

LWRC

NEWSLETTER May 2004

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Harbor Patrol/Rowing Clubs Meeting

Karyn Crouthamel

I want to thank everyone for coming to the Harbor Patrol meeting on Wednesday, April 14. I was glad to see all the people that showed up to share insight into some of the issues that have been coming up on the waterways. Sgt. Jerry Harris came to represent the Harbor Patrol and answered some of our questions.

One important item that he wanted us to know is that Harbor Patrol is currently understaffed due to the city's budget constraints. And unfortunately, shift changes happen at 7am and 7pm, the times when most of us rowers are on the water.

If we all call 911 when we see pleasure boats going to fast, or dangerous logs floating, or any other water related problem, it will be logged into the computer as an official call. Many people tend to call the harbor patrol office directly or use Ch. 13 on the radio, which does not get logged by the city. If, through the frequency of 911 calls, the city sees that the Harbor Patrol is an important facet to the safety of its citizens, the Harbor Patrol will be more likely to get a higher budget, which could result in more staffing to help with issues that come up on the water.

A quick recap of the issues discussed at the meeting is as follows:

- 1) Everyone in attendance agreed that there needs to be a higher regard for safety among the crews and coaches.
 - Coxswains and blind boats must stay in the correct traffic pat-

tern. (We have maps if anyone needs a copy.) If a coxswain is new, or not familiar with the area they are in, a coaching launch should be nearby. We also agreed that novice crews should not be out without a coach nearby, not only for their own safety but also for the safety of others using the water way.

- Both the coaches and the crew/coxswain need to keep an eye out for other rowers. Notify approaching boats if your crew has stopped in the waterway. A simple "heads up!" works just fine.

- If crews, including blind boats, are racing several boats across in the narrower passages, they should not extend over the mid-line. Boats in the way of racing crews should give way as much as possible, but the racing crews must do their best to not take over the whole waterway and must work around other boats, which may be in the middle of a piece as well.

- 2) Another important safety issue was that of the traffic going around the point by the Pocock Rowing Center. This is an extremely dangerous area. Crews and pleasure boats alike often move through that area extremely fast and do not follow a safe traffic pattern.

- We agreed that crews should be much more cautious and take a much wider turn going toward the void where the Kalakala used to be when coming from Portage Bay toward Lake Union. When going from Lake Union toward Portage Bay, it is best to proceed around the red can slowly and watch out for launching/docking/sitting crews in front of the Pocock Center.

Harbor Patrol/Rowing Clubs Meeting

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• To battle the pleasure boats, Jim Roe, a member of the Pocock Rowing Center is writing a petition to the City and Harbor Patrol to try to get a speed zone set up. This petition is hanging in the middle boat bay at LWRC, on the bathroom door. It is meant to help houseboat owners from having damage to their homes, and to keep safe rowers, kayakers, canoers, and all those who share the waters of Lake Union and Lake Washington. Please read and sign the petition if you are in agreement with the statements made.

3) Boat wakes are another key safety issue that we discussed. The harbor patrol has started to take action to correct this. They have recently been writing more tickets for speeding in the waterways. The pleasure boats are not the only culprit.

• Many of the rowing clubs have coaching boats that also kick up a big wake. Coaches should always keep their eyes open for other boats and should be careful not to wake those other boats, whenever possible.

To sum up, safety is the big concern. With more boats and crews on the water, we need to watch out for the danger areas, and for each other, and continue to show common courtesy when sharing the waterways.

We are going to try to have another meeting in late summer or early fall to discuss other issues that may arise.

Volunteers are of the Month

Thank you to all those who helped at the Try Rowing Bash on April 17th!

Try Rowing Bash Leaders: Cheryl Channing and Cathleen Meyer

Try Rowing Bash Volunteers
Catherine, Howard, Amanda, Jack, Felix,
Andrew, Jennifer

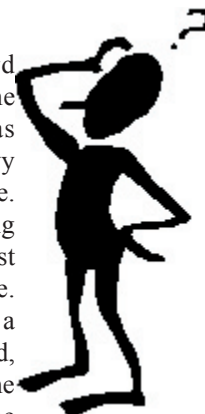
National Selection Regatta II

Congratulations to **Evan Jacobs** and **Tyler Peterson**, who placed 2nd in the Men's Lightweight 2x at the National Selection Regatta on April 25. We look forward to more stories of successful races from the two of you!

Ask Frank

Why Go Ballistic?

