



SPRING 2024

THE EASTLAKE NEWS

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Sailing on Lake Union in 2009, story on Page 18, photo by Neil Rabinowitz

SEE INSIDE FOR EASTLAKE NEWS, EVENTS & MORE!

**Eastlake
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The Eastlake News is a quarterly publication of the Eastlake Community Council. We welcome comments, articles or images for possible publication; please include a contact phone number. Articles may be edited for length and clarity. Articles in the newsletter represent the view of the author and not necessarily the ECC.

Please send submissions to info@eastlakeseattle.org or by U.S. mail to the return address on the back of this newsletter. For advertising contact Detra Segar at advertising@eastlakeseattle.org.

Publication schedule is as follows:

Spring - March, April, May
Summer - June, July, August
Fall - September, October, November
Winter - December, January, February

ECC PRESIDENT'S LETTER

Shane Hope

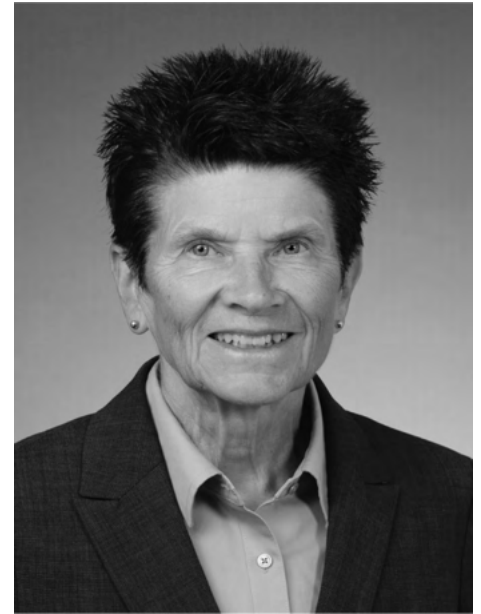
What activities would you like to see the Eastlake Community Council sponsor? Would you be able to help make any activities happen? You can weigh in through an online survey that will be coming soon to our website (www.eastlakeseattle.org) and to people on our email list.

Last year, the Eastlake Community Council sponsored activities that included a concert in the park, a bird walk, a clean-up of shoreline areas, and a City Council candidates forum.

The Eastlake board has begun planning neighborhood activities for the next two years. We want you to help us in deciding priorities and/or lending a hand to help arrange events.

Options for this year include an outdoor concert, an outdoor movie, presentations from experts in various fields, an architectural tour, clean-up of a shoreline or park, and an electronics recycling event. Whatever gets decided, people power will be needed!

When the survey is ready, probably late March or early April, we will use our website, emails, and social media to ask your participation. Of course, you are also welcome to share your ideas or volunteer your time by talking



with Eastlake board members that you may know or writing to us at: info@eastlakeseattle.org

The Eastlake Community Council looks forward to sponsoring activities that interest you and encourage neighborhood interaction. Thanks in advance for your help.

DELIVERY TEAM

If you are interested in being part of the Eastlake News delivery team, reach out to: cleman@oo.net

Delivering The Eastlake News is the perfect way to get involved and stroll the neighborhood!



Tulips, sketched by resident artist Karen Berry

FOUND IT, FIXED IT

See something in a public area that needs fixing? City of Seattle responds to reports on their mobile App Find It, Fix It for every imaginable problem from clogged drains, graffiti, malfunctioning traffic lights, even dead animals and, of course, potholes.

For months last year people walked by this rotten bench in Fairview Park. Then someone snapped a photo, sent it to the App and 48 hours later it was fixed. Kudos to Seattle Parks Department!

Be a good citizen. Download the App and start reporting those dangling cables, broken streetlights or abandoned vehicles. Your neighbors will thank you for it.



Fairview Park bench, before...



... and after!

A MESSAGE FROM JOY HOLLINGSWORTH *Seattle City Council Member*

Greetings Eastlake,

As your new Council Member for District 3, I am honored and excited to embark on this journey. The Eastlake community is filled with a unique blend of residential charm, small businesses, and vibrant activity. My commitment to you is to be pro-active, engaged, responsive, transparent, and impactful.

Our priorities are simple: focusing on the fundamentals.

- Public Safety
- Housing Affordability
- Economic Opportunity and Small Businesses
- Infrastructure & Essential City Services

I have the honor of chairing the Parks, Utilities and Technology committee that meets every 2nd & 4th Wednesday of the month at 2PM. I am also the Vice Chair of Transportation and a member of the Libraries, Education, Neighborhood Committee, the Public Safety Committee, and the Governance, Accountability & Economic Development Committee.

