

## Making Waves

The LWRC Quarterly Newsletter

Vol. 2, No. 4  
Late Fall 2016

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# WHEN TROLLS PLAY

## Crazy Times in the Ship Canal

In all the years I've rowed through Fremont's Ship Canal, I never expected to see a quad full of multicolored Troll Dolls being passed by an eight rowed by Captain Hook and the Lost Boys from Neverland. But that's what makes the Head of the Troll a fall race that is not to be missed.

Dressed as Peter Pan, I coxed the Neverland mixed eight put together by the Competitive

in a single chasing after the Three Little Pigs in a triple, dressed in bibs for a barbecue feast (these piggies would eventually post the day's fastest time: 14:19). At the locks, we spun around

and, on **Bill Tytus's** command, started our race. Within minutes, the Neverland eight passed a wherry four rowed by the Eastside Prep Juniors; meter by meter, we closed on and passed the other crews. A pair of creepy clowns in a mixed double. Another wherry four full of juniors, plowing through the water under the Ballard Bridge.

And then we reached the boat I was truly after: a quad full of Troll Dolls, a rainbow of puffy hair and fluffy tutus cruising past the SPU dock. When we got within a length of the trolls, I called out a power ten for the Lost Boys in the boat and we moved through them. We closed out a single in the last 500 meters of the course and rowed the last 20 strokes as I yelled, "NEVER GROW UP!!" at the finish-line



*Trolls Sara Holman and Marcy Heffernan as Mad Scientist and her human subject (Brooke McCulloch photos)*



*Trolls Judee La Scola and Alex Parkman*

Team. As the last to start, our boat's task was to hunt down the other crews. Rowing to the start line at the Ballard Locks, we saw a Wizard





Team Neverland, the mixed eight (Brooke McCulloch photo)

timers.

Once the boats were all back in their racks, the festivities moved upstairs to the Celebration Hall to burn the boathouse mortgage papers and celebrate a great day of racing. Walking into this room, we were greeted by the music of a band composed of fellow LWRC members while everyone else socialized over a potluck brunch. Several creative awards were given out later—including, of course, recognition for the fastest boat in each class. The Neverland eight won the **Jim Roe Hoi Polloi Cup**, which turned out to be a bucket of beers for us to share. Perhaps the most coveted award of the day was the one for the best costumes. It was a tie between the women's double dressed as a mad scientist and her human experiment and the women's Troll Dolls quad. Overall, this event was a perfect blend of what I have found makes LWRC special: great racing and great friendships.

## Other Regattas: Heads and Tails



Left: HOTL in the Montlake Cut; Above: **Danielle Ellingston**, TOTL; Top Right: **Roberta Scholz** and **Art Wright**, HOTL; Bottom Right: **Rachel Alexander** and **Christian Roth**, TOTL



IT'S UP TO US!

## LWRC 2017 Fundraising Challenge

We have some exciting news! Pocock Racing Shells has generously donated four used racing shells to LWRC: two bow-loader fours and two pair/doubles. All four boats are K series, carbon-fiber racing boats built between 2002 and 2014. Both of the K2 pair/doubles are built from the same mold as our *Jane Cunningham*—one in 2010, the other in 2014. One four, built in 2009, is identical to our *Nooksack*; the other four, currently under repair in our LWRC Sow's Ear shop, was built in 2002 and is suited for smaller rowers.

But wait—there's a catch! **Bill Tytus**, Pocock Racing Shells owner, and the LWRC board feel

strongly that the new equipment should act as an incentive to benefit the club. We haven't yet worked out all the details, but we plan to set fundraising goals before releasing any equipment for use. Monies raised will be used to purchase much-needed spare parts and other rowing-related equipment. An additional portion will be used for capital improvements to our facility. Stay tuned for details in early 2017.

If you'd like to contribute toward our equipment before the end of the year, visit our LWRC website page [Donate to LWRC](#). All donations are tax-deductible and may be eligible for matching by your employer.

Thanks for your support!

—KC Dietz

*President, LWRC Board of Directors*

**Designer's Note:** *Making Waves* is designed to be read on-screen. Printable on letter-size paper at 94% size, it is laid out in monitor proportions (landscape), text is large, and underlined links are live. Use the [full-screen setting](#) in Adobe Acrobat Reader for the most legible view.