The word comes from a Greek word meaning to throw. An ancient machine used to knock down fortifications was called a Ballista. It hurled a large heavy object. A wrecking ball is much the same. Whatever it hits moves. A rower sliding rapidly up and down the slide has to arrest his or her motion twice in every stroke. To fail to do this properly is to apply a considerable force to the boat. In a word, the rower is asking the boat to arrest the motion, like asking the wall to stop the wrecking ball. The rower is going ballistic. The ballistic rower fails to damp the sternward motion of his or her body, bringing it almost to a complete stop before catching. The ballistic rower fails to check the bow-ward movement of his or her body by countering it and the swing of the back with a powerful application of the rhomboid muscles across the shoulders, thus keeping the oar or sculls bent until the body starts sternward. Happily, this way of rowing makes for strong, clean finishes that seem to happen magically, and vastly improves the run of the boat.



Lake Union Cleanup May 15, 2004 South Lake Union Park on Valley St.

8:15am-Registration
9-11:45am Cleanup
12:00 pm-2:00 pm: Celebration and Environmental Fair

Cleanup will take place on the waters of Lake Union and Portage Bay and in the surrounding shoreline areas.

Join Puget Soundkeeper Alliance, Center for Wooden Boats, Washington Water Trails, Seattle Parks and Recreation, Friends of the Trail, and King County EnviroStars for the second annual Lake Union Sweep cleanup event. Drop your kayak or canoe into Seattle's backyard to comb the crannies of the lake looking for the oddest piece of garbage. Volunteers are also needed for shoreline cleanup projects. After the "sweep" enjoy food donated from lakefront restaurants and dance to the tunes of a local live band. Mayor Nickels will kick off the event from South Lake Union Park at 9:00 am. To volunteer contact Indi McCassey at 206. 545. 9161 or indi@wwta.org.

San Diego Crew Classic

San Diego Memories from the Moms

Julie Smith and Martha's Moms

Nine Moms rowed to victory in the Masters E category at the 2004 San Diego Crew Classic on sunny Mission Bay but the entire Martha's Moms team was "in the boat."

The Moms won the new age-54-plus division partly because other team members "sacrificed" in much-appreciated ways. Rowers sat out and coxed more than their fair share and lost at least one practice when both coaches were out of town. We San Diego rowers truly appreciate our team's gracious sacrifices.

From defending our 2003 title, to brandishing a brand new trophy, to downing celebratory Margaritas, these are our Crew Classic memories from cox to bow.

Coxswain Ellen "Sheena" Lam:

"It was so different from last year; last year was so innocent, unexpected, like David with the slingshot not knowing his own strength. This year we had to prove something, which turned out to be the Club race!!!! The biggest thrill, intoxicating high of the whole event, was placing in the Club Heat to go to the final with such a fast time!!!! Now we know that YES!!! we can go to the Final, and every year do better and get stronger. We also can bring down more crews to enter more Masters categories with the new E race which we so cleanly initiated. GO MOMS!!!!!! And---we eat so well!!!!!!!"

Stroke Nancy Richards:

"The one thing I really liked was rooming with Sara and Barb. (Moms customarily draw for roommates.) Sara's our youngest, newest rower and Barb is our most stately rower (in SD). Stately because she's had the most rowing experience and she's been with the Moms longer than any of us. It was fun for me to see this experience this from both their perspectives.

"And the other thing that I loved was the Moms being down there. We're organized, we're fit, we just look like a unit on and off the water. We present as a unit, as a team. We work together as a team on and off the water and that really shows up."

Seven seat (in the end) Karen Bolin:

"The only thing unusual about my experience this year was the roller-coaster ride for me to get there! First I was in, had my appendix out, then I was out. Annemarie had some back problems, then I was in. Annemarie's medication helped her back so I was out again. Annemarie's back really began to hurt after the race with the Greenlake boat (where I rowed against the SD boat). So I was back in the boat again.

"It took all the way down to San Diego for me to realize that

I actually was going to race! I think I must have appreciated getting to row more than anyone else there!

"I still think the real story about Moms boats and racing is that we don't have a 'varsity' or 'first boat.' It depends on who is available and willing and able to row. We can put a boat together, work hard, match, blend and win....with Denni's help, of course!"

Seven seat (in the beginning) Annemarie Klinke:

"To be or not to be - the seven seat?"

"Seat racing is finally over and the coach is working on the line-up. But again and again that magic feeling escapes us. In a final attempt I am switched from 4 seat to 7 seat - from port to starboard. The boat feels better and one can almost hear that sigh of relief. But soon thereafter I injure my back and wonder if I can hang on. The week before the big race we have the best practice ever in this line-up, but I experience more complications. With a saddened heart I have to vacate that 7 seat."

