



Making Waves

The LWRC
Quarterly
Newsletter

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Whitewater Sculling



Or, How to Increase Boat Speed without Really Trying

A quick trip to the Ballard Locks and back is a favorite destination for LWRC rowers. Last winter, two of our members learned the hard way that appearances can be deceiving.

Whenever we put a boat into the water at the dock, we generally look forward to a pristine row on calm waters. On occasion, this can be disturbed by a power boat seemingly in a hurry and leaving a small wake (to them, but a large wake to us), or the wind fetching up and creating waves on the bulkhead

▲ Between the wing walls, south side of the locks and looking west. Lockmaster's tower at right, cables and spillway dead ahead.

▼ Cable with warning sign above it.



“The struggle to turn suddenly became a battle against the current—and the current was winning.”

at Gas Works Park. And, on a rare occasion, the row can turn into a harrowing white-water experience.

The morning of December 22, 2019, was a typical winter day in Seattle: gray skies, air temp hovering around 40 degrees, and a slight break from the recent atmospheric river pouring water from the sky. Two LWRC members wearing hi-vis clothing for safety put their club singles into the water and headed toward the Ballard Locks. There was no wind, and the water was like glass.

As most of us know, once at the wing walls just east of the locks, it's necessary to turn the boat around to prepare for the return trip. On that day, what is normally a simple maneuver became more complicated due to the speed of the water as it pushed to keep the boats broadside to the current. (The average water flow through the spill gates is 13,700 cubic feet per second. With rainwater coming down from the hills, it can increase by as much as 10 percent.)

So the struggle to turn, on visibly calm waters, suddenly became a battle against the current—and the current was winning. With no other option to counter the force of the water and get back to the relative comfort of rowing the shells back to the boathouse, the two boats and their occupants were pushed into the warning cable spanning the waterway

Spillway on west side, near fish ladder intake.



“I was instantly sucked underwater, forced about 10 feet down.”

and up against the spill gates. Of course, by now the oars are tangled and the row turns into a swim. One of the rowers managed to stay on the upper side of the locks, clinging to a concrete pier, while the other rode a waterslide through the spillway to the roiling water below.

Bystanders were able to alert the staff at the locks, who aided the rowers with life rings; Harbor Patrol was soon on site. The Seattle Fire Department also came to assist. Fortunately, both rowers, though cold and wet, were otherwise unharmed.

Not so for the equipment. The *Le Mieux* was essentially broken in half—left hanging together by just a few threads. But seeing the *Le Mieux* today, you would never know that it had been nearly severed in half: thanks to the artful craftsmanship of **Susan Kinne**, the Sow’s Ear workshop rose to the challenge and put it back together again. Susan found this repair job more interesting than the usual dings, stating it was therefore more rewarding to get the boat back to a rowable state.

One of the rowers describes their experience vividly:

We went to the south side of the lock to execute our river turn for home. There is a cable stretched across the water ahead of the spillway, with warning signs cautioning boaters not to get too close. We stopped well before the cable to turn—but as soon as our boats were perpendicular to the current, we were in trouble. Because of the recent record rains, all the spillways were open and the current was very strong. The interesting thing was that the water was smooth as glass. There was no indication of any current at all. Until we turned.

We were pushed into the cable before we knew what was happening. The cable, 18 inches or so above the water, flipped us out of our boats. So now we were in the water, being pulled toward the spillway! We started yelling for help. Luckily, the lockmaster had seen the situation developing and had begun to mobilize for our rescue.

We slammed into the concrete piers at the spillway. I was instantly sucked underwater, forced about 10 feet down; next, I shot out the other side—into the “washing machine.” My partner was at first pinned between our two boats but was able to hold on and not get sucked down. The locks staff threw her a life ring and pulled her to safety. Meanwhile, I continued to fight the “washing machine” and kept getting sucked under. Finally, I was able to grab a life ring and got pulled to safety.

We had been in the cold water for roughly nine minutes—an eternity—and were both borderline hypothermic. We were rushed to an ambulance, stripped out of our wet clothes, and wrapped in blankets.

This story reminds us that we contend with powerful natural forces on the water and that unexpected factors can always arise. It is a tribute to safe practices, the critical assistance of First Responders, and the abilities of Sow’s Ear to do their phenomenal work maintaining the club’s equipment.