—Suze Woolf



*Marcie Sillman burns the mortgage papers at Head of the Troll Celebration.*



*Other trolls present at mortgage-burning (Brooke McCulloch photos)*



## New Shoes on the Dock

# Nathan Owens



**N**athan Owens grew up in suburban southern New Jersey. While in high school, he began rowing at South Jersey Rowing Club, competing in sweep, sculling, and erg events. After completing high school, he enrolled at Scotland's University

of St Andrews, graduating in 2015 with a degree in computer science. Unfortunately, he was not able to row during his five years there. Asked why he opted to study in Scotland, Nathan replied: "I'm Scottish by descent. My grandmother moved over to the U.S. in her twenties. We kept up with that side of the family, visiting every other summer. I ended up choosing to apply only to universities in Scotland, mostly because I'm lazy and the "Common App" had too many essays. Worked out well!"

After moving to Seattle to work for Amazon, he decided he wanted to row again. Our LWRC Race Camp provided a refresher course after his five-year hiatus. After completing Race Camp, Nathan joined Evening League, coached by **Theresa Batty**, and also rows sometimes with the Monday Next Strokes class.

Nathan enjoys being a part of LWRC with all it has to offer and is looking forward to meeting more members.

—Joani Harr



Joani Harr

## Editor's Note—Well Done!

Now is a good time to review the past year as we look forward to the coming one. Perhaps our greatest achievement in 2016 was paying off the boathouse mortgage and yet prudently managing to put money aside for future expenditures. Thanks to our hard-working board members for accomplishing this! We also gave the boathouse exterior a new coat of paint—no small task!

Thanks to a generous donation by Pocock Racing Shells, four new boats will be added to our inventory next year. Board president KC Dietz provides details [on page 3](#).

Membership increased last year, including many younger members who will be an asset for years to come.

This issue contains personal narratives and anecdotes relating to the fall head races. It was a great season for LWRC! We also give you tips on [winter training](#) and [goal-setting](#).

One of the pleasures of editing this newsletter is discovering how blessed we are in terms of our members. Linked by a shared passion for rowing—whether competitive or recreational—they are always willing to share their knowledge and experience. Just ask anyone!

—Roberta Scholz, Editor



# From Port Townsend to Lake Union A Tale of Two Clubs

I first encountered Lake Washington Rowing Club during [Stan Pocock's memorial](#), on a cold January day. Arriving at UW's Conibear Shellhouse with our trailer full of classic Pocock shells, our [Rat Island Rowing and Sculling Club](#) was a lonely stand of cedar and spruce in a sea of

hypercarbon—that is, until LWRC pulled in out of the fog, bearing two varnished wooden hulls. One of them, the [Lucy Pocock Stillwell](#), was a unique fly-weight women's coxed quad designed and built by Stan Pocock from the lines of a men's pair. Stan championed women's racing in general, and he didn't neglect cox-sized women who wanted to row. (At 5'0", I'm lucky to get a seat at the kiddie table when it comes to crew assignments.)

On that January day, I met Lucy's crew— fellow "shrimps" **Jane Ritchey**, **Marilynn Goo**, and **Nancy Egaas**. Also present was Lucy's granddaughter Heidi Danilchik, whose stature, striking blond hair, and gold glitter nail

polish made her a beacon of light in the cox seat. Jane and I soon struck up a friendship. I dared to hope that, after a year of getting to know her better, I'd have the nerve to ask for a chance to row in the

(Francine Rose photo)



*Lucy*. But one week after I met her, Jane asked whether I wanted to row in the *Lucy*.

(Paul Danilchik photo)

I was over the moon. Here was a chance to row in a boat my size with disciples of the great **Frank Cunningham** and Stan Pocock! I felt vaulted into the company of elite athletes. What a relief when they put me in bow seat—until I found out these women have eyes in the backs of their heads and can coach from any seat in the boat.

Until that point, my only coach had been Stan's book [Way Enough](#). I hung on his every word. Even now, whenever I walk past that bronze plaque of Stan and Frank in LWRC's boathouse, I secretly wish they could emerge like Han Solo from his carbonite cast so I could ask them questions. Those of you who knew these men are incredibly fortunate.

Frank's book *The Sculler at Ease* was harder for me to follow—until Jane Ritchey brought him to life in a series of "Frank Talks" at the Northwest Maritime Center in Port Townsend. It made us Rats eager to master the Thames waterman's stroke. But without a coach of our own, it remains a challenge.