Six seat Suzi Jennings:

"Our first race, the club heat, was challenging and the most exciting. Being chased by seven younger boats down the course really gets the adrenalin rushing. Our boat felt strong and fast. When we heard our time, that was the best, most rewarding feeling.

"Four years ago I thought it would have been impossible for a Moms boat to get a 7:03 for 2,000 meters, so it was just an incredible experience to be in that race.

"Second highlight was winning our age category "E" race with open water. Now that's what we dream about and work toward, and then when it happens, WOW !!"

Five seat Julie Smith:

"We lived up to the expectations of the now infamous, overheard words of assistant coach Margaret Christopher, 'I coach a bunch of old ladies who kick a--.'"

Four seat Char Alkire:

"For me the highlight (besides winning) was the first race (club heat). In my mind it was stellar. I think we had all this energy we were able to channel. We went out and we had nothing to lose. And Denni's smile. She was radiant. We're a bunch of pleasers and we like it when we make Denni smile."

Three seat Krista Fay:

"I loved the seal that surfaced as we were heading out for our last race; it was a bit of an omen to me. It is always such a thrill to be recognized and respected as a master rower by so many of the college age athletes that we meet. Of course, it was also

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San Diego Crew Classic

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wonderful to make our heat and to win. Part of our routine is to enjoy breakfast on the beach (at the Green Flash) the day of our race. The pageantry and tradition is a big part of the whole thing, too.”

Two seat Sara Harmon:

Sara’s first Crew Classic was “fun. People were helpful and made me feel at ease about being down there and not knowing what was going on...the big screen was very fun. You usually don’t get that perspective from shore.”

Bow Barbara Smith:

“Winning the E race was certainly satisfying...BUT our race in the club heat was EXHILARATING.”



Rachel and B.J. in San Diego

Rachel Alexander

Once again B.J. Connolly and Rachel Alexander were invited to row with a LBRA Composite boat competing in the Masters C event. Although a few faces vary from year to year, the core group has remained the same. We were looking forward to challenging our friends from Picnic Point after coming in second to them last year rowing in Lane 4 to their Lane 1. (Willamette was third in Lane 2). Needless to say we were terribly disappointed to discover that we were assigned Lane 6 (an obvious disadvantage on an always choppy mid-day racecourse) while Picnic Point and Willamette were in Lanes

1 and 2 respectively.

We raced well-- in fact it was a great race even in the swells and chop. We finished 2nd by only 4 seats and beat Willamette in Lane 2 by a length. We have made a suggestion to the SDCC that perhaps seeding “final only” races might make sense. It will be interesting to see if they actually consider this and will probably determine whether or not we race again next year.

San Diego Crew Classic

Ten for Paddy!!! LWRC Men's Open 8+

Josh Proctor

For the men's sweep team members that made the journey down to San Diego for the Crew Classic this year, the trip was especially meaningful. Maybe it was the atmosphere, maybe it was the team bonding, but mostly it was the sense of achievement we all felt after racing our kiesters off and performing above our expectations.

Back in February we had some serious doubts as to whether or not we would race down there or not - and for good reason. Considering that we had an entry in the Mens Open 8+, this race is not one to take lightly. The training required to compete against the crews in that race required a strong commitment from all who participated.

Needless to say we did commit to racing the Crew Classic, and as we all expected it was not easy to prepare for. With an additional team practice each week, and a recommended one to two additional individual practices, the team really stepped up and put in the strokes required to prepare for the challenge that awaited us. Practices were tough, especially with masochist Pdraic McGovern riding a few meters away in his comfy launch.

Finally as San Diego neared we really started to get excited for the racing that was to come! We all were ready to prove ourselves, and see how we measured up in the strong field of competition.

We were well prepared for our first day of racing. Physically. Mentally. We were as ready as we could be. We had a great practice the day before, and were ready to do the same thing on the course.

Once we were on the water, the warmup started a little shaky, but finished well. Our race was delayed due to breakage, and that did phase us a bit, but by the time we got to the start line we were focused once again.

Next thing I know, "Attention, Row!"

"Just do what we have been doing in practice," is what we were all supposed to be focusing on, and we did a good job

of it. About 500 meters down, we were 4th place, up a boat length on UCSB who was one lane off. At 1000m, Nemesio called our planned "10 for Paddy." You have never felt such a surge in a boat; I know I haven't. We picked up an insane amount of speed. It only increased when a muffled scream came from 4 seat about halfway through the ten, "Come on, 10 for Padddddyyyyy!"

Somehow we fought and moved our way up to 3rd place in the heat, which we were all very pleased with. The next day in the finals, with exhausted legs and lungs, we put together an even faster race to come out with a team best of 6:46, which put us in 4th (only 3 seconds out of 2nd though) for the Petite final. We were very happy with this, we knew that we had come a long way.