I truly believe in transparent governance and the power of community engagement to drive positive change. I look forward to collaborating with you, serving you, and building a future for the Eastlake neighborhood.

Here is how to contact our office: shoot me an e-mail at joy.hollingsworth@seattle.gov to schedule a meeting, send in comments, or request our help. You can also call our office at 206-684-8803.

Thank you,
Joy Hollingsworth
Council Member District 3



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BIRDING IN EASTLAKE: SPRING LIGHTENS US ALL

By Dave Galvin

As the days get longer, hormones rage and the urge to procreate takes over. We human beings, who mate in all seasons, maybe don't notice this surge as much as other creatures, even though we certainly appreciate spring days after the dark, cold, wet winter. Our birds do, however, pick up on extended day length, and it triggers momentous changes in their behaviors. Migrators get antsy and want to move. Males want to stake down a territory and attract a mate. Migratory ducks wag their heads, woodpeckers pound on anything hard to make noise, and most land birds sing. Spring is the best time for appreciating birds here in Eastlake as these seasonal changes happen all around us.

As I mentioned in my Winter article, our earliest local nesters are the Anna's Hummingbirds. Males will be holding down their territories from late December through the spring, singing scratchily and doing regular J-dives. Females will already be fledging their first brood by March, and will often then re-mate for a second nesting in April and May. Our "native" hummers, the Rufous Hummingbirds, winter in SW Mexico (nice choice!) and come through Seattle in late March and April, timed to the native red-flowering currant and Oregon grape, before mostly heading north or up into the Cascades; very few choose to stay local for nesting. Consider yourself extremely lucky, and let me know, if you find a nesting Rufous Hummingbird here in Eastlake.

As March blossoms, American Robins start to sing, as do all of our other, local, resident male birds: House Finches, Dark-eyed Juncos, Black-capped Chickadees, Bewick's Wrens, Northern Flickers, European Starlings and many more. (Of course our local Song Sparrows are also singing, but they do so year-round, one of the only birds that sings in every month.) Migrants passing through, such as the bulk of Ruby-crowned Kinglets and Yellow-rumped Warblers, sing almost non-stop. Spring is a wonderful time to walk the neighborhood and hear this increase in bird song.

I'd like to shine a spotlight on one often unnoticed local bird that doesn't sing: the Bushtit, a tiny, mousy-brown bird with a long tail. Bushtits travel in flocks all winter, twittering quietly to each other, then pair up in spring and build a fascinating, sock-like nest out of plant fibers and spider webs. They are smaller than Black-capped Chickadees and weigh only half as much, about the same weight as an Anna's Hummingbird! Watch for them in the neighborhood as they twitter past, unassuming, sporting no flashy colors, yet really fun to watch if you are lucky enough to find them building a nest nearby or stopped on a branch for more than a second or two. Note their eyes to tell the sexes apart: male eyes are all black, while female



Bushtit

irises are yellow.

Many bird species that might be passing through Eastlake don't stop or stay because the neighborhood doesn't supply sufficiently hospitable or diverse habitat. We need more trees, and more native plants overall, within our urban yards as well as along our streets. Let me know if you are interested in addressing this issue. We need a sea-change of yard and street-tree habitat to improve bird livability in Eastlake. Join me to "re-wild" Eastlake.

Keep me posted as to your observations as well as your questions, at galvind53@gmail.com . Enjoy springtime in the 'hood.

BIRDWALK WITH DAVE ON APRIL 13TH

Join local birder Dave Galvin for one of two bird walks on Saturday, April 13, 2024: "early birds" starting at 9 a.m., and "late risers" starting at 11 a.m. We will meet on Franklin Ave. E. in front of TOPS school, and will walk a short loop down to the lake and back up to Eastlake Ave. to find coffee. Dress for the weather and bring binoculars if you have them or can borrow from a friend.



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GOOD TURN PARK *By Detra Segar*

Construction to start fall 2024. The Seattle Department of Transportation (SDOT) and the Eastlake Community Council (ECC) have been working together to improve public access and shoreline habitat at the shoreline street end at E. Martin Street, also known as Good Turn Park. The park is at 3201 Fairview Ave E.

This site is part of the SDOT, Shoreline Street Ends Program whose goal is to enhance public access to shorelines at over 140 locations where Seattle streets end at bodies of water. Eastlake is lucky to have several.