For me, it was less of a challenge to leave the house at 4 a.m. Monday mornings to catch the 5:30 ferry for **Theresa Batty's** 7 a.m. sculling group. I could not have gotten her

## A Tale of Two Clubs, continued

drills, demonstrations, and inspiring encouragement from a book. And rowing on Lake Union was like coming home to the waters where I'd once lived, rigged boats, and sailed in many a Duck Dodge.

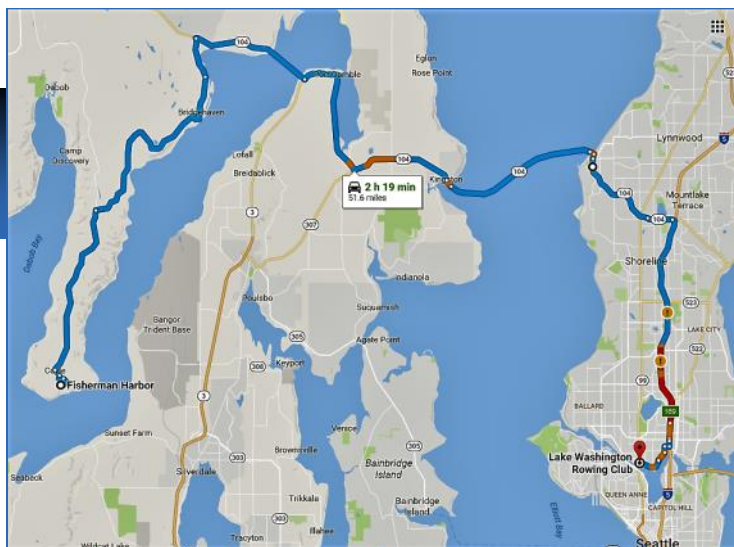
The last day of the season was a sad one for me. I'd made lots of new friends and reacquainted myself with old friends. It had been hard leaving Seattle 20 years ago, and now it felt like I was leaving all over again. I hope to be back next year.

Both our clubs share a love of sculling and dedication to the [Pocock/Cunningham legacy](#). But in some ways, they are very different.

Whereas novices at LWRC are encouraged to row in singles as soon as possible, we Rats row mostly quads—about five miles every day in open saltwater that abuts the Strait of Juan de Fuca.

Among our missions is the preservation of Pocock cedar shells. Many of our beautiful

*(Francine Rose photo)*



boats were built for men's varsity crews and are larger and heavier than modern carbon-fiber shells. Every morning, from March through November, we carry them down several steps to slings on the beach, then wade them into the cold salt water.

Both clubs deal with boat traffic: LWRC with giant cargo, tug, and fishing vessels in the Ship Canal, and we with the Washington State Ferries and with battleships picking up munitions at Indian Island.

We engage in lots of social activities such as the annual [row to Nordland Store](#) on Marrowstone Island, the [Rat Island Regatta](#), and the [Wooden Boat Festival](#)—not to mention the ongoing restoration and maintenance of our Pocock wooden shells under the guidance of [Steve Chapin](#).

In winter we keep a quad, a double, and two singles at Lake Leland near Quilcene, where

we row year-round. We car-top our own singles to many other waterways on the Olympic Peninsula. We [hike](#) and ski together, just as many

LWRC members do.

Both our clubs have so much to offer! I've cherished my visits to LWRC: rowing with the crew of the *Lucy* and practicing what I've learned there. I thank you all for this incredible experience and hope that you will come to Port Townsend and visit us, too.

*—Francine Rose*





# Open Water Racing

New to open-water racing, **Jordan Tigani** describes how it feels to row with a broader horizon in view

Every time I've looked at the LWRC race calendar, I've noticed a bunch of strangely named races such as "Mercer Island Sausage Pull" and "Elk River Challenge" in between the "normal" sprint races and the head races. The consensus around these strange races, run by Sound Rowers, was that "only crazy people do those." Of course, this made it sound like fun.

After talking to some people at the boathouse who are veterans of open-water racing, I decided to sign up for the next race—the Bainbridge Island Marathon, at 26 miles the longest single-day race for human-powered boats on the West Coast. Luckily, there was a shorter version—only 12 miles!

**Matthias Broecheler** was game to row it in a double. We had already rowed out to Kirkland and back a couple of times, so we knew we could do the distance. We practiced

a couple more times on Lake Washington on windy days—not a lot of fun, but at least we figured out how to use the self-bailers on the Maas Aero.