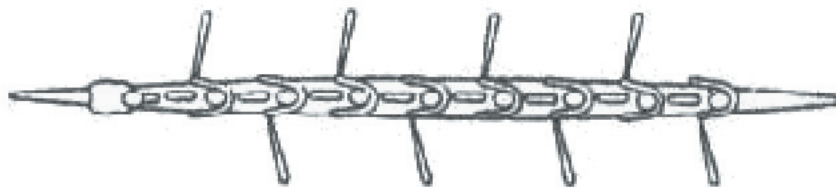
For those of you that have not been to the Crew Classic, there is really nothing better to motivate and train you for the upcoming spring racing. I know the men's team gained many benefits from our dedicated focus on that race. We are anxious for the upcoming season!



Portland (aka Northwest Rowers) E Boat

Susan Kinne

Our women's D eight was a Rolodex boat with a decidedly Northwest flavor: the cox and four rowers from Portland Boat Club, one from Corvallis Rowing Club, former LWRC member Sally Keller from Oregon Association of Rowers (Eugene), and me, with a stroke from the Cambridge Boat Club. The seven NW rowers had all actually rowed together once in a practice in Portland in March. We got our row as an eight on the way out to the starting line. Our start was about what you'd expect for a boat that had not practiced together, but we clawed through the three boats that had gotten ahead of us, taking four seats on Lake Union with a power five at 800 meters, and led all the rest of the way. Thanks to John Tytus and LWRC for lending us the Emma Peel, which the Portland ladies call The Dream Boat.



San Diego Crew Classic

LWRC Women's Club, Women's A 8+

Jody Coffman

The airport in San Diego must be one of Tom Ridge's waking nightmares. The incoming flight path seems to be about 11 feet away from the buildings, streets, and sailboat masts in or near the heart of downtown. It's pretty cool to be on the ground waiting for a rental car shuttle and look up to see the belly and landing gear of a 747 less than 200 feet (no joke) above your head. The noise is incredible – and leaves in its wake a cacophony of car alarms going off in the long term airport parking lots located at the end of the runway. Must be a booming business for towing companies rescuing stranded motorists with batteries depleted by incessant alarm activation...

These were the thoughts going through my head as I headed into the Budget Rent-a-Car office at the Lindbergh Field Intl. Airport in San Diego on April Fools Day. I (and my fellow passengers) had already been duped by the slightly-too-cavalier boarding agent at the Southwest Airlines counter that morning, some joke about "special boarding passes only" on the inbound flight from Seattle being accepted at the gate (polite chuckles all around), and so I was a bit on the wary side. With the exception of a loud talker on a cell phone in the line in front of me (do those people realize how annoying they are?), all went smoothly, and by noon I was on the road heading to Mission Bay.

When asked to write this article about the Crew Classic, I was apprehensive. Tough to sum up a three day experience for a group of ten women, their coaches and trusty trailer drivers. All I can really write about is what I thought – the inner ramblings of a rower who is making her first foray into serious competition after a multi-year hiatus.

Driving toward the course I realized that this would be the first regatta – since I can remember – that I had attended solely as an athlete. Not as a coach, trailer driver, regatta director, course installer or talent recruiter. There is an amazing level of simplicity when all you need to know is what time to be at your boat. Period. Just show up in your uni, with your water bottle and maybe a banana, and call it good.

Approaching the race venue from the airport, you travel over a bridge. It's there that you can first see the buoyed course at about the 200 meter mark. As I headed over the bridge, there were a few boats out practicing – mostly just lazy paddle strokes, coxswains getting a sense of the course, rowers stretching out their travel legs. There was, however, one boat taking a start and 10 on the fly. You could see the hull pick up speed, the blades a little tighter to the water, bodies accelerating. Now I was excited. And nervous. I had that pit in my stomach that you get sitting at the start line. The buoy line looked awfully long (are you sure it's only 2000 meters? still driving, still

more buoys...).

Those were all fleeting thoughts that were drowned out by the afternoons subsequent activities – pick up team mates, get checked into the hotel, get some food, pick up more team mates, get more food, figure out Friday's schedule, sleep.

Friday morning we got up (got coffee – priorities, you know...) and drove to the park to rig and row the course. Heading up to the start it was somewhat choppy. Okay, really choppy. Not quite white-capping, but not exactly glassy, either. (Ugh...it's windy – can we just row by sixes? okay, no? right – it's a water sport – suck it up, Jody...). Two trips up and back, took a couple tens down the course (yeeha! we're in San Diego! we get to race tomorrow! I feel great!), called it a day.