WARNING: Do not row west past the locks’ wing walls—especially after rains and/or when the water is not conducive to swimming! To be safe, stop before you think you should.

—Alex Parkman

Through the Locks—with Oars!

Human-powered vessels typically don't venture through the Ballard Locks. And Husky crews usually don't head for open water of the saline variety, either. But one day in the spring of 1975, two worlds converged. BJ Connolly describes her experience:

Rowing through the Ballard Locks, 1973. Photo: Varsity Boat Club, Huskycrew.org. Kindly provided by Eric Cohen.



Liz Senear and I had started training in a double the year before. Her personal goal was to make the US National sculling team for the World Championships that year and then keep training for the 1976 first-time-ever women's Olympic team. The training camp would be held in Long Beach. Liz was a senior and I was a junior, and both of us had started rowing for Washington as freshmen. Step back in time to 1972–1973, my freshman year—the first year that the UW women won the

NWRA National Championship on the Schuylkill River. With that gold medal under our belts, we experienced first-hand how the UW was just beginning to embrace the ideologies of Title IX. All the Husky women were in the thick of it, trying to work with the men's team at Conibear

to continue to be recognized as a viable varsity sport despite the decades of male dominance and tradition that permeated the aura that was Conibear Shellhouse. One major saving grace for the entire women's crew was the men's head coach, **Dick Erickson**. He absolutely loved the idea of having women rowing out of Conibear! He wholeheartedly supported our efforts when it came to using equipment: he provided launches for our coaches and designated one special boat bay at Conibear for us to gather in and row out of.

By then, Liz had already had years of coaching and training in sculling. A self-taught sculler, I was in only my second year. But we teamed up and discovered that we could really move a boat together. We started racing our double in borrowed boats and had some early successes with gold medals at Green Lake races and at Corvallis. This gave us the courage to ask Dick if we could convert one of the men's pairs to a double—just for us—so we could train daily. The guys thought he was nuts, but he really wanted to support our efforts. Besides, he loved being controversial—always keeping the men guessing as to his next move. So he somehow managed to find some old sculling riggers at the Pocock workshop, and boom!—we were in business!

One day, we heard that the men were going to row to Shilshole Bay via the Ballard Locks

“Dick Erickson absolutely loved the idea of having women row out of Conibear!”

and then return. We asked Dick whether we could join them, thinking this would be such fun. The men didn’t seem to have a problem with this (especially after Coach Erickson announced we would lead the way—ha!). So off we went, well ahead of the men. They were happy to have some distance between us and their eights.

It was so cool to enter the Locks and listen to the lockmasters trying to herd all those shells into such a tiny space. No doubt the coxies were a bit freaked out, trying to successfully overlap their oars without banging the sides of the walls—especially as the water was slowly released to the west and we went *down, down, down*. Because Liz and I were in such a small boat, Dick made sure we were positioned in the middle of all the eights for protection. It must have been quite a spectacle for the crowd! One lockmaster spoke with a Scottish accent, and his orders to the boats were hysterically imitated by some of the more talented rowers. Even Dick could not help laughing and totally enjoyed the moment. We knew then this would surely be a once-in-a-lifetime event!

After exiting the Locks, we headed north and rowed into Shilshole Bay just far enough to see past the marina. And then we headed back through the Locks to familiar fresh water.

—BJ Connolly

A few months later, Liz Senear ended up going to the World Championships as a spare for the quad. Her sister, Ginny, now rows for LWRC. And BJ’s husband, Mike Connolly, was in one of the eights that day.

Coxswain Comfort

A coxswain’s seat is not designed to accommodate the stereotypical rower’s body. However, there are exceptions!

A few fall seasons ago, I was rowing with the Czech Rowing Club in Prague. They have a wonderful shop and several craftsmen working there, repairing and restoring boats. Their shop has probably two or three times the space of our Sow’s Ear, so they can take on bigger projects.

They were restoring what I would call a “gentlemen’s quad.” I was especially impressed with the thought that went into providing the coxswain a comfortable seat. Generously proportioned, it was crafted from molded plywood—a repurposed Eames chair, perhaps?

