

# FLOATING TIMES

VOL. XIX No. 3

The Floating Homes Association Newsletter

October 2004

## The 20th Annual Floating Homes Tour

Our largest community event of the year is at hand: The 20th Annual Floating Homes Tour will be on Sunday, October 3 from 11 AM to 4 PM. About fifteen homes will be open to the public on Gate 6-1/2, Issaquah, Main, Liberty, and South Forty.

We need more volunteers! If you haven't signed up yet, please contact Debbie Ludwig on Issaquah at 289-0434 or [drludwig@mindspring.com](mailto:drludwig@mindspring.com). Volunteers may take the tour free either before or after their 3-hour shifts. The volunteers' party will be on September 26th at 5:00 PM at the Sausalito Cruising Club.

This year's tour will be limited to 800 visitors. About 230 will come in busses from community organizations. Cars will park across the freeway at the Gateway Center and our guests will ride free shuttle busses to the marinas. The only impact on residents should be from people strolling our docks.

On the Kappas Green, food and soft drinks will be available and live music will be performed throughout the day. You will see and hear the South 40 String Band with



Kenny Blacklock and Katy Bridges playing Irish & American fiddle tunes, old standards, and cowboy music. The Keepers, also featuring Kenny Blacklock, will play original acoustic rock.

Some surprise guests will join Guitarist Dan Goodman, of Yellow Ferry, and keyboardist Marc Shuster. The Goodman/Shuster group specializes in straight ahead and contemporary jazz instrumentals and this will mark their fourth year playing at the Floating Homes Tour Kappas Green program. Twelve artisans from the community will be back on the Kappas Green showing and selling their art.

A limited number of walk-in ticket buyers will be accommodated, so please suggest the tour to your interested friends. Admission is \$30 per person and will benefit the Friends of the Marin City Library, the Marine Mammal Center, and the Center for Attitudinal Healing.

As always, the Tour is also the chief fund-raiser for the Floating Homes Association.

## Updates On Happy and Not Happy Events

By Stan Barbarich

First, the happy stuff. By now, you have most likely been contacted by Malia and her cheerful band of Floating Home Tour organizers. We have a great group of homes on view, thanks to the gracious generosity of the homeowners. This is our day to shine; for all the world to see how wonderful our community really is. Now, all we need is for more of you to respond to those enthusiastic and energetic folks who were pictured on the postcard that was delivered to your house and give the community a couple of hours of your time on the day of the tour. Please do help out; this tour pays for the vast majority of the FHA's annual expenses, like this newsletter and the Member Party (dues barely scratch the surface of these worthwhile expenditures). AND, you get to tour the open homes, which we all know you want to do, anyway (organized peeping; what a fun thing, no?). And, in case you have been wondering why this is being billed as the "last" tour, it is simply due to burnout of the core

(CONTINUED ON PAGE 2)

PRESIDENT'S MESSAGE

## Charles Van Damme Wheel

By Jane Koestel

Waldo Point Harbor in conjunction with the Gates Co-op is going to begin the careful dismantling of the precious landmark /artifact the wheel of the *Charles Van Damme* ferryboat. Lew Cook has generously offered to pay to take it apart and store the pieces so the wheel can be resurrected in the park following the chaos that must occur first.

The resurrection will be another costly matter and I hope the ENTIRE WPH community will join the Gates Co-op in raising funds to accomplish this. Stay tuned.



The wheel of the Charles Van Damme.

CONTENTS

Floating Homes Tour .....	1
President's message.....	1
Ferryboat wheel.....	1
Kappas Permit Update.....	2
Are you prepared?.....	2
Water you doing here?.....	3
Kappas East visitor.....	3
Out there alone: Bill Merrick.....	4
Toadfish update.....	5
Living on a houseboat.....	5
Dock Talk.....	6
Classified ads.....	7
Key Contacts.....	8

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## PRESIDENT'S MESSAGE

(CONTINUED FROM PAGE 1)

group of folks who do this year after year, because we are always short of volunteers.