Sometimes the hardest part of a race can be just get-

*(Franziska Seeger photo)*

ting there with a shell. Luckily, **Alex Parkman** came through with some great advice about how to get a 31-foot double onto a 16-foot sedan. Most importantly, he helped us figure out how to make sure the double stayed atop the car so we didn't damage the boat, the car, or the surrounding landscape.

Driving was tricky. People whizzing by on Highway 99 looked at us like we were crazy, but not like we were endangering everyone's lives. We were quite popular on the ferry, with several people coming over to take selfies with us. It was as if they'd never before seen a car carrying a boat twice its length. The ferry workers didn't bat an eye, other than to charge us an exorbitant fee.

We arrived at the starting point with plenty of time before the race began—so much time, in fact, that no one else was there other than some campers and picnickers. Eventually, other boats started filing in, so we knew we were in the right place on the right day. Someone pointed me to the race director, who said we could pay later, handed me a bow number and a roll of duct tape, and said we should meet at the starting line at 12:05 sharp.

In my experience, competitors typically stare each other down; if they speak to you before the race, it is to give a grudging and insincere "good luck." But everyone here was chatting; they all seemed to know each other and were helpful to the newbies.

About a dozen or so boats were doing the short course, running the gamut from kayaks to strange outrigger contrivances. (At the finish, we ran into folks from LWRC who had an open-water 4x, one of only two of its kind in existence.) There was only one other double, presumably our



## Open Water Racing, cont.

competition. For most of the race, I thought they were ahead of us—I'd last seen them at the start. It turns out they went the other direction because it was more scenic!

At the start (timed to occur when the long-course boats passed by), we saw **Theresa** and **Jeff** in their double. Given that they'd already rowed 14 miles, we had no trouble holding them off. As for the kayaks, which are much slower in flat water, we soon left them in the distance. Before long, there were no other racers in sight. We settled into our race rate of about 28, rowing hard but making sure we didn't tire too quickly.

The water was like glass, the weather ideal (sunny and high 60s). We had the tide going with us, so we were moving fast. We could see other islands in the distance, mountains, sailboats, a beach full of seals, and eventually the Seattle skyline. About 5K into the race, I broke the silence by saying out loud, "This is glorious." It was a moment that made all the erging, the early mornings, and the boat-schlepping seem worth it a thousand times over. You're rowing hard, you know you have a long way to go, but everything just feels right.

We encountered a few swells and had a fly-by of the ferry, which kicked up a giant wake—almost a wave. Had we been angled in the right direction, we could probably have

just surfed it all the way to the finish.

Luckily, Matthias in bow had studied the map: at the final turn, it wasn't clear whether it was an inlet or the bottom of the island. He made the right choice, turning us to starboard and keeping us on course.

After passing the oyster hatchery, we heard a handful of enthusiastic cheers from the beach. Was that the finish line? Were we done? Just to be on the safe side, we kept rowing. After another kilometer or so, we heard an air horn from the shore to announce our finish. Another good choice!

Looking at my watch, I saw that we'd finished much faster than expected and in fact (as we later learned) had set the course record. It felt pretty good for our first time racing on open water, and we're looking forward to the next one. It's not so crazy, after all—once you've done it.

—*J. Jordan Tigani*

For more information on local open-water racing, check out [www.soundrowers.org](http://www.soundrowers.org).

### Pass the Word

Has an LWRC member done something worth recognizing, on or off the water? Help us share the news!

[lwrnewsletter-@comcast.net](mailto:lwrnewsletter@comcast.net).

### Check out our programs!

<http://lakewashing-tonrowing.com/home/programs>

(Sophie Raymond photo)





# Moving On

## An LWRC Institution Embraces a New Chapter in His Life

*It's hard to imagine LWRC without the presence of John Alberti. A member since 1991, John played a seminal role in creating the boathouse we all now enjoy. He helped scout potential building sites, then played an active role in negotiations for the lease of the land it sits on and for the mortgage that paid for the structure itself. His signature graces both documents. This type of engagement and commitment to service are the hallmarks of John's persona: he simply never hesitates to do good wherever he is needed and can make a difference.*

John's rowing career began at the UW in the 1960s, where for two years he honed his skills under the watchful eyes of Dick Erickson, Phil Leanderson, and—once in a while—George Pocock. He recalls, "The first thing Coach Erickson asked me when I met him was: *How are your grades?*" In those days, collegiate sports still aspired to train and promote the student-athlete. After two years, John decided that rowing was cutting into his time for academics, and he left the program.