Saturday afternoon, we raced in the heat of the Women's Club 8+. This may be one of the most interesting events I have ever been witness to, let alone participated in. The concept of an age-adjusted start didn't really sink in for me until we were sitting at the start line, waiting at the catch, listening to the start official count, and count, and count. This is my recollection of how that felt. Keep in mind that as one of the youngest crews on the line that day, we were one of the final two or three boats to start; to put it into perspective, Martha's Moms started on the count of 5. We started on the count of 33.

(parentheses are me – thinking)

All six boats are hooked into the stake boats. It's quiet.

(was that just me or did we just have the BEST warm-up I can remember... solid, tight, *fast*...we are ready)

The aligner begins to poll the crews, starting with lane one. When she is done, she describes the rules for the start – basically she will begin to count. Each boat will be responsible for leaving the line on their assigned number. If a boat begins early, a time penalty will be assessed or that boat may even risk disqualification. She then reads the list of crews and reminds us each of our starting number.

(okay enough with the instructions already now I want to go)
She starts to count.

"One, two, three, four, five"

(crap, there go the Moms)

"six, seven, eight, nine"

(oh you're kidding me, right? 33?? count faster, count faster)

"ten, eleven, twelve, thirteen"

(stay cool, you're totally ready, this is going to be awesome)

"fourteen, fifteen, sixteen, seventeen, eighteen"

(breathe in, breathe out, suck in your gut – are we on the

San Diego Crew Classic

jumbo-tron?)
“nineteen, twenty, twenty-one, twenty-two”
(okay now it’s all good only three boats gone, we can catch them)
“twenty-three, twenty-four, twenty-five, twenty-six”
(almost there relax your hands, sit up, think legs, think legs)
“twenty-seven”
(it’s gonna hurt)
“twenty-eight”
(no it’s not you’re tougher than that)
“twenty-nine”
(yes it is)
“thirty”
(three more be ready just think pry the handle)
“thirty-one”
(go already!!!!)
“thirty-two”
(come on come on come onnnn)
“thirty-three”
(oh sh*t)

And we were off. The next seven minutes are something of a blur; there were oars involved, a hull, I know that there was some water, and other boats...but the details beyond that are somewhat hazy. I think John summed it up best when we got the boat back in slings. “All the things that you girls normally do when you go fast – are all things that you *didn’t* do today.” Bingo. We came in fifth and didn’t qualify for the final but learned quite a bit about what NOT to do the next day for the Masters ‘A’ event.

I love my teammates. I know I’m like the new kid in school

when it comes to the team, and this trip was a great way for me to get to know that group a bit better. I was really impressed at how everyone handled themselves following that first race. Once the initial disappointment of the Club 8+ wore off, we were able to rally, take a good, objective look at our results and then turn our attention to the next morning’s race.

Sunday morning was beautiful. It was sunny, the water was flat, and we were ready to race. This time, the start would be legitimate. Six boats, 54 athletes, one start command, and a whole lotta bomb-dropping.

We had a solid (yeah I’m buying the picture from SportGraphics.com) start. Awesome twenty (thirty? forty??) high. We were battling back and forth by a seat or two with the lead three boats through the first 400 meters or so. It got somewhat shaky when it came to stretching out the cadence through the second 500, but we were still very aggressive and strong. As we brought the cadence up at around 850 to go, the boat speed increased and we began to move back into contention. Final 250, cadence through the roof, still moving the boat, still connected and fighting, just outgunned. We finished fourth, against a very tough field and again, John summed it up best – “I thought that you guys would need to go 7:20 to win this event. You went 7:22. The winners went 7:12...”.

I know that for all of us who raced, these results will not sit idly in our minds. A well-fought loss is still a loss, and we are fighters. This is a great jumping point to future races...building speed as we go. Ready to come along?

Good.

Seattle Sprints

Congratulations to all who raced at Seattle Sprints on April 17th! LWRC’s Evening League had a great day, racing together as a team for the first time. It was a very full day of racing, with some excellent results from LWRC and Martha’s Moms.

Women’s 1x 6th place: Crista Graves

Men’s 4+ 2nd place: LWRC Evening League

Women’s 4+ (27-46)
1st place: Martha’s Moms

Women’s Lt 4+ 1st place: Martha’s Moms

Women’s 4+ (54-60)

1st place: Martha’s Moms
3rd place: Martah’s Moms

Women’s 8+ (27-46)

5th place: LWRC Evening League

Women’s 8+ (47+)

2nd place: Martha’s Moms
5th place: Martha’s Moms

Mixed 8+

6th place: LWRC Evening League

Mixed 2x

4th place: LWRC

IronMan New Zealand

Jim McAnally

On March 6, 2004, after nine months of training, 12,000 calories, and a 13 hour 35 minute race day, I crossed the finish line at IronMan New Zealand. One of 20 something international IronMan events, the race centers around Lake Taupo, a freshwater lake 18 miles wide and 25 miles long, formed 27,000 years ago by volcanic blast. Around the time I began training for the race, I had gotten back into rowing as well as learning to scull, but scaled back my LWRC activity as the IronMan training hit full tilt in the winter.

