

# LWRC NEWSLETTER

## September 2008

### Captains' Corner

KC Dietz and Ginny Senear

#### Head of the Charles

**H**urray! The women's club eight and lightweight four have been accepted into the Head of the Charles regatta this year.

#### Fall Regattas--Registration and Boat Reservations

##### Tail and Head of the Lake (Oct. 5, Nov. 9)

We will register you for these regattas. Contact captains for information.

##### Row for the Cure (Sept. 21)

RegattaCentral

##### Head of the Troll (Sept. 27)

Sign up at captains' bulletin board.

#### Sound Rower events

website [www.soundrowers.org](http://www.soundrowers.org) for more information.

If you are interested in using club equipment for regattas please request using the RESERVATION sheet on the captains' bulletin board OR email us.

#### New Boats on the Block

We have a few new boats coming into the boathouse that are available or will be available soon. Thank you to our generous donors!

- General use: older Bay 24 1x, an open water boat with bailer, like Little Pig. Anonymous Donor
- Restricted use: older Pocock 2x/2-, donated by Shannon Woods
- General use: older Maas 2x, an open water boat with bailer. Now we have two! Donated by Rainer Storb
- Nip and Tuck 8+s. Anonymous Donor

Don't forget to use the new Maas 2x or the Susan Kinne. If you are cleared for the Twisp, you are cleared for the Kinne.

Do you have an idea for what to name the two Maas 2xs?

- Lewis and Clark?
- Evan and Tyler?
- Makah and Salish?
- Juan Perez and Juan de Fuca?

Put down your idea on the sheet at the boathouse near the sign out book.

#### General and Restricted Use Boats

If the label under a club boat says "restricted" and you are not sure if you have permission to row this boat, talk to us. Not all restricted boats are available for daily use. "General Use" boats are available to all club members who have passed a flip test and are comfortable rowing in smaller boats. If you are new to rowing and the club, please contact us for help with which boat is appropriate for your use. If you are taking a class, the coaches can also be of assistance. Flip tests are required for all boats, except a club wherry.

#### Speed Log

Record your Locks to Can, Locks to Fremont Bridge, and Bridge to Bridge times in the speed log. See how you improve from year to year, week to week, day to day.

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## Boat Dedications

LWRC's Vice President and longtime member, Bill Tytus, said a few words regarding these two special boats. Bill made a point to explain the shells, Nip and Tuck, represent the concept of two competitors vying for first in a race so close that the lead shifts from one to another and is virtually indeterminable.



**Top right:** On Friday, the Evening League rowed the new Pocock 8+, the Nip, down to Duke's Chowder House in South Lake Union, for a dedication in front of a modest crowd of past and present LWRC Members. From bow: Jannie Curtin, Ada Chen, Gale Orcutt, Russell Coleman, Clyde Wilson, Bill Gibson, Don Linnertz, Stephanie Hamrick, and coxswain Nemesio Domingo. **Middle right:**

MST Head Coach John Tytus officially dedicates the Nip, the first of two Pocock 8+'s dedicated over LWRC's Anniversary weekend. **Above:** LWRC President Marcie Sillman dedicates the Tuck on Saturday evening during the LWRC 50th Anniversary Party.

*Photos courtesy KC Dietz.*

**Bottom:** 50th Anniversary celebrants gather near the dock on Saturday night. *Photo courtesy Dennis Williams. Thanks, Dennis!*



## New Position: Coaching Director

Following several months of consideration, the LWRC board recently created a new administrative post for overseeing LWRC coaching and assisting coached programs. Serving three year board-appointed terms, the coaching director will manage hiring, training, and duty assignment of coaches and LTR instructors, equipment use, budgeting, and analysis of program performance. Additionally, the coaching director will serve as an ombudsman, soliciting comments from program and LTR participants, coaches, and the board regarding the effectiveness of their activities.

The purpose behind the creation of this position is to unify both what is taught (technique) and how it is taught (coaching methods), and to monitor the results. The club intends to have programs and classes adequately staffed and equipped, and to insure that LWRC crews reach their performance goals. As with our rowing technique, we strive for efficiency and asset-effectiveness.

Hugh Lade accepted the board's request to serve as the first coaching director, beginning September 1. Initially he will be observing coached sessions and LTR classes, consulting with coaches and rowers, continuing coach training activities, and implementing program changes proposed by the rowing programs committee. If you have suggestions or comments about your program, please contact Hugh at [blade1x@comcast.net](mailto:blade1x@comcast.net)

## Head of the Lake 2008

And now a word from one of our co-chairs, BJ Connolly: Our major sponsor this year is Pocock Racing Shells. More sponsorships are to be announced. Also, the University of Washington will co-host the event.