Many years later, he returned to the sport—first at Moss Bay and then at LWRC, where he was recruited for the men's eight with aspirations of winning at the San Diego Crew Classic. On the third try, the men brought home gold.

At that time, LWRC operated out of a warehouse on property that now houses Adobe. With heavy boats, it was a long walk to the water! The search for a permanent home soon began, and John became involved in that

effort. As club president in 1995–1996, he signed the lease and mortgage documents. It is perhaps fitting that his departure now coincides with paying off the mortgage and burning the documents this past September.

As our boathouse became a reality, John, like most of most of the membership, contributed manual labor to the cause, lug-ging cement pavers for the balcony floor, painting walls, and performing other tasks. Most notably, he designed and installed the pulley-operated hanging racks that accommodate so many singles today.

Perhaps his greatest contribution is his years-long stint as timer for our crowning achievement, the



**John Alberti,  
cont.**



annual Head of the Lake Regatta. Over the years, John's reliability has become legendary; it's no exaggeration to say that without his presence, HOTL would not have evolved into what it is today. (John would be the first to credit all the other volunteers, however.)

Over the years, John has also coached various programs here at LWRC: Learn to Row, Morning League, and other sweep and sculling groups. He is a role model for perseverance in adversity and has promoted—and participated in—

the Leukemia and Lymphoma Foundation's Big Climb for the past several years. Among his most fulfilling competitive experiences have been racing a mixed double with various partners and competing at Head of the Charles in composite boats with other clubs. I'm honored to have had the good fortune to be John's double partner for the past two and a half years. Our weekly rows to Fox Point or to the Ballard Locks were invariably a pleasure—smooth and fast. We had some interesting experiences along the way: one dark winter morning, we narrowly escaped being run over by a tug in the Ship Canal, and one morning we came across a drifting kayak in the middle of Lake Union. John, of course, had his cell phone along and used it to call 911. After he described

exactly where we were and suggested they alert Harbor Patrol, the conversation with the dispatcher took a downward turn when she asked him "which cross street" the kayak was near!

And now John has moved south to Vancouver. We wish him well, but so many of us will miss his steadying presence both on and off the water. LWRC won't feel quite the same without him.

**—Roberta Scholz**

*John Alberti has been one of the many super volunteers at LWRC. Need a president? A handyman? A coach? A double partner? A stronger, older guy to bring the race age up? A shanty singer? Head of the Lake timing pro? Hanging-rack builder? —John to the rescue. In my first term as captain in early 2007, I was dependent on the advice of others. John was respectful to me and helped whenever asked. His compassionate, intelligent, and positive approach to life—enhanced by his personal battle with cancer—will be sorely missed. He is someone who lives up to the Beatles refrain:*

*... and in the end the love you take is equal to the love you make.*

*Thank you, John, for everything you've given.*

**—KC Dietz**

The boathouse is a thing of beauty and a source of pride.

It was built as much from the energy and dedication of the members of this club as from the bricks and lumber that you see.

It is an asset that we will put to good use.

It is the home from which Lake Washington Rowing Club will serve the rowing community for the rest of our rowing careers and long thereafter.

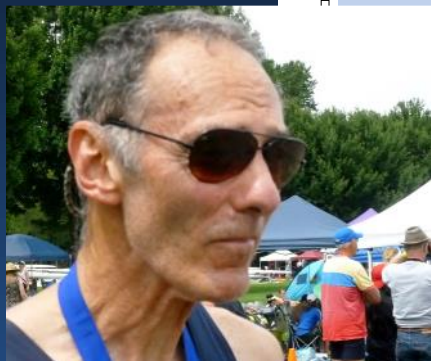
It is part of the legacy that we leave to the next generations of rowers.

In this, it makes our efforts significant and worthy of pride.

*—Toast offered by John Alberti at the dedication of the Fremont boathouse March 24, 1996*



**John Alberti,  
cont.**



**Eight Bells**

For the past 25 years, you and Lake Washington Rowing Club have given me friendship, a place to row and belong, and the inspiration (not to mention great coaching) to do as well as I can. You are my family away from home: my tribe. I am, of necessity, going off the reservation—moving south to Vancouver for family reasons—but treasuring the bonds and memories that we have. I cannot begin to tell you how grateful I am for those and for all of the great times that I have shared with so many of you.