—Dennis Williams



President's Message

As we move through the summer, it becomes clear that the pandemic is not going away quickly. King County remains in Phase 2. What can we expect this fall at the club?

We are the lucky ones. Our sport is outdoors. We have a lot of club singles, for all levels. We have many members with private boats. We have a healthy number of same-householders, who can row in larger boats together. We have programs with dedicated coaches to help those who have spent less time in small boats. We've opened the upstairs gym at the Fremont boat-house in a limited fashion. There are even local races planned for those of us who want to stay competitive.

As expected, many members have left the club. More of you have stayed, even those

that aren't comfortable coming down to row. Thank you for your support.

Some local rowing programs, such as Green Lake and Mount Baker, are on hiatus—which has led many to join us. We also have younger members, out of college or not able to return to campus. Introduce yourself to those you don't recognize. We are happy to welcome our new members.

We will keep you up to date via our weekly news bulletin as things change. Take the time to stay informed.

Be patient. Be well.

—KC Dietz, LWRC Board president



Take advantage of the espresso machine! It's in the lounge at the top of the stairs. The windows are open, HEPA filter in place, the maximum capacity is 5 people at any one time.



Board News

Summer/Fall 2020 Focus Areas

- ▶ Developing programming for fall and winter seasons that prioritize COVID-19 best practices and member safety
- ▶ Evaluating options for hosting fall racing series to provide competitive opportunities in lieu of canceled traditional regattas
- ▶ Re-evaluating club equipment needs to support continued training in a socially distanced manner

As always, the Board welcomes all members to join our monthly meetings. Please contact Gavin Gregory, LWRC Secretary, with any questions (geggregory@gmail.com).

—Gavin Gregory, Secretary, LWRC Board



Check out our programs!

<http://lakewashingtonrowing.com/home/programs>



Howard Lee, Husky Rower

Long-time LWRC member Howard Lee attributes his personal and professional successes to his formative years as a Husky rower. “I learned discipline, the spirit of teamwork, and the self-sacrifice to give up other ‘things’ for a later prize.”

Read more about Howard on page 11 of the current issue of *Sweep, The Washington Rowing Magazine*: https://washingtonrowing.com/wp-content/uploads/2020/07/UW_WA-Rowing_SWEEP-Summer-2020-SinglePages.pdf.

Designer's Note

Making Waves is meant to be read on-screen, laid out in monitor proportions (landscape). You can print it on letter-size paper at 94%, but text is purposely large, and underlined links are live. Use the full-screen setting (View > Read Mode) in Adobe Acrobat for the most legible view.

—**Suze Woolf**

Editor's Note

Personal safety is on everyone's mind these days, especially when it comes to our health. Being back on the water adds to the list of potential hazards that can suddenly turn our world upside down. In this issue, **Tom Kreyche** examines risk factors for cardiac events while rowing; **Alex Parkman** offers insights on the potential dangers of unseen currents; and **Rachel Wong** reminds us of the importance of respecting rights of way. Those of us who continue to row late in life, through all hazards, deserve recognition—they have earned it! **Dave McWethy** reports.

Almost 50 years ago, UW Husky rowers varied their practices by rowing through the Locks to the Shilshole Bay marina. **BJ Connolly** describes the unique experience. Adding to the Ship Canal's history is **Dave McWethy's** portrait of an aging vessel moored near Salmon Bay for years.

—**Roberta Scholz**





Rowing for Life

Many rowers come to our sport as adults, either through collegiate programs or as masters rowers. But some are fortunate enough to be introduced to the sport in high school. Fifty years ago, scholastic rowing was concentrated in private schools, largely on the East Coast. One school stands out among them: St. Andrew's in Middletown, Delaware.

LWRC's **Dave McWethy**, an alumnus of St. Andrew's, is proud to be part of this long tradition. He points us toward a recent write-up on the USRowing website that exemplifies the meaning of rowing as a lifetime sport. Fellow St. Andrew's alum **Bill Brownlee**, 93, competed in the men's K single category at the 2020 USRowing Virtual Summer National Championships, coming in second to **Don Tanhauser**, 86 (with a time of 4:12!).