We are returning to the "classic course", which starts in Lake Union, travels east through Portage Bay and the Montlake Cut, then finishes near Husky Stadium. The response for the change has been overwhelmingly positive. Be sure to check out the new course map on [RegattaCentral](http://RegattaCentral) and the LWRC website.

## Why We Are Asking For Money

Marcie Sillman

By now, you've received an appeal for money to help LWRC retire an ongoing \$50,000 debt. Several people have asked me questions about our financial obligations, and our future plans for the club, so I thought I'd take a minute to try to sketch it out.

LWRC's biggest monthly expense is our mortgage. We pay \$6,202.18, to be exact. The great news is that we're on target to pay off the building by August 2010. We also pay \$2,478.03 each month to lease the land where our Fremont boathouse sits. We've got a 90-year lease, and at the moment our rent is calculated on a fairly low valuation of this property. That valuation will be revisited in 2011, and every five years thereafter, so we expect our rent will increase. One foresighted clause in our land lease agreement gives LWRC the right of first purchase option, should the property come up for sale.

The current board of directors, as well as past boards, dreams about the day when the mortgage is paid off. At that point, we will begin an aggressive savings plan, with the intent of accumulating a significant down payment for the Fremont property, when it is offered to us for purchase. Thus, we don't really anticipate a huge dues decrease after the mortgage is paid off in 2010.

Another dream for us is to make some improvements to both the Fremont and Garfield boathouses. At Garfield, those would include shoring up the structure itself, as well as the ramp approaches and the dock. At Fremont, we'd love to see a bonafide weight and erg room added to the west side of the building, and possible expansion to the second floor.

I'd like to take a moment to thank Conor and Andi for their great financial and facilities management. Additionally, I'd like to thank all the LWRC members who not only pay dues and storage fees promptly, but also donate hours of volunteer time to keep this club running. And a big thank you in advance to everyone who is able to help us whittle down the debt. We hope to start LWRC's second 50 years with a clean slate and big dreams.

## Crunch!

(Disclaimer: The LWRC Newsletter staff in no way condones wanton disregard of safety. Even for the sake of humor.)

LWRC newsletter readers, we asked you to share your stories of on-water crashes in shells and, boy, you sent some doozies!

Now, dear readers, you judge the best tale and your pick wins a prize! Within a week of this month's newsletter appearing in your email, please email your vote to one of the following newsletter staff, and the winner will be revealed in October's newsletter.

Julie Smith at [jsmithkirkland@comcast.net](mailto:jsmithkirkland@comcast.net)  
Tina Cha at [hey\\_cha@hotmail.com](mailto:hey_cha@hotmail.com)  
Erin Moeur at [erinmoeur@gmail.com](mailto:erinmoeur@gmail.com)

In random order, here goes:

### #1

#### Quartermaster Harbor 2004: Racing Rosinante

Rainer Storb's Crunch Tale

My son Adrian (stroke) and I rowed a BBG 2x, unfortunately named *Rosinante*. (Remember Don Quixote's hard-bitten mare of that name that carried him through ill-fated adventures in medieval Spain?) We were on the last leg of the Vashon Island race (5 miles) from Dockton to Burton Park (photo 1). As we approached the finish, we heard from shore a cacophony of loud voices which we took as cheering. Buoyed by this unexpected enthusiasm for our rowing, we put extra effort into our last strokes when I sensed something behind us. Turning around, I looked at the white hull of a power cruiser anchored by the finish. We made contact at an angle, were lifted off our seats, and flung into the water. The "cheering" stopped. *Rosinante's* bow broke off and Adrian's footboard came loose. As we hung onto the boat to assess the damage, a south wind pushed us across the finish. We were fourth overall, 20 seconds behind boat #3. I climbed



into the boat and rowed her to shore before she sank. The photo at left reflects our feelings. Since most of the boat's name came off during the repair, we wanted to change it because it seemed to invite trouble (Earlier that year, a woman in a U-Haul truck broke *Rosinante* in half while it was on our van). However, a friend who owns a crab boat warned us that changing a boat's name

was "bad karma". Partially heeding his warning, we now call her "Rosi".

### #2

#### Name Changed to Protect the Guilty

Katie Schlepp's Crunch Tale

It was summer pair camp two years ago. Over the course of two months, morning practice continually switching pair partners made for daily adventures in the pair. Every Thursday we had the long pair race, rowing from the bottom of Lake Union, through Portage Bay, passing through the Cut and out into Lake Washington. This particular Thursday, I was paired with Sarah (name changed to protect the innocent). Sarah had what I describe as "situation awareness disorder," meaning she often was completely unaware of her surroundings and as a result we really did not match well as pair partners that particular Thursday.

