaware, Tenas Chuck has been awarded a Washington Heritage Designation of Historic District. This designation does not curtail all remodeling, but it is hoped folks will respect the historic implications and go for something more traditional in houseboat design. If other docks are interested in more information on this, you can call the FHA office at 325-1132, and leave your name and number and Caroline (or another informed Tenas Chucker) will give more details.... Tenas Chuck has a tradition of "Bach on the Dock" each summer, and they also have "Jazz on the Dock". Jean Butler's grandson played this year. He won first place in the High School Jazz Band contest, and got to play with Winton Marcellis.....After two years, the Lewisco townhomes next to Mallard Cove are almost complete, (or as Giff Jones puts it, "almost complete, almost complete, almost complete..."). Once finished, Cove'ers will regain their offstreet parking according to recorded easements. The condos are on the market now and priced from \$700,000 up to a million bucks....Caroline Culbertson, who lived in her houseboat under the University Bridge for many years, happened to call the FHA office recently and told Jann McFarland that she now lives on the Sammamish Slough. When she had to leave her houseboat in 1997 she never visualized living in a mobile home, but her place is at the very end of a Park and right on the water so she feels right at home. Many old timers will remember Caroline as she helped with our fund raising auctions and contributed a recipe and sketch to the first FHA cookbook. She is allowing us to use some of her artwork and poetry for the newsletters.... Bob Burk and Blair Robbins, who bought Mary Gey's much publicized houseboat on Log Foundation last year repainted the pinkish-orchid, teal and gold color scheme with bright orange and royal blue including an orange metal roof that simulates the tile roofs seen in the southwest. After living in the house for a while they realized there

were some serious rot problems in the floors and walls, and also rodent problems in the walls — they kept finding more and more bodies — could Mary's big Siamese cat, Fluffy, have been a serial killer? Now, though still not finished, the houseboat is almost all new with arched ceilings in the living room and an arched doorway into the expanded and updated kitchen. Hopefully Bob & Blair will follow the Mary tradition and allow the FHA to show it off on a tour in the near future (hint, hint).....Jeri Callahan (Tenas Chuck) has been working on a book about houseboats for several years now and really wants to finish it. It includes historical data as well as interviews with floating home residents about their life style. She needs someone experienced in editing who can help her polish and put it all together to be ready to publish. At this time she is on her usual winter migration to Puerto Vallarta, but she can be reached at jericallahan@hotmail.com if anyone would like to contact her about her book or to say hello. She won't be back until April.....Susan Susor (Portage Bay Condo Assn.) says husband, Tom is supposed to be retired, however he is now working on building flying reproductions of the ME262, the first jet fighter in the world, built by Germany in WWII.....Joan Rosenstock's (Portage Bay) new houseboat was the first of the new homes being built up in Ladner, BC Canada to arrive here. Sid McFarland & Bob Kerr accomplished the switch of the old houseboat out and the new one in with the help of Shively Tug moving out a section of the floating dock as well as other houseboats. Heinz Strobl's (Log Foundation) new houseboat move, also from Canada had to be postponed until after April of next year since his moorage spot is next to shore and the lake level is too low (he has an underwater room) to get it into the slip.....August fifth was Black Saturday, mourning that day in 1979 when the British navy cut off the daily rum rations to their men in uniform. A solemn group met at Art Hemenway's houseboat (Log Foundation) to mark this important moment. Art poured Myers rum into an ice bucket inscribed with "The Queen, God Bless Her" and ladled out rations into small wooden cups and distributed them to the grieving guests. He then rang his ship's bell and called for a moment of silence. Then he rang the bell again, and everyone tried to keep a stiff upper lip so as not to dilute their rum with tears, and tipped their cups bottoms up. The rum was so cheering, that the guests insisted on several more rounds until one guest mutinied and said she really preferred gin. So neighbor, Greg Sneden, being the perfect gentleman, invited everyone over for martinis on his back deck. (Thanks Greg).....Giff & Mary Jones's houseboat (Mallard Cove) was the scene of a September water rescue. Cries for help, from a boater who had fallen in the water and was being battered between his boat and the dock, were heard by the Jones's house painters, a crew of Bosnian war refugees. Without hesitation, they jumped in, shoes, wallets, and all, and swam the 40 yards to save the boater's life. "Instinct," they modestly claimed. "It wasn't anything at all." Giff says, "Now the plug: they go by the name of COLORPLAST PAINTING."

AUTO THEFTS.....THEY'RE BACK!