The focus at Good Turn is on stormwater management, improving ADA accessibility, providing seating and enhancing public access to the water. Construction for the project is scheduled for fall of 2024.

In January, Omar Akkari, Street End Program Coordinator, held two meetings to review the final design for the work being done at Good Turn. The Jan 23rd meeting was virtual and the Jan 25th was held at the Pocock Center. In attendance were Karen Kiest and Meredith Hall with the landscape architectural firm that is doing the design work and Marilee Fuller who is the steward for Good Turn. It was good to see so many interested participants curious about what was being done.

In the late 1990's, the original design of the park was a great addition to the community and the neighbors to the north and south made substantial contributions to the effort with the ECC being part of the process.

As the years passed and the plants grew it became hard to see that there was a lake there and from November through May standing water and mud make access to it a challenge. ECC sponsored several work party days with weeding and tree trimming. Omar was part of that planning and could see that our regular calls about drainage was the biggest obstacle to access. It also became clear that with the increased density on that part of Fairview there was good reason to make use of all of our lake front.

We are excited that the City has made the investment at Good Turn and we look forward to having it completed and enjoyed by those living and working here and those just walking by.

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RR J LINE PROJECT OUT TO BID

By Nick Harrison

Construction Coming to Eastlake as soon as Summer 2024. Like it or not, the RapidRide J Line Bus Project is coming to Eastlake—with construction starting as soon as summer 2024. On February 9, 2024, Seattle Department of Transportation (SDOT) published an invitation soliciting bids for the construction work. Bids are due March 13, 2024. The Project’s final design, decided by SDOT, informs the scope of the Project. The RR J Project has been controversial for the Eastlake neighborhood since its inception, with the Eastlake Community Council (ECC) on record as having opposed the Project and as having expressed concerns about the design and its impacts on the neighborhood.

But now that contractors are being solicited to make bids, ECC President Shane Hope would like to have the ECC focus on monitoring potential impacts and being a bridge between SDOT and the neighborhood, particularly its residents and businesses.

As the RR J Line Project impacts become more immediate and better understood, ECC intends to publish updates through ECC’s website. One change Eastlake residents should be alert to now: SDOT’s plans to add to and modify its Restricted Parking Zone (RPZ) program for Eastlake starting in spring 2024.

What does the Restricted Parking Zone have to do with RR J Line?: Resident parking will change starting in Spring 2024. When completed in 2027, the RR J Line Project will result in a total loss of parking along Eastlake Avenue and elimination of all but a few spaces for loading/unloading for businesses. This loss of parking will have a direct effect on Eastlake’s retail businesses along the Avenue. And at least some of the cost to mitigate the loss of parking along Eastlake Avenue will be borne by the neighborhood’s residents. How, you ask?

The City is planning “curbspace changes” to start in Spring 2024 to respond to the increase in “parking demand” that will be generated by the project. In essence, SDOT will respond to additional parking demand on adjacent streets like Yale and Franklin, and the neighborhood’s many side streets, by limiting parking to 2 hours or 4 hours, depending on area, except by permit available for purchase by residents.

Some Eastlake residents may wonder why they will have to pay \$95 for a two-year permit to park in front of their own homes when they have up to now parked there for free. SDOT has anticipated this question. The answer is basically that it costs money to administer and enforce the Restricted Parking Zone (RPZ) program. In other words, to ensure that visitors restrict their parking duration to short stays so that limited parking spaces can be regularly turned over, rules need to be enforced. Residents who depend on

the ability to park outside or close to their homes have a vested interest in enforcement and are captive targets for collection of the monies necessary to run the RPZ program. Residents in parts of south Eastlake are familiar with the RPZ program where it has been in effect for several years. However the Eastlake Avenue parking elimination will greatly expand the scope of the program, extending it all the way north almost to the University Bridge.

To learn more about the latest “curbspace changes” coming to Eastlake scan this QR code:



About the RapidRide J Line Project: The \$128 Million project’s main objective is to save bus riders up to 12 minutes of travel time during peak hours. Buses will run every seven-and-a-half minutes at peak times, reducing to 60 minutes during night hours. The price tag is so large because the project doesn’t just focus on delivering a rapid ride; it also includes installation of almost 4 miles of protected bike lanes, two miles of street repaving, and two miles of bus lanes. The RR J bus service will replace the existing Metro route 70.