The long pair race started rocky, with Sarah was in bow and me stroking. The water was relatively smooth but with Sarah flailing around in the bow seat, her strong suggestions that I take up the stroke rate every two strokes until we were even more out of control did not help the situation. I intentionally unintentionally barked back at her at one point, "if you're not pulling it does not help to take up the rate." We kept our cool, rounding the red can and heading into Portage Bay. Our cadence evened out some and we were actually moving the boat, until I heard the coach yell from the launch, "Sarah!!! Buoy!!!!" (cont. next page)



Bottom: Rainer rows a newly-shortened *Rosinante* back to shore before she sinks.

## #2 cont.

## Name Changed to Protect the Guilty

Katie Schlepp's Crunch Tale

Quickly approaching our bow was a large hunters' orange buoy—the same hunters' orange buoy that had been placed at the entrance of the Cut EVERY THURSDAY for the previous five weeks. I don't know how Sarah did not see it, but she did not see it. She made a call from bow seat to power up and we slid past the buoy with about an inch of clearance on her oar. Little did she realize, however, that her brute strength in maneuvering around the buoy was now taking us straight into the wall of the Cut. "HOLD!" she yelled. So my natural reaction was to hold water as hard as I could, but Sarah meant for herself to hold not me. "NO! NO! NO!" she kept yelling, "ME, me hold." Again, a near miss. My oar this time went luckily untouched by the cement wall of the Cut.

"Sarah had what I describe as 'situation awareness disorder'."

Overlooking the excitement we had just created at the entrance of the Montlake Cut was an early morning fisherman, just happening to cast his line right in the mayhem of dodging giant orange buoys and cement walls.

Simultaneously as we avoid collision with the cement wall of the Cut, my oar became tangled in his fishing line. Wiggling my oar in an effort to free it, the oarlock came loose and popped open. "You're caught in my line!" he shouted. "We are going to flip!" I bellow back. "But I might get a fish!" he replied. "We are going to..." I could not even finish yelling before, as if in slow motion, my oar, wrapped in fishing line, popped out of the lock and Sarah and I tipped to the starboard side and into the water.

Surfacing and spitting out the mucky lake water, I looked at my fisherman friend. He was grinning and proudly reeling in a tiny little fish. It could not have weighed more than a pound. He waved his prized baby fish in the air and shouted, "Thank you!"

Sarah did not have much to say as we rolled the pair over and pulled ourselves back in the boat. The rest of the row back to the boathouse was silent and we were never pair partners again.

## #3

## Why the Lazarus Is Bent Out of Shape

Penny Lewis' Crunch Tale

THUD!! CRUNCH!! And a sudden tilting backward and to port!! My memory moved like lightning to an earlier time when I had fipped out of a double. It was on Lake Washington early in my rowing career when, as bow, the timing of the cautionary look over my left shoulder coincided with my partner's starboard crab. I remember clearly her body and the boat hurtling toward me into the water!! Was that happening again? For a l-o-o-n-g moment, I wasn't sure. Then, the triple righted and stabilized enough to sit easy and assess the damage. No one hurt, the boat was still upright and we did not seem to be taking on water despite the bent rigger and torn and dented side panel. There was a sense of relief that we were all OK. Then horrors of horrors—I realized in the moment of the impact, I had let go of BOTH my oars!

It is difficult to see things low in the water, when you are also low in the water—like other rowers, stumps, rafts and kayakers! I look back on this incident and several others where I have been in a boat that hit something or tipped and thought about how important it is to be aware—of what is around you and what could happen and what one needs to do to prepare ahead, physically and well as mentally for such situations. A cool head helps and a keen eye. And it is definitely worth being extra careful!!

## #4

## Julie Smith's Crunch Tale

Merely seconds before our swiftly moving triple whacked the notorious stump in the ship canal near SPU, I flashed on this thought from my bow seat: "I should turn and look for the stump."

"Crunch!" "Smash!" "Thwack!"

Later, much later, weeks later, the damage was described this way by boat repairer extraordinaire Susan Kinne: "Stunning." "Significant."

Rigger bent, really bent.

Gunwale caved in, really caved in.

Oarlock katywampus, really katywampus.

Thank goodness, all three rowers were dry and unhurt.

My deepest apology to LWRC triple aficionados for taking the Lazarus out of commission and my deepest gratitude to Susan Kinne for remarkably repairing it!