Less happy stuff. The county's "plans" to deal with traffic moving out Highway 1 have been so poorly thought out that all the environmental groups have joined together to tell the county that, despite enormous expenditures of cash, staff time, consultant time, public input, and so forth, the governmental approach to the problem was too much, too soon and, in two words, brain dead. At the last FHA Board meeting, it was decided that FHA should join the environmental groups in asking the county to take a couple of steps back and approach this major project in an incremental manner. The first task, which, believe it or not, has not been done by the county, much less the National Park Service, is to determine exactly how many visitors each of these national treasures can reasonably accommodate on a daily basis. THEN, and only then, should a transportation plan be drawn up to accommodate this number of folks.

Logical, you say? Reasonable, perhaps even obvious? Well, the county and the NPS have been trying to go at it from the opposite end, starting with

seeing how many people and vehicles can be pushed out Highway 1 on any given day, absent any consideration of whether the parks can actually handle them. Stay tuned.

The least happy stuff. As all WPH residents know, as of their last berth fee statement, BCDC is demanding to review all plans before any floating home is expanded in square footage, height, length and width. WPH had to agree with this condition of the BCDC permit, and we were not informed of this agreement until very recently

This approval process is in addition to the already-required county approval. So a committee has been formed of residents of WPH and Kappas (no doubt the same requirement will attach to their permit as well) to try to mitigate these onerous requirements. We will be approaching the county, the harbor owners and the BCDC staff to try to reach a procedural agreement that will allow a reasonable degree of review by BCDC, in a timely and reasonable manner.

More on this next month. Meanwhile, if you are about to apply for a building permit from the county, expect to find a lot of confusion as to what you should do and when and how, when it comes to BCDC. Fear not, we'll do our best to make things better.

See you on the tour!

## Kappas Marina BCDC Permit Update

By Ron Moreland

With the WPH BCDC permit approval behind us, attention now moves to the Kappas Marina and Yellow Ferry permit renewals. Ken Watsey, Kappas Harbor Master, advises the FT that in August they submitted to the BCDC an application for the permit renewal. The applications included:

- Site plans for public access, fill, property ownership and land exchange
- Environmental Assessment which included a water circulation report and a bio sediment/water quality report.
- Fill history report

While Kappas is still waiting for feedback from the BCDC on the application, they acknowledge one major

missing item. Due to the existence of several floating homes on State owned streets, Kappas has been negotiating a land swap with the State of California.

The details of the swap have been agreed to in principle by all parties. However, final details involving ownership of some parcels by the Government of Greece are still pending.

While they do not expect any problems in completing the land swap, it will take time. Accordingly, Ken believes an acceptable "completed" application will not be in the hands of the BCDC until the first quarter of 2005. After that, the BCDC staff and Commission will start their review process.

The bottom line is, don't expect BCDC approval of the Kappas permit before the end of 2005.

## ARE YOU PREPARED?

By Marling Mast, Emergency Services Chair

For what, you may ask. Well, earthquake. How will you get home if the bridge is down? How will you contact your family without a working cell phone? And what will you do on your boat about toileting if the electricity is out for four days? Violent storms? Did you check your pilings at low tide? Have you lived through sustained 60 mph winds and 103 mile gusts or seen finger piers wrecked and found your small boat and float blown across Richardson Bay to Strawberry Point? Did you experience last winter's mini tornadoes that took out chimneys and threw planter boxes into walls and windows? What about fire? Do you know how to turn off your gas? Water? Electricity? So many things to consider and worry over. Not to mention injuries.

Being prepared is what the Community Emergency Response Team (CERT) is about. To be a CERT says that you take personal responsibility for your own welfare and that you are an active member of your community.

This fall two classes are being offered. A two-day Saturday class will be held October 23 and 30 from 9:00 AM to 2:00 PM at So. Marin Fire Dept., 308 Reed Blvd., Mill Valley, at the end of Strawberry Point. The second class will be on five consecutive Tuesday evenings from 7:00 to 9:00 PM at various fire stations in Southern Marin.