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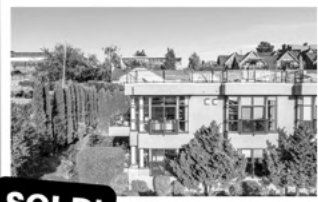
2023 EASTLAKE MARKET REPORT

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	# OF SALES	MEDIAN PRICE	MEDIAN DAYS ON MARKET
Condos	36	\$630,000	15.5
Townhomes	14	\$1,237,475	28
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Floating homes	12	\$1,875,000	11.5

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ENVIRONMENT IS PART OF LIZA APARTMENTS

By Steve Dunphy

There was a strike by cement works, shortages caused by the pandemic, deliveries limited by the electric bus trolley lines, but now the Liza Apartments, the huge 207-unit project on Eastlake Avenue East has the finish line in sight.

Steffenie Evans, a Washington Holding vice president, said the hope is to open the building in 60 days or so, depending mostly on completing inspections. Carl Pollard of Pollard Entities, which is co-developing the project with Washington Holdings, said it has been a long process but it is great to see it coming together.

Evans said there will be a community open house on April 21, the day before Earth Day. “We chose it on purpose,” she said – the building is one of the most environmentally sound in the neighborhood, meeting the International Living Future Institute’s “living building” standards for sustainability.

For example, the building will reuse shower water to irrigate on-site landscaping and supply toilet water. Pollard said the building will reclaim about 1.5 million gallons a year and be able to treat or reuse about 850,000 gallons.

Solar panels on the roof of the building will generate about 15 percent of its needs, while off-site solar projects will offset 105 percent of its energy use. The roof will also feature a bee apiary.

Evans said the project took part in the City of Seattle’s MFTE Program with 20 percent of the units at below market rates. She said the units are scattered through the building rather than being concentrated in one area.

The building features a mix of studio, one- and two-bedroom units with Shaker cabinets, air conditioning and energy-saving touches such as heat-pump clothes dryers.

Evans said dryers can account for up to 30 percent of energy use and the special dryers help reduce that load. The units also have triple-pane windows that stand lower to the floor than traditional windows, giving the apartments more of an open, less closed-in feel.

There are several split-level apartments that front on Eastlake Avenue East with their own private entrance. Evans said they would probably be popular with tenants who have pets.

The building, of course, takes advantage of the tremendous views – from Downtown to Gas Works Park. The seventh floor includes expansive outdoor decks that will have seating, tables and electric grills (there is no gas in the residential portion of the building). Other amenities include a fitness center, bike racks and showers, co-working areas and lounges.

At the street level there is about 2,500 square feet of retail space. Pollard said they are talking with several possible tenants including Mammoth, the popular sandwich and beer restaurant that was in a corner spot in the small retail mall that occupied the site. Pollard said there was no definite tenant signed as of early February.

There is parking under the building for 94 vehicles with the entrance on East Louisa Street facing Otter and Lake Union Mail. There is also outdoor seating in that area for as many as 250 people.

Sarah Robbins created the floral mural that is above the entrance to the parking. Sarah is a well known local artist whose work is visible in many public places in the Pacific Northwest.

The project has three different structures that are all tied together into a single building. Evans said the site actually includes three separate parcels with three different zoning requirements. Another complicating design factor.

One final touch will be significant for long-time Eastlake residents. The large EASTLAKE sign that stood atop the old retail area has been preserved. The four-foot-high letters will be restored and added to the building’s awning.