I found New Zealand every bit as scenic as 'The Lord of the Rings' portrays. It was a bit strange to watch the Oscars and hear of New Zealand while lying on a couch staring at the beautiful scenery a few feet away! American TV, or remakes of ridiculous American reality shows (Fear Factor, NZ Idol, etc.) populate the airwaves and the usual American cuisine (McDonalds, KFC, Pizza Hut, etc.) is visible everywhere to remind one of how far-reaching the 'empire' extends.

It took a few days to get used to the right-sided steering wheel and left side of the road combination along with the wipers/signal switches being backwards on the steering column. I don't know how many times I attempted a turn signal with my windshield wipers. I wonder if the rules on the water with rowing are opposite?

I spent my five days before the race scoping out the course, touring the local tourist sites, including the Tongariro volcanic range (Mt. Doom), local geothermal power plants and geysers, kayaking on Lake Taupo, and simply relaxing after completing the long preparation for IronMan. Great espresso was in abundance with no sign of the Starbucks' green goddess in Taupo. The field of 1400 athletes from 26 countries included 480 first time IronMan athletes, myself among them. I spent some time each day meditating on the challenge that was finally arriving. Between playing tourist and getting all the gear that I had lugged with me checked in, race day arrived quite rapidly. At weigh-in, I was 77 kilograms. I think I'll write a book called the kilo diet. When you first go on it you lose half your weight!

A full moon on the morning of the race made for a spectacular scene at 4:00 AM as I attempted to down some food and coffee and take care of the pre-race bodily function jitters. The unseasonably cold and wet pre-race weather had returned bringing us near Seattle summer conditions, with a race morning temp of 42 degrees and a balmy 60 degrees in the water. I opted out of any swim "warm-up." Even with having swum in colder water at SF bay, 60 degrees was chilly compared to my winter swimming in an indoor heated pool.

Maori tribesmen paddled the foggy waters chanting traditional blessings while dozens of kayak safety escorts prepared for the

race start. A single cannon boom signaled the mass of the wet-suit clad competitors to simultaneously begin stroking as the first light of dawn peeked through the scattered clouds. There was little jostling as the course was quite wide with the field settling out into a long highway of swimmers progressing down the 2.4 mile course. The sun rose over the lake just as I made the turn at 1320 meters for a fantastic sunrise of purple and yellow. I paused for a few strokes to appreciate the beauty of the crystal clear lake surrounded by mountains and the thousand other athletes with the same goal of exiting the chilly water as soon as possible. My swim of 1 hour 13 minutes was 17 minutes faster than expected. Normally the last 600 meters of the swim finishes in a river draining the lake giving a bit of a ride due to current, but thanks to heavy rains, the river was too swift and the shoreline course was extended. This meant no free ride and an added 1/3 mile jog to reach my Bellingham-made Softride in the bike transition area. Alas, I would dearly regret not reapplying sunscreen. A change into biking gear with arm warmers and wind vest was a must since it was still quite chilly.

The stereotype of New Zealand consisting of pastureland with sheep, cattle, and horses holds true for the scenery along the 112 mile bike course. There was a near complete absence of roadside litter. Coupling the country scenery with a few steaming geysers and distant mountains made for pleasing visuals for the bike. The two-loop course had several early challenging hills and a downhill grade to the turnaround at 28 miles with the return passing through the township for a nice boost from the crowds. Technique drills and pedal exercises were the key to avoiding monotony; sort of like concentrating on that next finish, drive, or catch. I attempted a joke every now and then with someone that I would pass or who would pass me lending relief to the course. A few kiwis stared at me as if I didn't speak English. The cool weather gear was peeled away as the temperature rose and a 15 mph headwind arrived. Couple this with an uphill return and lower back spasm forcing me out of my aero bars meant a much slower speed on the final 14 miles of the course and an hour off from my projected bike time. By the end of the bike over bone jarring roads, I was complete with any affection that I had for my bike.