Folks on both sides of the lake report an increase in cars being vandalized, looted and stolen. On Westlake, Ann Bassetti's 12 year old Camry was stolen twice in 6 weeks. The second time it was totally vandalized as well..... On Fairview, Ron & Barb Carstens were moving out of their houseboat (Log Foundation) and left their truck up on the street overnight and lost a lot of their things including their computer. Others report break-ins with no theft, but cars are damaged. Ann said the police told her there is always an upswing of these kinds of crimes just before school starts in the fall, however, it seems to continue when there are so many hours of darkness. Both car alarms and club locks seem to help

ANCHORS AWEIGH

Susan & Tom Susor (Portage Bay) spent 3 weeks in China during July.....Tenas Chuck travelers include Caroline Kuknyo, who will be spending time with her two new granddaughters, Sammantha Rose and Jacqueline Lilly ages 2 1/2 and 2 months when she goes to the east coast in November.....Jean Butler traveled in Turkey in October.... Doug Hunt and Derrick Stanley were married in a ceremony in New Mexico and neighbors Cynthia Moffett and Florence Yerxa flew down for the ceremony. The wedding was held in the same place as "The Tao of Steve" was filmed....Barbara and Jim Donnette went to Greece last month. Since Barbara retired from The Department of

Neighborhoods they have also traveled to China and Paris..... Coastal passages from California to Seattle with their recent boat purchases were made in August and September by Mallard Covers Bailey Alexander and Jim McCarrison.....Earlier this year Alene Moris, Mallard Cove's Senior Statesperson, took time away from her routine of addressing governors conferences and giving White House advice, to visit her roots in Iceland for a month.... Bob and Lisa Berman (also Mallard Cove) took sons, Eli and Jake, off to Italy and France for a taste of Latin.....Log Foundation's Tim Easton and Andrea Wieland went to France with another couple and saw the countryside by private river barge -Tim got to be the Captain. They had a wonderful time and could stop any place and time they wanted.....Victoria Slover's (Log Foundation) job has taken her to Singapore for at least a year and a half. She has settled into her second apartment since she got there in late February. She gets around town and to work via taxi, train and especially the bus and decided she didn't need a car. "I was fortunate to have an orientation by an expat (Australian). We shared a lot of things in common and she was very helpful in showing me the high spots in town and where to shop for just about everything. This city is just one mall after another. I don't

see how anyone makes money in the stores, with the sheer amount of choices available. I do know where the best American supermarket is, along with a dynamite French market and of course, the standard Singapore Cold Storage Market. The food choices are overwhelming. You name it and you can find it. Actually, even if you cannot name it, you can find it! It's interesting what you notice about things. The first time I used the microwave, I noticed it was in Malay, Chinese, and English. There is not a popcom setting, but there is a setting for

congee and bee soon." Victoria's territory also includes Japan, Korea, Hong Kong, and Australia. "I was in Melbourne...and got to attend events at the Australian Grand Prix...Then I traveled to Tokyo...My impressions of Japan are very mixed. The airport and transportation is a mess and a hassle. The drive in was like traveling through a very depressed industrial city. Once I arrived at the hotel, and could see the city itself, I might actually like it"....She has spent time in Seoul, and Hong Kong as well. She reports that Singapore is around 86 to 92 degrees all the time and very humid so when not working spends her time in the pool. When she visited Seattle this summer she said she loves

WELCOME ABOARD

New on 2420 Westlake is Mark Teodoro who, as Ann Bassetti puts it, "had the courage to buy while we are between (moorage) leases!".... Ed & Karen Hayes, long time owners on the Wandesforde dock have had their main residence in Olympia for many years. Now they are retiring and are in the process of moving back into their houseboat. Welcome back!..... Newcomers Tim & Melissa Ahlers have just closed on HB #15 in Mallard Cove.....Tenas Chuck has new owners Lester Eastlick and fiancé, Siggie Denny who bought Bob Blair's place and are giving it a new facelift. Lester lived for a time on the other Tenas Chuck dock so it is good to have him back in the community. Siggie is an engineer who was working on the big tunnel dig in Boston and now has been hired by Sound Transit to work on the big dig under Capital Hill. Log foundation owners Vince & Teresa Coluccio have moved back down to the dock with their small son after living on land for a couple of years. Lisa Rowe, who started out living on 2025 HB P, moved to R and then had to move off the dock for a few months, was delighted to receive a call from George

Johnston saying she could move into his end moorage houseboat (also 2025) since Ron & Barb Carstens moved out after 11 years. Way to go, George!

If you have items for the next issue of the newsletter, call Jann McFarland at 323-3489 or e-mail at jannsid@msn.com or call the FHA Office at 325-1132.



"Cormorant drying its wings in the sun."

Caroline Culbertson

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