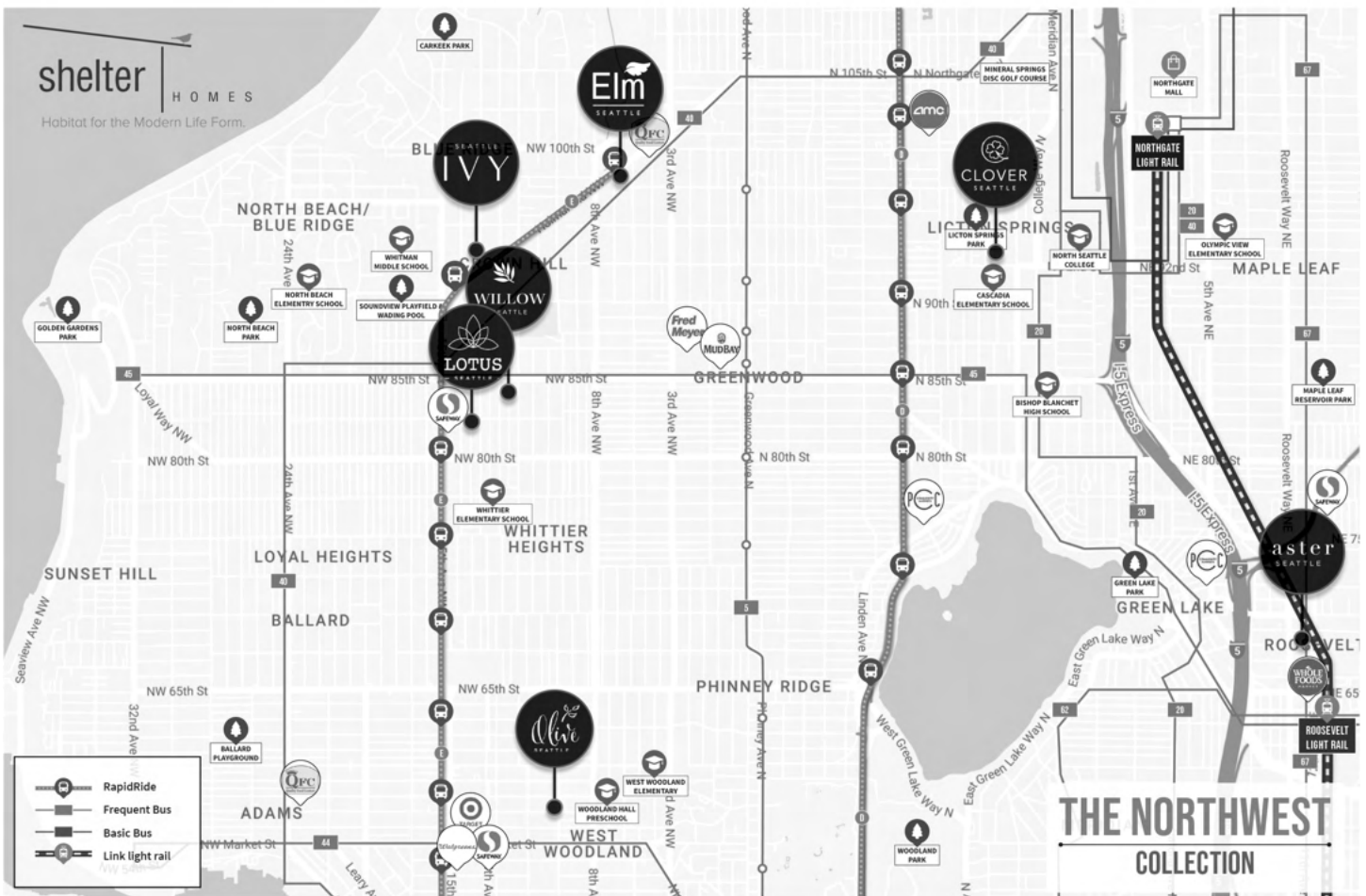


The main entrance of Liza Apartments on Eastlake, looking west from Rogers Playground

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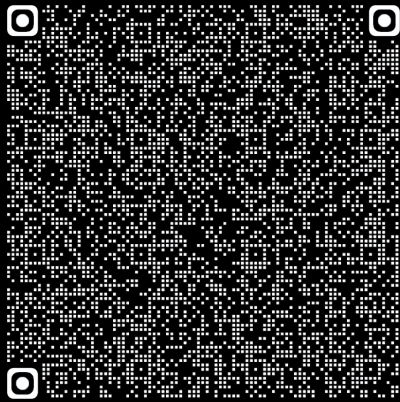
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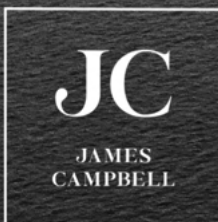


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HOUSING MARKET UPDATE

By James Campbell

Eastlake's housing market is off to a good start in 2024. By "good start," I mean that buyers are getting back in the market. Higher rates and lack of inventory are still causing a slowdown for buyers. Most of the inventory that often feeds a flourishing real estate market has been locked up by would-be sellers not wanting to let go of their homes. They may have recently refinanced at a low rate, in the 3% or even 2% range or bought at those low rates just to become a home owner. Now buyers are looking at a rate in the 6's. Beyond that, the cost to build and the scarcity of contractors has added to a lack of inventory. That said, there are a few new developments in the Eastlake neighborhood's inventory: townhomes on Yale Ave. E., Franklin Ave. E., and Fairview Ave. E.

Here are some stats on the market in our charming neighborhood from November 1, 2023-January 31, 2024.
*Data Courtesy of the Northwest Multiple Listing Service

Floating Homes

Average Days on Market: 127

Median Price: \$1.895M

In the last 90 days, one floating home sold, and there are four currently listed.