Thank you! I am proud to have been, and to be, a part of this amazing club.

I get back to Seattle fairly often, and, with any luck, look forward to seeing some of you from time to time.

**—John Alberti**

*Since joining LWRC, John has been a fierce competitor and a cheerful, willing super-volunteer. For more years than we can count, he has led the timing committee for the Head of the Lake Regatta. He has been chief of hanging racks and special songs. He has performed countless essential tasks around the boathouse, coached groups and individuals, and donated cash as needed to help keep our club going.*

*Thank you, John, for everything you've given and for being a good friend.*

**—Marilynn Goo**



*I just know that if you needed help with something and asked John, he would be there.*

**—Nelson Miller**

*It's impossible to imagine LWRC without John Alberti. He's perpetually smiling, ready to meet life more than halfway—whether that means heading out to race with a neophyte sculler like myself, or bravely marshaling his timing troops for Head of the Lake.*

*John brings joy to those of us who've had the privilege of knowing him, both in and out of the boat. He's inspired me to sing while rowing, to contemplate mounting a cannon on the bow of a racing shell, and to aspire to approach every task with a semblance of his good cheer.*

*When I served as LWRC president, John and I would share notes—and commiserate. He's been one of the most loyal and hard-working club members, and his departure will leave a hole for those of us who know and love him, as well as for many members whom he had yet to meet.*

*Good luck, matey! May the seas be ever smooth!*

**—Marcie Sillman**

# How Good Are You?

## The Art of Setting Goals

*How good are you?*

*At what?*, you might ask. Anything—math, dancing, skiing, whatever.

*On what scale?*, you might ask. Any scale you like—best in your class, your school, the city, or ?

*How about rowing?* A novice rower once told me that all she wanted to do was beat one other competitor. That's a good starting measure.

It's about setting goals. When we're just beginning a new endeavor, we set modest goals. But how about going beyond simple goals? After "beating one other competitor," we can move on to "I just want to win a medal" or "I want gold!" Then we go from racing at Green Lake to Regionals and then Nationals. After that, it's world-class events such as the Head of the Charles or the World Masters Games or FISA Worlds. How far would *you* like to go?

So here are my questions to you:

*How good are you?* (If you don't care, stop here.)

*Do you want to get better?* (If the answer is "no," stop here.)

*What's the best you can be?* (If you'd like to answer that, read on ....)

For now, let's focus only on rowing—more specifically, on the ergometer. Take these three steps:

- **Measure where you are today**
- **Set a goal for where you would like to be** at some point in the future (If you really want to improve, set an *audacious* goal)
- **Design a training plan** and timetable (See Brooke's article on [page 13](#))

Here are three *audacious* goals you might consider, using the rankings for your gender/age/weight category on Concept2's website ([www.concept2.com](http://www.concept2.com)):

- Aim for the **top 10 percent**
- Aim for the **best in the world**
- Aim for a **world record!**

The best resource for goals and measurement is a log book, and the easiest to use is on Concept2's website. You may already be familiar with this resource, but if not, go online and follow the directions to set up your logbook.

One of the beauties of rowing is that we're age- and weight-adjusted. This is especially advantageous when we cross the age threshold into a new decade and are competing in a new age bracket as the youngest in that age group. That's the best point for accomplishing something great. However, there's no reason you can't aim for getting better at any point in your life.

Concept2 tracks world records (as well as rankings for all self-entered times) in the following categories:

**Time:** 1 minute, 30 minutes, and 60 minutes

**Distance:** 100, 500, 1,000, 2,000, 5,000, 10,000 meters; 21,097 meters (half marathon) and 42,195 meters (full marathon)

Assess your strengths. Are you a sprinter or a distance runner? How much would you have to improve to be in contention in any of the above categories?

But try all of the above categories—you might surprise yourself. It's all out there, waiting for you, too. My advice: Go for it! See how good *you* can be.