There is an urgency to register soon because classes are filling rapidly, but not yet with people from our community. This year's cost is \$25 per person, \$35 for two family members, and \$50 for three allowing families with teens to train.

Make your check payable to CERT Southern Marin, and send it to Chief Mike Stone, S.M.F.D., 308 Reed Blvd., Mill Valley, CA 94941. You can call the CERT message machine for information at 389-4138.

There's a web site to visit: [www.southernmarinfire.org](http://www.southernmarinfire.org). Look over the site, then click on CERT in the left hand column, where you have an overview of the CERT program plus up-coming meetings, events and classes. It's a work in progress, so check in often.

We now have thirty-five CERTs on our docks who are trained in search and rescue, fire prevention, first aid, are knowledgeable about gas and electricity, and are ready to go into action in event of disaster. We need more, especially strong men and women, able to lift heavy people and objects.

Since we CERTs became certified two years ago, we've had three review sessions covering basic first aid and emergency rescue. Advanced

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## Water you doing here?

By *The Dinghy Dame*

Okay y'all, 'tis time to introduce our new *Floating Times* editor.

Lynn Gigy doesn't talk much, so I had to extract everything in little Gigy-bites...and do the interview ketch as ketch can.

She didn't want me to sloop into her personal business too much. But, she was most willing to chat about her ideas for our community paper.

Lynn was born and brought up in the Bay Area. She has lived on Yellow Ferry for one and a half years now, but resided part time on Issaquah for ten years prior to that.

Lynn had a friend on Issaquah twenty or so years ago and was first introduced to our life style then.. However, it wasn't until many years later when she was living in Mill Valley, that she strolled through our gates one evening, slowly unwinding on her way home from work, that she realized... "This is different...and calming... and where I want to be"

Lynn has a PhD in Social Sciences, Research Psych and Human Development and Aging to be exact. Since none of us wants to leave these hallowed shores, she will have a lot to study as time marches on.

She once co-owned a bookstore in Gualala and edited a history book which cleverly compiled local dialogues and tales. And she believes we all have a story or two to tell.

So Lynn has already proven herself a worthy editor. This is her third *Floating Times* issue and she has some wonderful plans to make it even more interesting. She feels the "newsletter reflects the community so it should be by the community." She therefore welcomes you to contact her by e-mail at [barblynn@mcn.org](mailto:barblynn@mcn.org). If you have any nature experiences, photos to share, articles pertaining to dock life or



Lynn Gigy PHOTO: CARL LUNS福德

politics or history of the community, don't hesitate to get in touch with her. She also wants to implement "letters to the editor" which should provide a lively addition and a chance to speak out. And, of course, not every contribution carries a byline. People such as Emily Riddell, who prepares many of the photos, and Muriel Kifer, who does copyediting and proof-reading, are a big help.

She plans to do some articles on historical boats as well, all of which will augment our already great little publication. So if your home is of historical interest, let her know.

Like I said, Lynn doesn't like to blow her own horn. But...rumor has it that you can hear her playing clarinet in the Corte Madera Town Band. And she's not even full of hot air!

She doesn't have much spare time as she works four days a week in Muir Woods. But, Lynn enjoys nature, ecology, reading, kayaking, hiking, and hopes to help build an even better sense of community through our *Floating Times*.

Let's all help her attain her goals. She's off to a great start!

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## ARE YOU PREPARED?

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CERT training is now given quarterly. We've had two advanced classes this year on running command centers and electricity power-line safety.

Classes always have a test scenario that sends us on adrenaline raising adventures and shows us our decision-making strengths and weaknesses. They are fun, illuminating and exciting.

We need more CERTs to attend advanced classes, and new people, especially healthy and strong folks, to enroll and become CERTs. Make the effort and don't let these opportunities pass.