Single Family

Average Days on Market: 78

Median Price: \$1.135M

Condominiums

Average Days on Market: 43

Average Price: \$603K

What to make of this? Although this data set is from the holiday season during the beginning of colder weather and with Seattle readjusting to post pandemic lockdown, Eastlake has experienced more activity recently. Rates came down for buyers just enough to entice them to get back into the market. Along with that, many buyers are exhausted from waiting for rates to drop to pandemic levels, sights that we may likely never see again. The commercial real estate market is affected by workers who are starting to return to the office as well as those who will probably never return. That shift affects the residential market as workers coming back to the office may want housing nearby downtown Seattle areas, while those working from home may be looking to move out of the city. There is a lot of data that can be observed but each buyer, seller, and homeowner has very specific data sets that matter to them. Here's hoping for a thriving real estate market in 2024.

DINING & RETAIL: TWO NEW OPENINGS IN EASTLAKE'S SOUTH END

Stephanie King opened her first Kitchen and Market store in Pike Place Market in 2021 and quickly expanded with one in Mercer Island and another in Medina. King has big plans to go national. Next stop? Eastlake.

Kitchen and Market will open their fourth location this fall at 1616 Eastlake Ave. in the space occupied by Grand Central Bakery (GCB) before they moved across the street earlier this year. Right next door in the old Bank of America building, Seattle restaurateur Ethan Stowell will open Victor Tavern, a line that has had success with the tech crowd downtown across from the Amazon spheres. King and Stowell's outlets are more than just neighbors. Stowell was an original investor and partner in Kitchen and Market. It was after he secured the lease on the Eastlake Victor Tavern that he noticed the former GCB space and recommended to landlord Alexandria that it would be an ideal spot for King's store.

King says she found Eastlake "an awesome neighborhood in general" and sized up the 1616 location as the perfect place to be with what she calls a "beautiful blend of offices, biotech and homes." Her vision for her outlets is to bring back the corner store and provide a place where locals can buy good, fresh food and she hopes that shopping can be an "awesome experience."



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Customers line up at the University District Food Bank, February 5, 2024, photo by Peter Haley

U-DISTRICT FOOD BANK FACES CHALLENGES IN 2024

2024 was always going to be a challenging year for the University District Food Bank (UDFB). 2023 had seen a 50 percent increase in demand compared with the previous year and UDFB was already looking at purchasing well over \$1m in 2024 to supplement the in-kind donations they receive. Then in the Fall came the shocking news that Northwest Harvest, Washington State's largest hunger relief agency, would be cutting off UDFB from its list of recipients.

In a way, UDFB is a victim of their own success. Thomas Reynolds, Northwest Harvest's CEO explained the reason for dropping UDFB. "Last year Northwest Harvest went through an extensive review of the 400 food banks, meal programs and pantries that receive food from us," Reynolds explained in an email to Eastlake News. "We looked at how much government funding, grant funding, private funding and other sources of foods each partner receives. It was our conclusion that 29 of the 400 food banks we support would not be harmed if we stopped providing them food and reallocated those food resources to food banks in dire need of additional resources.

"University Food Bank was one of those 29. We love

the work they do and the services they provide. We love how they do their work. We wholeheartedly support their approach to their work. Joe (Gruber) is a terrific leader. This conclusion is in no way an indictment of their work.

"Rather, we made some agonizing decisions to reallocate food resources to the most vulnerable, isolated, or resource-scarce locations across Washington State, believing this was the best approach to take with the resources entrusted to us."

To lessen the impact of the loss of funding, Northwest Harvest is reducing support to UDFB by 25 percent each quarter through 2024, eliminating contributions entirely by Jan 1, 2025.

Joe Gruber, UDFB's executive director says he understands the logic behind the change but adds "we are deeply disappointed by this decision. This loss of food will be noticed on our shelves."

UDFB's principal outlet for food is their storefront on Roosevelt Avenue just north of 50th Street where four days a week the long line outside is visual evidence of the high demand. A team of volunteers keeps shelves stocked and manages the steady flow of customers inside the store. They have an additional satellite outlet at North Seattle Community College and another at Magnusson Park. To meet the varying needs of their customers, as well as

Continued on page 17



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University District Food Bank Director Joe Gruber at work before the doors open, February 5, 2024, photo by Peter Haley



Food Bank volunteer Norv readies the fresh fruit before customers arrive in the University District Food Bank, February 5, 2024, photo by Peter Haley

(continued from page 14) canned and packaged goods and fresh produce, they also stock a variety of ready-to-eat meals for people who are homeless or otherwise without a place to cook. Under construction is a grab-and-go style café next door to the main store.