#5

## Crash Dummy

Susan Kinne's Crunch Tale

News of my crash made it all the way to the East Coast, due mostly to the reputation of the boat's owner (John Sack). John was amazingly forbearing all through the aftermath of the crash and the repairs, but I have heard that he's still muttering about it. John had loaned his older Stampfi wood double to Hugh and me years ago, with the understanding that if we maintained it, we could row it.

Dave Rutherford and I headed east one March morning a couple of years ago, with me in bow, using my mirror. It was light enough to see, but somehow I failed to notice a football-field sized black barge moored at right angles to the waterway, just north of LUC. I got that overwhelming bad feeling you get when something is looming over you, turned around and saw the bow was about four feet from the barge. I had time to yell an impolite word and to hold down, but this wasn't very helpful to the unsuspecting Dave, who was ejected from his seat and onto his back on my foot stretcher by the impact.

The bow was broken off about halfway back to the splashguard, and a big piece of it, complete with bow ball, was floating next to the barge. Always thinking about repair, I told Dave we had to grab the piece before it sank. Pulling forward to get the piece was a profoundly bad idea, because it filled the bow compartment with water. First the water was at my ankles, then immediately at my waist, and about the time it got to my shoulders I figured out I should get my feet out of the shoes and abandon ship. Dave was swimming the stern toward the nearest houseboat, and I helped from behind. He got up onto someone's deck. I continued to tread water, trying to take the oars out of the oarlocks. It was beginning to dawn on me that the situation was awkward. What were we supposed to say to the person on whose houseboat we had landed? There we were without shoes, identification, cell phone, dry clothes or a good story.

Fortunately KC Dietz and Theresa Batty were rowing behind us, saw the whole thing and yelled to Karyn Crouthamel, who was nearby in a Lake Union coaching launch. She abandoned her students, hauled me out of the water, got Dave and helped us drain the boat and position it on the launch. She then motored us back to

“I got that  
overwhelming bad  
feeling you get when  
something is looming  
over you”

LWRC. Dave and I put the boat back on its rack, dribbling water and looking like a giant brown shark with a mouthful of spiny teeth. As I squelched up the stairs to the shower I met John Sack, coming down. “John, I just smashed your double.”

“You're kidding, right?”

“Uh....go look on the rack.”

Once I got to work and got warm, the first call was to Nelson Miller for repair help. He was magnificent, and uncharacteristically tactful. He reassembled the bow, fragment by fragment. All the bits were there. We glassed it inside and out, so by the time we got done the wood was purely cosmetic.

And it's strong. A year later I rowed Dave right into the green can by the Canoe House, a direct hit...and we bounced right off, unharmed.

#6

## Rounding the Pocock Bend

Ellen Alexander's Crunch Tale

On a pitch black morning during head race season, I was coxing a Martha's Moms eight en route to Lake Washington. We were finishing the warm-up, well into the pyramid, second or third in line in the Mom's feet that day. The coach's launch was nearby.

I was following the lights of the lead boat when, BOOM/CRASH/SHRIEKS, we ran into the red buoy by Pocock. I was definitely on the wrong side of the buoy. We brushed ourselves off and continued rowing. The only damage was to two seat's rigger, which was easily replaced. The contorted rigger was later painted and given to me as an award of dubious distinction.

Initially, I felt terrible. I quickly moved on to my learning experience, which was: When in the coxswain's seat, you are the skipper of the boat. Safety is your responsibility. You make the critical decisions, not the other boats, the rowers, or the coach. You need to know the course. You need to keep a lookout first and foremost. You need to slow down near known hazards, even if the rowers want to burn it out. May you learn these lessons without a crash of your own.

#7

## Marital Mayhem

Anonymous Writer's Crunch Tale

*Quoting the teller of this tale: "This is the best I can do. If you do decide to use it, please do not use my name. Just say it was sent in anonymously. Also... please correct the grammar where necessary. But don't remove the feeling of a cheap novel."*

It was the best of times. It was the worst of times. It was supposed to be a time for bonding...a time for renewal.....a sacred time when husband and wife would come together and experience the "oneness" ...of rowing tandem in their sleek wooden double. The morning was crisp. Their touch was light. It started off slowly as do all good things, but soon they were overcome by the magic of the moment and animal instinct took over. ..In and out together. Rhythmically Urgently..... Surging ahead..... building speed and power and passion as they sliced through the waters of the ship canal. They could not be denied. Their glistening bodies in total concert with each other. And just as they were about to reach the climactic end to their Power 10, they felt a violent shudder and were catapulted out of their seats and into the water and bow of the coxless bicycle-mirrored quad which had strayed over into their lane. Four feet of their bow was severed and flew through the air. The carbon fiber oar shaft splintered in two, impaling the woman's arm and later requiring 20 stitches. The unsuits torn asunder left to reveal the bruised and bleeding bodies beneath.