## SPECIAL NEED - LICENSED HAM RADIO OPERATORS

The over-all County disaster plan includes local command centers — as we would have in a disaster — reporting via ham radio message to a central Emergency Operations Center (EOF). This may be the only way we will be able to get help. We need licensed ham radio operators here in our community. If you are an active ham operator or know of one locally, Please contact Marling Mast at [marling@mastphotography.com](mailto:marling@mastphotography.com), or 331-1953. (See <http://www.arrl.org/hamradio.html> for a ham overview.)

## UPDATE ON DOCK FIRE SAFETY

We had two fire drills this year and refilled about 120 fire extinguishers. Sadly our fire drill turnout was poor — only ten at the Kappas drill and six at the Waldo Point Drill. Repeated drills were the reason thousands more did not perish in the 9/11 disaster.

Repeated drills will save us also. Anyone who attended learned something new or was reminded of something important. Plan to attend fire drills. It's a responsibility we have to ourselves and to our community.



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## Tired of swimming?

By *Ron Moreland*

In early August Kappas East residents Jim and Cheryl Meek were shocked to find an intruder in their kayak. With the intruder involved in trespassing and possible theft, the first thought was to dial "911." But upon closer inspection they decided the best call to make was to the Marine Mammal Center That was because their intruder was a young harbor seal. When the

seal decided to take up long-term residence in the kayak, despite at least a dozen close by dock observers, they were concerned that it might be ill.

Thus the call to the Mammal Center. Fortunately, after closer observation, a vet from the Center pronounced the seal healthy. After a nice nap, the seal elected to head back into the water several hours later.

# Out There Alone

by Dan Goodman

For many sailors, it's enough to be out on the Bay in a fresh breeze, trimming sails, enjoying the splendor of nature, and being driven over water by wind. But others must journey offshore for the challenge of sailing solo – without benefit of crew. And that's the primary motivation for the single-handed TransPac race to Hawaii. Held every other year since 1978, this contest – sponsored by the Single Handed Sailing Society – begins at the Corinthian Yacht Club in Tiburon, and ends 2120 miles southwest at Hanalei Bay.

Of the twenty-four boats entered when the 2004 race began June 26, twenty one completed the passage. One of them was *Ergo* a 1970 Ericson 35 skippered by Bill Merrick of Kappas East Pier. Bill, a fundraising consultant, began sailing on the Bay in 1994. "Ironically, I live on a floating home because of sailing," says Bill. "My original idea was to find a 40 foot boat to sail and live aboard."

Instead Bill, his wife Sara and daughter Hannah, found their Kappas houseboat and Bill acquired a much smaller Catalina 22. But after a few years of local sailing, he was ready for more challenging sailing venues which lead to his moving up to the Ericson 35. "Sailing opportunities were dependent upon lining up crew," Bill says, "though I love sailing with experienced people – I needed a new sailing goal."

Bill's interest in solo sailing was piqued when he read about the 2002 TransPac Race. He joined the Single Handed Sailing Society in 2003 to prepare himself and his boat for the first of two solo races leading to the marathon TransPac in 2004. The first event – the forty mile Farallones Race – was "violent," laughs the affable 55 year old sailor.

"After being blown through 30 knot winds, I realized my boat wasn't set up for serious ocean racing."

Next on the horizon was the LongPac race – a four day, 400 mile single-handed sailing contest to be held in 2003. In preparation, Bill began upgrading *Ergo's* rigging, and adding self steering systems, radar, and new sails. "By June 2003 – after working extensively on the boat's systems – I'd developed more confidence in the boat than in myself. Because I'd devoted so much time to upgrading the boat, I'd been sailing a lot less," Bill says.

Sailors planning on doing the TransPac must qualify by first completing a 400 mile singled handed passage. Many participants – including Bill – have found this challenge to be more severe than the TransPac. "You're sailing in higher latitudes which



Bill Merrick of East Kappas

PHOTO: STEVE SAUL

means strong winds, rough seas, and being in the busy shipping lanes. One of the big issues is learning to sleep thirty minutes at a time – providing a good picture of what will be required for a race to Hawaii," says Bill.