Brownlee sums up his relationship with rowing: "When I was 15 and first sat in a rowing shell in 1943, I had no idea that I was embarking on a lifetime with the sport. Being able to race with my children and grandchildren in recent years is the icing on the cake!"

Former LWRC member **Art Wright**, now of College Club Seattle, also rowed for St. Andrew's. In 2017, he joined Bill Brownlee and Bill's son **Gordon** (St. Andrew's 1975) in an alumni eight at their former school. He notes, "I think Dave McWethy was rowing alongside us in a single."

At Masters Nationals 2018, held at Lake Merritt in Oakland, California, USRowing conducted the first recognition ceremony for participants over the age of 80, in the belief



*At the 2018 Masters National Championships, USRowing recognized participants age 80 and older. Third from left, Don Tanhauser (Lake Casitas); fourth from right, Art Wright (College Club Seattle, formerly LWRC); second from right, **Barbara Smith** (Martha's Moms, LWRC)*

that they are role models for all of us to emulate. Wright, Tanhauser, and LWRC's and the Moms' own **Barbara Smith** stood together on the dais. Spectators cheered them enthusiastically.

Check out Bill Brownlee's inspiring story yourself: <https://usrowing.org/news/2020/8/10/events-rowers-of-all-ages-race-at-2020-usrowing-virtual-summer-national-championships.aspx>

—With thanks to Dave McWethy

Good Memories

Camaraderie and rowing go hand in hand—or should we say oar in hand? In the late 1990s, the Masters Women's group enjoyed the attentive coaching of the iconic **Frank Cunningham**, who left his mark on so many of us here at LWRC. Frank had a way with words, and it was not always easy to be on the receiving end of those comments. As a token of their appreciation of his coaching, and their affection for Frank, the women designed a shirt: on the back was a list of the "Top Ten Frankisms" and on the front a photo of Frank with his signature.

Deanna Davies describes how Frank influenced her self-perception:

I wouldn't expect anyone at LWRC to remember me—I was there only from 1997 to 2000.

I had never rowed before, took the beginner class, and was hooked. I then joined the club and the masters rowing group. Those three years with LWRC were wonderful, and I miss being there greatly—even to this day.

Frank coached us at least once a week, sometimes more. I had never experienced anyone like him! Probably as with most people, he made me want to row my best. I know I tried his patience a few

times, but in the end he was always encouraging. I remember him on one occasion telling the shorter women in the group, "You must be clever because the boat is not built for

you." I also remember one time, after a particularly difficult practice in the boat, walking back to the boathouse together. I was lamenting my day, and he responded by saying that when he goes out in a single, he can get three strokes in perfectly—by the fourth stroke, he has to "get back in the boat," as it starts to fall apart. I was stunned. I just always pictured his stroke as perfect every time. I appreciated his candor at that moment, as it made me want to not quit out of frustration.

*For my last row at LWRC (I was moving back to the Midwest), Frank put my friend **Mollie** and me together in a pair. I asked myself: What is he thinking? Mollie is taller, younger, and stronger than me—how on Earth is this going to work? He told us to go out and practice, and he would catch up to us. Mollie and I got out on the water. We each did one stroke at a time, to get the feel of each other. I was in bow. Then we started to row. And it was the best row I had ever had ... and sadly, the last one there. For the first time, Frank seemed to approve of my rowing. He even brought the eight over to us to watch us row. That kind of blew my mind. So, I guess I left on a high note. Frank actually thought I was rowing pretty well ... it doesn't get any better than that.*

During the course of putting this memoir together, several of Frank's former coachees expressed their wish to purchase a "Frankisms" shirt. If you are also interested, please contact Marilyn Goo at mbgoo74@icloud.com.

—Editor

TOP 10 FRANKISMS

10. Buckety, buckety down the slide.
9. Come *on* Grandma!
8. There *shall* be punishments!
7. Don't think, *FEEL*!
6. In the dark, from a distance - *Not Bad!*
5. You are a great disappointment to me.
4. You wretched person!
3. Empires rise and fall in the time it takes you to get out of bow.
2. You don't need a coach - you need a shrink!

AND #1 FRANKISM

What's a *MOTHER* to do?