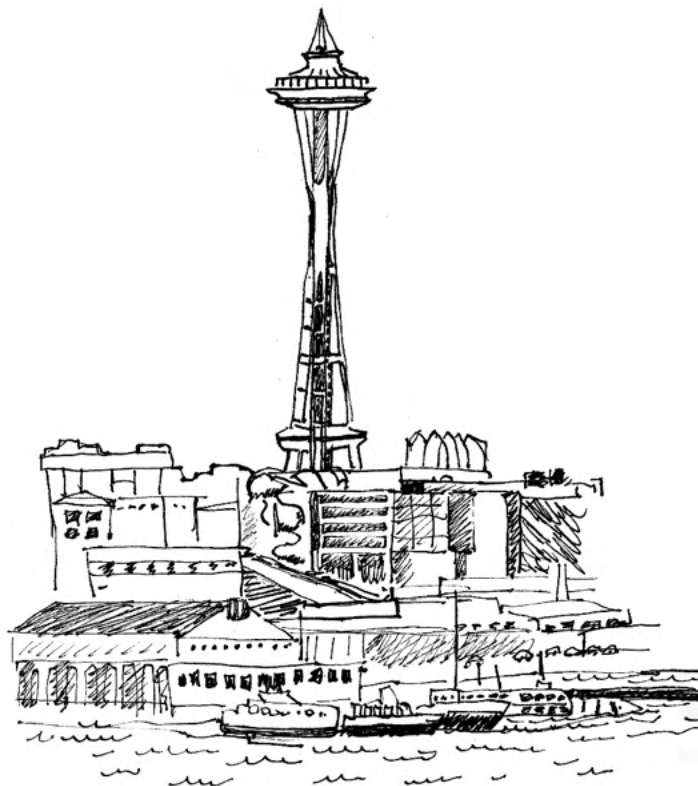
An extensive roster of hard working volunteers keep the busy operation running. Some even deliver food to the homes of those in need who are unable to get out. Eastlake is one of the areas served by UDFB as well as a source of volunteers.

Regular in-kind contributions come from local stores and food bins where people can drop canned and other goods. UDFB has agreements with farms throughout King and Snohomish Counties to purchase produce. The Eastlake P-Patch next to Fairview park has a plot they call a Giving Garden that grows lettuce, peppers, peas, beans, chard and kale among other vegetables and delivers weekly to the Roosevelt Avenue store. Last year they donated about five hundred pounds of fresh produce.

To support the Food Bank, make a donation in kind at the collection bin at Pete's on Fairview or volunteer time or make a cash contribution.

For more information on the U-District Food Bank:

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Seattle's Space Needle, by Karen Berry

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PIRATE (SHE/HER) - 98 YEARS OLD AND LOOKING FOR A HOME

By Nick Harrison

Sunday, Feb 4 was a perfect day for sailing on Lake Union. Nine knot wind gusting to fifteen, 49 degrees under partly sunny skies. With more than a hint of spring in the air, the lake was filled with dinghies and sloops, day sailors and serious mariners all enjoying one of our city's premier waterways.

But alone in her dock at the south end of the lake, unseen under an anonymous gray cover was a beautiful and historic vessel that could have outsailed them all. Built right here by Lake Union Dry Dock in 1926 the prize-winning R class 40-foot sloop Pirate was moored in her berth, seemingly abandoned.

Pirate's beauty is a classic example of form following function. She was built for one thing. Speed. Her graceful lines are not for show. They minimize resistance through the water as the tall mast and expansive sail area provide the thrust to move her through the water as efficiently as possible. There is no engine or propeller to slow her down. The fastest design just happens to produce a form of great beauty.

Fifty years is a good lifetime for a wooden boat. Supplies of lumber like red cedar and spruce are now hard to come by at any price and the shipwright's is a dying career. The introduction of fiberglass pretty much killed the wooden boat industry. But even as fiberglass took over, the appeal of wooden boats endured with none more beloved than the classic racing sloops of the early 20th century.

How did Pirate survive when so many of her contemporaries from the 1920s ended up as firewood? And why is she stuck in her slip on a perfect sailing day? Let's go back a century and see how this story began.