Fast forward to June 26, 2004. After a year of further boat upgrades and mental preparation, it was time for Bill to throw off the dock lines and join the other twenty-three boats for the start of the TransPac. The participating boats ranged from 24 to 60 feet in length, in four handicap divisions, sailed by twenty-three men and one woman from all walks of life.

As the fleet headed out the Golden Gate, they were met with unrelenting near gale winds and high seas. Two boats turned back to shore because of broken gear and shredded sails. A third sailor with a diabetic condition was so afflicted with seasickness he couldn't keep his meds down. The Coast Guard airlifted him to Monterey while a support unit motored his boat to shore.

But Bill and the other twenty-one boats pressed on. The gnarly conditions had damaged *Ergo's* mechanical self-steering mechanism, so Bill switched to an electrically driven autopilot. As the fleet entered the south latitudes to position for the best course to Hanalei, the weather turned more amenable.

So amenable, the wind diminished to a whisper. The one big rule of the TransPac is it must be done completely under sail. That means engines can only be engaged in neutral to charge batteries keeping the boat's electronics operational. If a propeller is engaged, the boat is disqualified from the race.

"The fuel in my tank became contaminated from sediment dislodged by the rough seas at the beginning of the race, says Bill, "and I had to jerry rig a system using coffee filters and a small portable tank. Because the windvane steering was disabled, it required recharging batteries three hours a



Single handing "Ergo" towards Hawaii

PHOTO: LATITUDE 38

day to keep the autopilot functioning. "When you're out there – a thousand miles from land – self sufficiency is a big deal. It's not like you can drive down to West Marine!"

Throughout the race, most of the skippers were never in sight of each other – using only single sideband marine radio to check in twice daily for role call and position reports. The reality of being alone in a big ocean hit home. "All you can see is what's around you – the boat, sky and water," Bill relates. "Because you're only responsible for yourself, there's complete freedom: no limits, no daily routine, and no schedules. It's very liberating."

And it was enjoyable too. Bill allowed himself the diversion of listening to one CD a day on his iPod. He'd shower with saltwater, make a simple dinner, and then "dance" with the boat. "Not only was it strangely amusing, it provided some exercise. I'd stand in the cockpit companion way, hanging on to the dodger stanchions, and sort of sway with the boat, listening to music," Bill chuckles.

Though he never felt scared, Bill had a few moments of uneasiness one morning when he spotted an object on the horizon. "I pulled out my binoculars, and saw a huge superstructure of a tanker bearing down at about 25 knots. It appeared to be on a collision course tracking dead on my stern. I managed to raise the ship on my VHF, and the ship bore safely away."

On July 11th, well into the 15th day at sea, the finish line drew closer – the lay line to Hanalei was seventy miles away. On the 12th, Bill and *Ergo* were within striking distance, several other boats had already finished, and it was 11:00 at night – Pacific Daylight Time. In order to maintain time continuity, the fleet remained on Pacific Time. This throws off one's internal clock, as day and night no longer have the same meanings they do shore side. "You're eating breakfast at 2:00 a.m., and lunch at 8:00 – your time reference goes wacky," Bill says.

Crossing the finish line at Hanalei is tricky because of the treacherous reefs. Nighttime and unfamiliar territory made it worse. "I didn't want to sail twenty-two

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## Humming Toadfish Update

By Lynn Gigy

### Our story so far:

Diligent *Floating Times* readers will recall we learned that the sound of the humming toadfish (*Porichthys notatus*) first came to our attention in the early 1980's. Controversy regarding the origins of the loud sound raged until 1986 when John McCosker, then director of the Steinhart Aquarium, offered scientific data to settle the matter. The toadfish live most of the year off the West Coast at depths approaching 1,000 feet. Once a year, in July and August, they come to shallow tidelands to mate. In his recap of the toadfish legend in the September 1998 issue, Larry Clinton pointed out that years can go by without our hearing any sound from our toadfish neighbors. However, in 2001 toadfish were not only heard but also seen. A Great Blue dropped one onto Dock 6-1/2, narrowly missing our own Dinghy Dame! Larry Clinton got a photo before returning the finally fortunate fish to its natural habitat. This year at least two toadfish were less lucky. Each was seen being swallowed by a Black-crowned Night-Heron below Yellow Ferry Dock.