Safe Rowing

Or, “Oh, Buoy!”

As rowers return to their boathouses and many rowers hop into sculling boats for the first time after a long hiatus, safety on the water is more important than ever. While there are very few official traffic laws that recreational boaters must abide by, local rowing clubs have agreed to a set of traffic guidelines that help keep all of us safe on Lake Union and surrounding waters.

Right of way: Keep to starboard (usually)

First and most important: Stay as close to the starboard side as is reasonable. Especially in narrower parts of the lake (“constrained waterways”), such as the Ship Canal, staying close to the shore yet away from moored vessels helps everyone keep a safe distance.

However, there are areas where rowers are not expected to stay as far to shore as possible, such as the UW race course between Fox Point and the Montlake Cut. In this instance, rowers can take the straightest course to their intended destination as long as there is room left on the port side for boats moving in the opposite direction.

Rowers can be expected to move to port when passing a slower boat. Under ordinary circumstances, the faster boat should move to port to go around the slower boat. In a race, the rules typically require that the slower boat yield the “fastest course” to the quicker boat. (Depending on the race course, this may mean the slower boat should move to *either* starboard or port.) Always make sure to brush up on all race course rules before competing, especially if you are rowing a

single or steering a team boat.

Know your landmarks

Nearly as important as understanding rights of way is familiarizing yourself with key landmarks around the body of water you are rowing on. For example, I require my athletes to know the seven boathouses/docks on Lake Union and Lake Washington (LWRC, Lake Union Crew, College Club, Pocock, Seattle University, Seattle Pacific University, and University of Washington). They are also expected to know our usual meet-up spots, such as the I Love Sushi restaurant at the south end of Lake Union. Different coaches may identify landmarks in different ways, so don’t be afraid to ask for clarification. If you’re rowing a single on your own, specific landmarks may not be nearly as important. However, every rower should be well acquainted with the area they are in and know where the nearest boathouse is, in case of a need for emergency docking.

Beware the buoys!

Few things are considered bigger “boat killers” than the permanent buoys that can be found around Lake Union and Lake Washington. I’ve witnessed countless rowers break oars and damage riggers and shells on these buoys, particularly while racing. Look for them:

► The red buoy near MOHAI as you turn east around the [*continued on p. 13*](#)



Creative Commons
photo

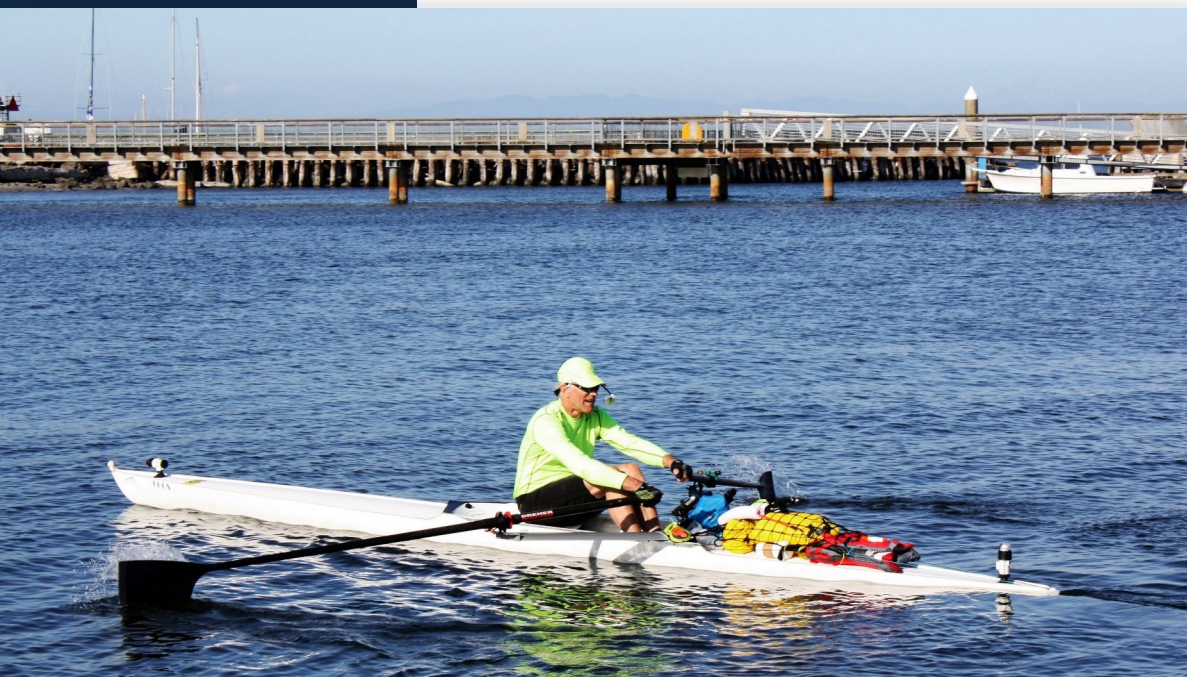
The HARC—An Exclusive Rowing Club You Don't Want to Join