Thus ends this sordid saga of marital mayhem on the canal. Husband and wife no longer row together.

#8

## Boat vs. Bridge

Meg Barry

I started rowing on the Charles River in the late 1980's as a lanky, uncoordinated 7th grader. Many of us on my team had not quite mastered the 'harmony, balance, and rhythm' for which we all strive. One day, a group of us 7th graders were cruising along in an old wooden Pocock 4+ called *Satu*, with wooden macons. Approaching the Eliot Bridge and faced with the choice of two arches, our f ighty 12-year- old coxswain chose neither. We hit the bridge abutment head on. Then after righting the shell somewhat, on our second attempt through the arch, we came close enough to force both port oars parallel to the shell. We toppled into the water, right in front of our boathouse, our coaches and all of our teammates. Needless to say, *Satu* survived.



(This is not our crew, but these gurlies look as though they are on a similar trajectory toward the abutment just out of view to the right.)

### Upcoming Racing Opportunities

#### Row for the Cure

September 21 • Lake Union

#### Head of the Troll

September 27 • Locks to Bridge

#### Tail of the Lake

October 5 • Lake Union

### Thanks to everyone who submitted a story!

Remember, within a week of this month's newsletter appearing in your email, please email your vote to one of the newsletter staff members, and the winner will be revealed next month!





## 2008 Board of Directors

### Contact Info

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## *Facility Rental Available!*

Searching for the perfect location for an upcoming party, banquet, meeting, wedding or reception?

## *Host your next event at Lake Washington Rowing Club*

For facility rental inquiries,  
please contact Andi Day

206.714.5087

or

AndiDay1@aol.com

## Boat for Sale

Lightweight 2x: 1993 Owen double with stroke coach. Kevlar Carbon hull with Kevlar deck. In great condition! \$3,500.  
Contact: 503.245.4173

Check out the LWRC website for additional equipment sales.

## LWRC Coaching Staff

**Theresa Batty** Developmental Sculling, MST  
Theresa trained with the National Team pre-elite lightweighters from 1986-1989. In 1989 she was selected as an alternate for the National Team. She won several U.S. titles and competed in Canada and Europe. Theresa started the crew program (with Cath Johnson) at The Evergreen State College. She has coached at Green Lake, Mt. Baker and Stockholm Rowing Club.

**Adam Carlton** Mixed Sweep Team Men

**Frank Cunningham** Coach to All  
Frank started rowing as a schoolboy in 1937. He stroked during his years at Harvard, winning numerous races. His heavyweight 8+ at Harvard was inducted into the Rowing Hall of Fame in 1975. Frank has coached Seattle Junior Crew, Lakeside School Crew and many LWRC crews.

**Melissa Hayes** Intermediate Sweep

**Hugh Lade** Sculling Technique  
Hugh raced in college (and summers at LWRC in the mid-'60s) and as a Master, winning U.S. and Canadian national titles. He leads the twice-weekly Sculling Technique sessions and instructs both beginning and intermediate Learn-To-Scull classes.

**Anna Nordstrom** Intermediate/Advanced Sculling  
Anna joined LWRC in 1995, as part of the collegiate summer program. Since then she has competed in both sculling and sweep events, for a variety of clubs at numerous races throughout the U.S. and Canada. She has coached youths and adults, sweep and sculling, beginners and advanced rowers.

**Bill Tytus** Competitive Scullers  
Bill has raced at the national level since high school. He won Junior Nationals (4+), placed 2nd at IRAs in college (8+), finished 2nd in Diamond Sculls at Henley (1x), stroked the US 8+ at European Championships, 2nd at PanAm Games in 1x. Bill has also coached the UW Men's lightweight crew. An LWRC member for nearly 40 years and an LWRC coach for almost 20, Bill has coached Masters and Junior National Champions.

**John Tytus** Mixed Sweep Team  
John rowed four years in college, training at many US Rowing and Elite camps. Highlights include the silver medal at the National Championships in the Senior 4-. John began coaching the MST in 2001. His crews have won gold in regattas across the country.

**Molly Zeaske** Evening League  
Molly has been coaching the Evening League since 2004. She previously rowed for the Mixed Sweep Team and in college at the University of Puget Sound.



### LWRC Programs

Do you know someone who is interested in rowing,  
or just want to learn something new yourself?  
Visit our Web site for more information on the following:

**Experience Rowing Class**

**Learn to Row**

**Competitive Sculling**

**Sculling Technique**

**Fridays with Frank**

**Evening League**

**Martha's Moms**

**Mixed Sweep Team**