### Learning more about our neighbors

Scientists are now discovering that the social life of the humming toadfish is more complicated than we knew. There are actually three different genders among the toadfish: two male and one female. The larger Type I male chooses a nest site, hums to attract females to lay their eggs in that nest and guards the eggs laid by five



Humming toadfish on Dock 6½ in 2001

PHOTO: LARRY CLINTON

or six females. (Each female lays only one batch of eggs per year.) Smaller Type II, or "sneaker," males do not sing (although they may grunt a bit) but do have a much larger reproductive capacity than the Type I males. The Sneaker males hang around nests and dart in and out to fertilize many of the eggs. Their behavior presents a challenge to Darwin's theory of sexual selection.

The humming toadfish are not only interesting neighbors but may prove to be very helpful neighbors as well. The muscles Type I males use in their humming vibrate at an amazing 6,000 times per minute, twice the speed of a hummingbird's wing beat and the toadfish can maintain this rate of muscle vibration for as long as two hours. Researchers at the National Institute of Arthritis and Musculoskeletal and Skin Diseases are studying these unusually formed muscles in hopes of finding ways to treat certain muscle-weakening diseases in humans.

It has also been discovered that some females are completely deaf to the mating calls and do not respond at all. (There are no doubt times that floating home dwellers wish they too were deaf to the drone.) It seems that the females must have high levels of estrogen in order to hear the male's "song." This is the first time that hearing sensitivity has been seen as linked with changes in hormonal level. The finding may have important implications for dealing with hearing loss occurring in human females.

And finally, perhaps even closer to the hearts, or specifically the livers, of floating home dwellers and others, is the finding that our humming toadfish neighbors are able to tolerate 10 to 20 times more ammonia than we can. Learning how the toadfish tolerates high levels of ammonia could help in the development of therapies for liver disease, stroke, brain injuries and heart attacks. What great neighbors! (Although sometimes their late night parties are a bit much.)

## Living on a houseboat

By David O'Neal

Living on a houseboat is cool. Not cool as in "not as warm as Florida," but cool like Andy Garcia, the Toyota Prius hybrid, mango ice cream, and Independent voters. I moved to Sausalito recently from the East Coast and intend to stay here because the nature of the Bay Area is so startlingly diverse and beautiful. And I live on a floating home, to boot.

Is it serendipity that the oceans cover seventy percent of the earth's surface and that humans are comprised of seventy percent water? Life originated in the oceans three billion years ago; there are still more living organisms in water than there are on land. Embrace the sea, enjoy the bays, and get to know them, expand your horizons, knowledge and sensibilities — what better opportunity than on a floating home!

The sky is bigger here too and the stars brighter than elsewhere. For scenery, the views of Mt. Tam, the Marin Headlands, Angel and Alcatraz Islands, and the San Francisco skyline are spectacular. Then there is the wild life, including pods of seals, prides of sea lions, and the occasional raccoon. But especially birds. I feed the more or less same paddling of ducks every morning, and I recognize them as individuals. I have watched for hours snowy egrets at low tide stepping gingerly through the mud on spindly legs. Squabbling seagulls and time-steps of sandpipers, as well as herons, pelicans, cormorants, and mallards are abundant, informative and amusing to observe.