—Dale Peschel



## Brooke's Pro Tips for Winter Training

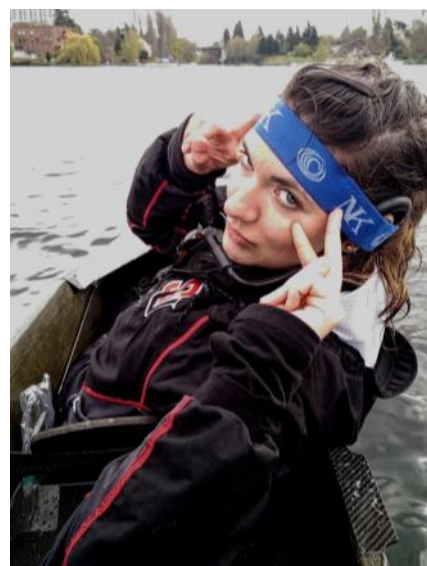
Winter training is a great time to show your dedication to your boatmates. Training with a partner or group will also help hold you accountable for what you do and will help you hit the ergs on cold winter mornings. Also, nobody likes to erg alone!

**Record your progress to stay on track.** Take pictures of your erg screen or use a journal to record your workouts. At the beginning of winter, find a baseline for your fitness and strength and periodically repeat workouts. You can compare your times and see your improvements, then set goals to keep you going.

**Mix it up.** Do a variety of workouts (different erg pieces or body circuits) to keep your training interesting and stay engaged. Doing different workouts also helps you strengthen different muscles and maintain overall fitness.

**Don't forget your core.** It's easy to fall into training habits that focus on cardio endurance and muscular strength, but what will give you an edge when you are able to take to the water again is core strength. Building this strength will help you stay strong and stable in the choppy waters that turn up in winter and spring.

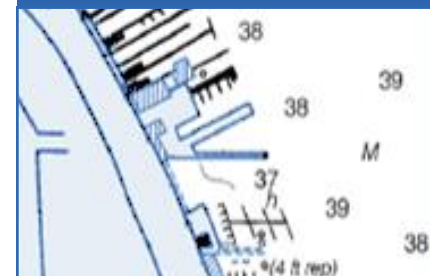
**Stick with it.** Whatever your rowing schedule in the warmer months, try to exercise on that schedule during the winter. By continuing the same patterns of activity,



206-684-4071

**Harbor Patrol**

The number is posted on the bulletin board in the boathouse.



you'll find it easier to get up and do a workout during the time you'd normally be on the water.

**Whenever possible, get on the water.** Even though it's colder and weather is not always ideal for rowing, take advantage of the days with favorable conditions. This helps connect the strength you're building on land to the speed you can have in a boat. Being outside will also remind you why you love working hard—because there is nothing like a sunrise or sunset over Lake Union!

—Brooke McCulloch  
LWRC masters coach

**...nobody likes to erg alone!**

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**Stick with it.** Whatever your rowing schedule in the warmer months, try to exercise on that schedule during the winter. By continuing the same patterns of activity,



## Volunteers Welcome!



Lake Washington Rowing Club continues to exist because its members perform volunteer activities that keep the club going. Let's talk about some unsung heroes.

**Jim Meckley** has for the past two years donated space to store our boat trailer, saving the club thousands of dollars—especially as Seattle grows more crowded and storage space becomes more scarce. He also delivers the trailer to the club for away regattas (and picks it up afterward), saving us money by reducing the number of days needed to rent a truck. Jim has also lessened the load for long-time volunteer trailer-driver Don Kuehn by driving the trailer with Don to Green Lake regattas. Thanks, Jim!

**Nancy Egaas** is passionate about boathouse maintenance. A member since the 1990s, when we rowed out of a warehouse with no indoor plumbing and that flooded when it rained, she knows it took a lot of member money and time to make the Fremont boathouse and dock a reality. You'll sometimes find her doing tasks like regrouting the shower tiles or cleaning the gutters. Earlier this year, she donated funds to replace the broken water fountain; we now

have a beautiful new fountain that delivers chilled water and even has a bottle filler! **Damon Ellingston** did most of the installation, with some help from **Don Kuehn**. Thanks to Nancy, Damon, and Don!

Thanks to those of you who helped to make this year's Head of the Troll and "Burn the Mortgage" party fun and successful! Thanks, too, to all those who are part of the large Head of the Lake volunteer team!

**Members of the LWRC Board of Directors** serve as volunteers, performing tasks that help us manage our operating costs. At the upcoming January 29 annual meeting, we will elect a new vice president, secretary, captain, and director-at-large, each position with a two-year term. If you're willing to run for a board position or want to learn more about board member responsibilities, please contact [board@lakewashingtonrowing.com](mailto:board@lakewashingtonrowing.com).

If you have less time available, just check the **volunteer board** next to the boat-bay bathroom for opportunities. If you have a special skill or interest, contact [board@lakewashingtonrowing.com](mailto:board@lakewashingtonrowing.com) and let us know—we're sure to have a place for you to get involved.