Transition volunteers racked my bike upon entering the run transition. What could be better than stumbling off my bike and changing into running shoes to start the first marathon of my life! At that point any movement besides pedaling felt really good. By this time, my stomach had decided that solid foods weren't an option so I moved on to defizzed coca-cola, water, and a few bites of snicker's bars. Who knew that coca-cola could see one through an entire marathon course. Porta-loos are interspersed along the course to deal with what happens intestinally when relying on such "foods" for fuel.

IronMan New Zealand

Jim McAnally

The two-loop run course went through the township along the lake and then passed through several small neighborhoods outside of the town which gave added boosts of energy by way of cheering kiwis partying on their lawns watching the race progress. There was one group of young men that were probably passed out by the time I passed them on the last loop judging by how much beer they had consumed over the afternoon. A long grinding desolate hill meant digging into the mental reserves to keep the feet moving forward.

The scenery along the lake looking towards the volcanic park was a pleasant diversion, besides the back of the runner ahead. Other Seattle athletes recognized my triathlon gear from Speedy Reedy (near LWRC) and would call out as I passed. In addition to the more than one volunteer for each athlete, the locals really turn out to watch the run. Many would read my name on the number bib and call out to tell me my form was good, or just shout "good stuff," or "good on ya James!" which continued to fuel the drive to get to the finish.

I was racing to finish my five-hour marathon before the sun would set having begun the day's journey at the first light. With about 5Km to go, and darkness creeping in, endorphins sustained my efforts, and the call to get to the barn (my Okie background) was coming on strong. The spectators along the route went into frenzies as I would run past since most of the field was walking the last part of the course. Approaching the

finish, the final sprint kicked in and I came down the shoot by myself where a finisher's medal awaited. Mike Reilly (the voice of IronMan) pronounced me an IronMan. The music blared to YMCA keeping the crowd fired up. Live internet web casts allowed my friends in Seattle to see the finish live. After a little post-race massage (ouch) and some food, I crawled into the car to head home for a hot bath and to pass out.

An unforeseen occurrence was my mind being free of all of life's usual nagging worries throughout the race. Having 13 hours of quiet mind was a very freeing experience that I have carried back to the everyday with intent to continually recreate this sensation periodically. Post-race, most of the unpleasant memories (world's worst shin splints, a very strange sunburn pattern, and the lesson that touring after IronMan is a bad idea when one can hardly walk) have already faded. My parting mantra is that while proper preparation is important to complete a great physical or mental endeavor it all boils down to focusing on the next single swim stroke, bike pedal, foot fall, or around LWRC the next oar stroke, to see you through to the end of the journey.

It's good to be training for regular distance (sane) triathlons AND to be back on the water with LWRC.

See ya on the dock!



Marketplace

Wanted:

A 1X shell suitable for general recreational rowing on Penn Cove, Whidbey Island. Also looking for a single kayak and a daysailer for four boys, ages 10 to 18. Please contact Will at wills@prestongates.com or call 206-370-8345. Thank you.

Our Web Site

EVAN JACOBS is the webmaster for the LWRC website (<http://lakewashingtonrowing.com>). If you have anything you'd like posted, updated, or deleted, just let him know. For the quickest response, send an email to him at evanjacobs@yahoo.com. Also note that past issues of the newsletter are available on the web site.

Correspondents Wanted

Please feel free to submit articles, book reviews, movie reviews, editorials, personal ads, rowing tales, good sea shanties, funny stories, photos or news items for the LWRC Newsletter. Looking for a pair partner? Want to carpool to work? Want to advertise a service or a business? Training Tips? How you learned to row? Want to review a breakfast spot? See anything interesting while rowing? We try to keep material rowing related, but are not afraid to venture into new territory! Please send submissions to Jill Reinauer at jillre@microsoft.com, or leave handwritten or typed material in the secretary's box at the Fremont Boathouse. In advance, thank you.

Therapeutic and Sports Massage

Liz Savage is a Licensed Massage Practitioner and has a BA in Exercise Science. She specializes in Injury Treatment, Therapeutic and Sports Massage, and Relaxation. Call or email to make an appointment. 206-290-1193. liz@rodeolagoon.com

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The Lake Washington Rowing Club Newsletter - May 2004

Rowing Groups

Rowing Programs

The rowing programs are available to all club members who are interested in receiving coaching. Coaching fees are \$25 per month (paid quarterly in advance or annually with dues). This monthly fee allows you to participate in either the sweep or sculling program or both for the same fee.

LWRC Mixed Sweep Team

The LWRC Mixed Sweep Team, coached by John Tytus, with help from Frank Cunningham and Doug Nelson, rows eights and fours, with an emphasis on skill building and preparation for competition. This developmental program accommodates rowers from intermediate to advanced skill levels. Both men and women, lightweights and non-lightweights, masters and non-masters, are encouraged to show up and will be boated appropriately.