The architecture of the houseboats is exceptionally diverse, colorful and funky. Anything goes; no two homes are the same: some seem to have sprung out of bizarre dreams, others conform to or distort, the hulls of the old ships they are built upon. Shades of Asia are found here also: Buddhist icons, Eastern spiritual paraphernalia, spirit houses to welcome one's ancestors. It must be a hoot for architects and for persons who want to design their own dwellings. Potted flowers, plants and shrubs line both sides of the common walkways and form virtual botanical gardens that emblazon the docks with a kaleidoscope of shimmering colors.

The floating homes of Sausalito are a magical water-world. They gently roll, pitch, and creak in wind or tide. It's great fun to live among a flotilla of houseboats that go nowhere yet make you feel you are everywhere.

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### OUT THERE ALONE

(CONTINUED FROM PAGE 4)

hundred miles, only to end up on the beach!" Bill says. But finish he did, by completing the passage in 16 days, 13 hours, and 4 minutes – his first TransPac race behind him.

"The TransPac is the only race of its type you can single hand that's comprised of owner-maintained yachts. And it's the longest existing single handed race the average sailor can do," Bill says.

Is Bill gearing up for the 2006 TransPac? "Oh yeah!" – he smiles. "I came in 12th on corrected time – not bad – but now that I've completed a TransPac, I can do much better in 2006."



## Gates Cooperative 25th Anniversary Party

By Jane Koestel

The Gates Cooperative 25th Anniversary Party was a great party's PARTY. Thanks to:

- great planning for food and drink by Marshal, Claus Koestel, Thea Schurer and Pam Massie;
- a great poster for the party by Kathleen Roberts;
- months and months of prolific landscaping featuring zinger flowers of every variety that set off Gate 6 in an explosion of color, by Milinda Macey mostly, Heather Graef, Connie Perlman, Roberta Waters and others also;
- and the great band playing Essential Rock 'n' Roll – Johnny Nitro and the Doorslammers from SALOON in North Beach (oldest bar in S.F. It was a bar when Abraham Lincoln was Prez!).

In attendance besides the locals of Gate 6 were many of our immediate neighbors, like Skip Hunter and the gang of Buddhists from ISSAQUAH DOCK who love fun and never miss a joyous chance to party (old waterfront tradition), Chuck Green, Robin Sweeney, Ted Rose and wife Beth, Donna Bragg and Joe Tate, Lame Duck Supervisor Annette Rose and her daughter Trent, Antenna Theater's Chris Hardman, EAH Executive Director Mary Murtagh, Planning Whiz Scott Hochstrasser, Bob Hayes Gates Co-op fearless architect, and on and on.

Also present were lots of Old Timers of the Gates Co-op and earlier. They came from all over – Alaska, San Rafael, Iowa, SF, East Bay, Hawaii to celebrate the survival of the Gates Co-op.

The crowd also included lots of children of the Gates Co-op, who were raised here and were glad to come home to a party at a place from their childhood still on the map.

### Main Dock

Main Dock's Mark Trotter appointed to Sausalito Marin City School District Board runs for re-election November 2

Mark is a six-year resident of Main Dock. He and his wife Linda are parents of a 3-year old son, Marcus. He was selected by the Sausalito Marin City School Board in August to fill the vacancy created by the resignation of Trustee Steve Fraser. Mark will have to run for election as an incumbent in the November 2 election in order to extend his appointment. (Fraser only had a few months left in his term of office.). Board Trustee Lynne Turner said in a recent Marin Scope article that he was selected because



Skip Hunter and Marshal



Johnny Nitro and the Doorslammers



Alis Hass and Danielle Shanno

of his 14 years in private sector financial analysis (Chevron, he also has a degree in chemistry), in addition to his willingness to serve the needs of his community. It was Mark and Linda's strong belief in public schools and their wanting Marcus to go to school in Sausalito close to home that prompted Mark to serve. This is the first time Mark has served on a community board. As of this writing, another candidate has filed so he will have competition. Good luck, Mark, it will great to have the houseboat community represented!