**Best of all:** Volunteering provides an excellent opportunity to meet fellow club members. Each of us is expected to contribute at least ten hours per year, but many members put in more than that amount **each month**.

—**Marilynn Goo**

### Check out these ongoing volunteer opportunities:

**Welcome Committee** Take new and trial members out on a row, show them around the boathouse, and answer any questions. A great way to meet new members! Contact Joani Harr at [joaniharr@aol.com](mailto:joaniharr@aol.com).

**Boathouse Tours** The board is considering offering Saturday-morning tours for prospective members. To help start this new program, contact [board@lakewashingtonrowing.com](mailto:board@lakewashingtonrowing.com).

**Cleaning Boat Bays** Help keep LWRC beautiful! Ongoing tasks include sweeping, dock cleaning, weeding, bathroom cleanup, and much, much more. If you have some spare minutes, please join in—it's a great way to meet fellow members! Check out the task list posted next to the [\(continued on p. 15\)](#)



New water fountain with bottle filler on the second floor of the boathouse



*(continued from p. 14)*

boat-bay bathroom.

**Building Committee** A small cadre of members performs minor boathouse and dock maintenance. If you have carpentry, painting, or other useful skills and can help out in this area, please contact [board@lake.washingtonrowing.com](mailto:board@lake.washingtonrowing.com).

**Development** Marcie Sillman is leading a committee focusing on long-range planning so we can ensure that LWRC endures for many years to come. If you're interested in working with Marcie, please send a note to her at [board@lakewashingtonrowing.com](mailto:board@lakewashingtonrowing.com).

**Sow's Ear Boatworks** Are you passionate about woodworking or boat repair? You might find a place with the Sow's Ear Boatworks. Talk to Susan Kinne or contact [board@lake.washingtonrowing.com](mailto:board@lake.washingtonrowing.com).

**Learn to Row (LTR)** LTR classes will start again in the spring, running through at least September. Coaches and assistants will be needed. Contact [LearntoRow@lake.washingtonrowing.com](mailto:LearntoRow@lake.washingtonrowing.com).

**Say something!** Submit a story suggestion for a future newsletter to [lwrnewsletter@comcast.net](mailto:lwrnewsletter@comcast.net). Thanks to **Roberta Scholz, Suze Woolf**, and all contributors for the wonderful issues they have produced since the newsletter was revived in 2015!

—**Marilynn Goo**

## Martha's Moms Charles Fever

Our women's senior master four placed 19<sup>th</sup> out of 42 entries at the [Head of the Charles Regatta](#) in perfect weather. Congratulations to **Elizabeth "Wispy" Runde, Tory Laughlin-Taylor, Lynne Robins, Ann Kulesza**, and skilled coxswain **Leah Downey**, a medical student and surgeon-to-be who has guided the Moms many times in the past.

Lynne Robins states: "Leah steered an awesome course, keeping us on the buoy line and entering and exiting the bridges with the best lines possible. I can't say enough about how talented she is as a coxswain."

Ann Kulesza recalls it as an "amazing" first-time experience racing at HOCR. "I was surprised at what a small world the rowing community really is—all the other Moms seemed to know rowers everywhere we went! It felt like such special treatment to be allowed entry into Weld Boathouse [home of the Radcliffe crew] as guests and then have a designated boat ready for our use! I was glad to be in the



boat with such experienced HOCR racers; we were well prepared and confident in our cox. It was exciting to pass other boats with Leah cutting the best course. After the race, we shopped for HOCR swag and then enjoyed a most fabulous brunch at Henrietta's. It was a special weekend, getting to know my teammates better and spending time with others who share a passion for rowing."

Mom **BJ Connolly** and friends from Oregon Unlimited (ORU) defended their title in the 60+ senior grand master four, coming in fifth with a terrific row despite tremendous physical challenges this past year: a broken leg, a cracked rib, subscapularis tendinitis, and a shingles episode only 45 days before the regatta. Congratulations on their perseverance!

Head coach **Aidan Hennessy** and assistant coach **Shane de Leuw** cheered the Moms on.

—**Kim Manderbach**

### Calling All Artists

To our talented artists and photographers: We'd like to feature your work. Please share your creations with us! [lwrnewsletter@comcast.net](mailto:lwrnewsletter@comcast.net)