Practice Times

5:00 AM - 7:00 AM Tuesday, Thursday
6:00 AM - 8:30 AM Saturday

Contact

Karyn Crouthamel at 206-547-1583
John Tytus at 206-251-4789
Padraic McGovern at padraicm@mindspring.com

Technical Sculling

We welcome club members who seek intensive technique practice, whether they are just graduating from a novice Learn-to-Row class or want to correct habits developed over years of sculling. You will learn the same techniques taught in Bill and Frank's competitive group, but without the conditioning workouts. You can row wherries or racing singles, in the mornings or evenings. Your instructors will row along side you, demonstrating drills and describing movement, sound, and feel. We expect you to become a skilled, efficient sculler who understands how and why a boat moves fast. We're here for you. Call us with your questions.

Practice Times

6:00 AM Friday
7:30 AM Saturday

No reservations necessary. Just show up.

Contact

Hugh Lade at 206 524-7591
Bob Thoreson at 206 363-8120

Evening Rowing

Early morning practice a little TOO early for you? Got to be at work when New York opens? Like to sleep in? Like to have a beer after practice? Well, have we got a deal for you! Rowing and sculling fanatics are both accommodated, but be prepared to try each. Our experience varies, but we all share a love of the sport and good fun.

Practice Times

6:15 - 8:15 PM Mondays, Wednesdays, Thursdays

Contact

Joanne Gallagher at joannegallagher@hotmail.com

Competitive Sculling Group

The competitive sculling group is coached by Bill Tytus and Frank Cunningham. The purpose of this group is to improve your sculling (although we are occasionally visited by pairs, which we welcome) through conditioning and technique. Coaching fees do not apply to those who are providing regular, significant volunteer contributions to the club. Otherwise, the \$25/mo coaching fee does apply to cover launch maintenance and gasoline.

Practice Times

5:30 AM Wednesday
6:30 AM Saturday

Contact

Karyn Crouthamel at 206-547-1583

Martha's Moms

The Moms, coached by Denni Nessler, have a 17 year history of rowing competitively. Women 27+ years of age with some rowing experience may try out for the team.

Practice Times

5:30 AM Tuesday, Thursdays
6:00 AM Saturday

Contact

Karin Rogers at 206-364-6311
karinrogers@comcast.net

Lake Washington Rowing Club
910 N. Northlake Way
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www.lakewashingtonrowing.com

Manager/Boathouse Rental/Voice Mail (206) 547-1583
Boat Bay (206) 547-2668 Fax: (206) 547-3549
Manager: Karyn Crouthamel lwrcmanager@yahoo.com

LWRC Coaching Staff

Frank Cunningham - started rowing as a schoolboy in 1937. Stoked during his years at Harvard, winning numerous races. His heavyweight 8+ at Harvard was inducted into the Rowing Hall of Fame in 1975. Coached Seattle Junior Crew, Lakeside School Crew, and many LWRC crews. Currently, as Head Coach at LWRC, Frank primarily coaches with the MST and the Competitive Sculling group.

Hugh Lade - rowed at college and Masters levels. Won several US and Canadian Masters Nationals titles. Coached several novice and intermediate sculling classes. Currently co-instructor for continuing twice-weekly intermediate sculling group.

Doug Nelson - rowed in college, and at National Selection Camps. Won medals at Elite Nationals, American Rowing Championships, US Olympic Festivals. Head coach at PLU 1991-2000; Coached at US Lightweight Development Camps 1993, 1994. Currently coaching pairs, assisting with MST.

Bob Thoreson - rowed at LWRC since 1978, coached by Frank Cunningham. Competed in and won numerous Masters level races. Currently co-instructor for continuing twice-weekly intermediate sculling group.

Bill Tytus - started rowing and racing at national level in High School. Won Junior Nationals (4+), 2nd at IRAs in college (stroke 8+), placed 2nd in Diamond Sculls at Henley (1x), stroked US 8+ at European Championships, placed 2nd at PanAm Games in 1x. Coached UW Men's lightweight crew. Began coaching at LWRC in 1990, where he has coached several Masters and Junior National Champions. Currently coaching Competitive Sculling group at LWRC.

John Tytus - rowed four years in college. 4th Place at Thames Cup, Henley Royal Regatta, 1995. Attended USRowing Pre-Elite Camp, 1995, USRowing Nations Cup Camp, 1995, and LWRC Summer Camp 1997. In 1997, won Silver medal at National Championships in the Senior 4-. LWRC member since 1996. Rowed with LWRC Competitive Sculling Group 1996-1998. Mixed Sweep Team Coach since 2001.



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