### Stork visits Main Dock

Sue Krenek and Sam Penrose are pleased to welcome the birth of their baby daughter, Ms. Lila Penrose, born in mid August. In her honor, they had their houseboat painted a happy yellow with green trim. Both baby and boat are adorable.

— Suki Sennett

### Dock 6-1/2

Dock 6-1/2 is glad to welcome Dinghy Dame home from surgery and a difficult extended stay at Marin General. She's well

on the mend now (as evidenced by her article in this issue) and she thanks the FHA for their thoughtfulness in sending flowers.

Congratulations are in order for Katie Fearon and Jung Vu of Gate 6-1/2 who got married in August.

### Issaquah Dock:

This summer's cold weather never deterred Issaquah residents from imbibing as they are known to do in the daily activity of planting greenery and flowers galore along our most lovely dock. Visitors to the dock have been full of praise for what we have done. Residents such as Kathleen Hunter (11) and SallyAnne Campbell (18) most notably have contributed a particular panache with flowers of the blue and purple variety, though yellow and pink roses are also favored by these two as well. Newcomer Margaret Tilden (7) has built a nice arrangement of flowers and pots outside her house, and the tomatoes she has grown this year are...what else...real tomato red. Murray and Malia Dailey (40) have also grown this year a bumper crop of dahlias, which annually grow 4 to 5 feet at their highest and include varieties such as Orange Julius and Little Mikey. Walking past their forest is like the Fourth of July held permanently day and night on silky green stalks. All fireworks should work like this, particularly when living in the Bay Area with its notable fog on that special holiday. Mark and Debby Ludwig (69) have done a spectacular job making their new home at the end of the dock look like a southern country cottage with the decor and flowers they have artfully placed outside their new home.

The dock has recently seen a few residents leave for...God forbid...land. Among them, Helene Silver (32) has left for Sonoma, Lori and Rive (45) for Petaluma, and David from The Blue Heron (65) for historic Sausalito, to name just a few. We will miss them all very much but wish them the very best. On to fall please, dear Mother Nature, and the annual grape harvesting and stomp.

— Mark Williams

### Yellow Ferry

If you've been to the Bayside Café recently, you may have noticed something new near the cash register. It's Yellow Ferry guitarist/producer Dan Goodman's latest CD – *Gate 6 Road*. The lushly produced instrumental project features Dan's contemporary jazz guitar work. The album's received enthusiastic reviews, been selling well on the web, and the Bayside has added the tracks to the café's background music play list. Only \$10.00 – check it out.

# C L A S S I F I E D S

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Webmaster	David Lane	425-3934	fha@zenciti.com
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RBRA Harbor Administrator	Bill Price	289-4143
		Pager: 458-0833
San Francisco Baykeeper	Hot Line	567-4401
Marin County Fire Dept.	Non-emergency	446-4463
Marin County Sheriff	Non-emergency	332-5422
Marin County Sheriff	Cellular Emergency Line	472-0911
Kappas Homeowners Assoc.	Ron Moreland	332-2429
Harbor Equity Group (HEG)	Pam Bousquet	331-3614
WPH Residents		
(HEG) Liaison	Ric Miller	331-6116

### DOCK REPS and ALTERNATES

A Dock	Davia Lehn	332-7573	dlehn@sbcglobal.net
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- Alternate	Ron Moreland	332-2429	ron@morelandonline.com
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- Alternate	Sallyanne Campbell	331-7464	sallycampbell@mindspring.com
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- Alternate	VACANT		
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- Alternate	Susan Neri	332-8482	
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- Alternate	Gail Forrest	331-7320	chestfield@hotmail.com
Yellow Ferry	Dan Goodman	332-0678	DanGoodman@comcast.net
- Alternate	Carey Chenoweth	332-2265	rowboat@well.com

### GOVERNMENT

District 3 Supervisor	Annette Rose	499-7331
Assemblymember	Joe Nation	479-4920
San Francisco BCDC		352-3600
FEMA		800-462-9029
Army Corps of Engineers		332-0334
Sausalito Post Office		332-0258

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