When the Ballard Locks opened in May 1917 a sixty-year dream became a reality. For the first time there was a navigable waterway from Lake Washington to Lake Union to Puget Sound. The building of the Montlake Cut had leveled the waters of the two big lakes and the Ship Canal and locks connected them to the Sound and to the Pacific Ocean beyond.

There was an immediate boom in boat building of every kind. Not only did Seattle have an abundance of skilled labor, there was a seemingly unending supply of top class lumber. By the end of WW1 in 1918 Seattle boat works had turned out hundreds of wooden vessels of all kinds to supplement the big ships coming out of Bremerton's Naval Shipyard to support the war effort.

But there was also a thriving pleasure boat industry with sailing being a popular and competitive sport up and down the west coast. Ted Geary was a leading naval architect and had built and sailed one of the first R-Class sloops. The Sir Tom, launched in 1913, was sailed mostly down south in LA where it caught the eye of wealthy businessman and sailor Don Lee and his son Tommy. The Sir Tom, by the way, was named after Sir Thomas Lipton, self made Scottish tea magnate (yes, that Lipton) who later lost five consecutive attempts to wrest the America's Cup from the



Ted Geary 1885-1960



Better days at the Center for Wooden Boats



Covered up with no one to sail her

US. Lee told his son that if he won the upcoming Star Class championship race in Vancouver, he'd have an R-Class like Sir Tom built for him. Tommy Lee did win and so in 1926 Pirate was born.

Success came quickly and the boat traveled up and down the west coast and bagged a number of trophies including the San Diego Lipton Cup twice (that Lipton again). Geary designed Pirate, like Sir Tom before her, so she could be lifted with a crane via two cables that reached down through the deck to attachment points right on the keel. This unusual arrangement meant she could be loaded and unloaded fully rigged via a ship's boom and she became a regular "passenger" on the fast steamer Emma Alexander that provided scheduled service between Seattle and Los Angeles. The Emma Alexander crew joked that if their ship sank they could use Pirate as their lifeboat.

Pirate changed ownership several times while continuing to race and in 1929 she traveled, once again on the deck of a ship, through the Panama Canal, all the way to Long Island, NY, where she scooped the R-Class national championship at Larchmont.

Over the decades Pirate underwent modifications to make her more suitable for non-racing activities and by the 1970s she was showing her age. By the late nineties she had been sold to a sailing school in Santa Barbara. When the school moved to Lake Tahoe in 1999 the Center

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for Wooden Boats (CWB) here in Seattle got a phone call. Was there a way to save Pirate and get her back to her birthplace?

That's when Scott Rohrer got involved. Rohrer, a fourth-generation Seattleite who had long experience in building, rigging and sailing boats, found Pirate in bad shape when he arrived in California. She was down but not out and he reckoned she could be saved. He organized a syndicate to buy the historic boat and bring her home to CWB on Lake Union. This was a less dignified trip than her previous ocean voyages. She came up I5 on a flatbed tractor-trailer. After arriving at CWB on Lake Union, Pirate was towed to a Northlake shipyard where a marathon renovation was began.

Six years, \$90,000 and a couple of thousand hours of volunteer labor later she was welcomed back to CWB for a celebratory rechristening. She had been faithfully restored to her original condition with like-for-like materials including hard to find timber. A plaque on board attests to her rare status as a boat on the National Register of Historic Places.

For a while she sailed on summer afternoons but soon her tall mast was seen less frequently as the syndicate members drifted away and the availability of sailors with necessary skills dwindled. Now the Center says they cannot keep her and are looking for a buyer. CWB Executive Director Josh Anderson explains: "we're really a family oriented organization. A place where people can spend a couple of hours on the water, where kids can learn to sail. We can't use Pirate to teach sailing and the maintenance is extremely expensive."

But who has the money, the knowledge and the time to put into such a vessel? Scott Rohrer who was the driving force behind the rescue and restoration died last October,



Back in the water after 5 years of labor

victim of a hit-and-run vehicle when he was out walking early one morning in Everett. Paul Marlow who worked with Rohrer on the long renovation doubts they will find a buyer. "And if they do," he adds, "it'll probably be some rich kid who won't understand what he's getting into and how much maintenance is involved. And the boat could end up as firewood."

Brad Rice who accommodated Pirate at his then-boatyard in Ballard and performed much of the essential reframing and planking reckons Pirate probably belongs somewhere indoors where she can live out a dignified retirement.

Perhaps there is someone out there with the money, the knowledge and the will to take on this labor of love. On the other hand, the price of lead is close to a dollar a pound on the spot market and there's over two tons of the stuff in Pirate's keel. But let's not think like that.

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