A few months ago, I was feeling a little sluggish and headed over to the Garfield Boathouse to recharge with a morning row to the Locks. (Normally

my chest. After resting a few minutes, I recovered. I thought I might be experiencing the first sign of a COVID-19 infection. I paddled back to the boathouse and called up my doc to get a test—the results came back the next day, negative.

She suggested I get an exercise stress test, so I went in, got wired up with probes for an electrocardiogram, and turned in a couch-potato performance on the treadmill. The lab techs also did an echocardiogram, which generates an ultrasound video of how your heart is performing. A few minutes later, a cardiologist came in and told me that my heart was only half-working. He told me I had a major blockage of my left anterior descending artery and was lucky I hadn't experienced a major heart attack with permanent heart damage or fatal consequences. I was shocked. I had no history of heart problems and no risk factors besides age. The cardiologist said it was a "stuff happens" event, so I joined the Heart Attack Rowing Club.

A couple of days later, I walked out of the hospital with a new stent, new meds, and a strong sense of renewal. I felt like I had just dodged a fast ferry at night in Rich Passage. This procedure is one of very few where patients have the gratifying experience of an immediate and noticeable improvement in energy. With my wife Lizzy's support, I was rowing again after a couple of weeks of recovery. There was a hefty medical bill, fortunately mostly covered by my health insurance.



Tom Kreyche finishing the Seventy48 last year – exhausted after fighting a 15-mph headwind over the final 10 miles (Aurora Kreyche photo).

I row a few times a week and enter some of the local open-water races.) After a little stretching, I got into my boat and headed out across Lake Union at an easy warm-up pace. The water was smooth and the wind light, but I was having a hard time getting moving. By the time I crossed over to Gas Works Park, I was gasping, my pulse was pounding, and I had a slight pain in

**HARC,
continued**

“I had a hard time reading the obituaries. The fatalities were sudden, and all those rowers left behind friends and families.”

Recent Incidents

Since this experience was so unexpected, I became curious and asked around the local rowing community to discover how often similar medical problems occur. They are not common, but also not exactly rare for men in the 60-plus age group. I have not heard of any women who have experienced similar symptoms. Below are the cases I have been able to track down. I had a hard time reading the obituaries. The fatalities were sudden, and all those rowers left behind friends and families.

2000—**Bill McAndrew** (age 69) was rowing a double with his friend, LWRC member **Rainer Storb**, when Bill suffered a massive fatal heart attack. He had a history of heart problems. Bill was a surgeon, competitive rower, and sportsman.

2014—**Richard Pearson** (age 55) suffered a fatal heart attack while rowing in an eight on the Ship Canal near SPU. A lawyer active in the local legal professional-development community, he was an avid fitness enthusiast.

2002—**Rusty Wailes** (age 66) died of a heart attack while rowing with friends on Lake Washington. He was a prominent collegiate rower and Olympic gold-medal winner.

There is a handful of tales about rowers who suffered nonfatal heart-related problems, both on the water and while erging. For example, an LWRC member with symptoms was reluctant to go to the hospital but did so after coaches insisted. Many of these people are reportedly rowing again after treatment.

Identifying Medical Problems

Medical emergencies while rowing call for a combination of sports and wilderness medicine, depending on location,

season, and circumstances. A best-case scenario is when an alert crew member calls 911 and the boat is a few minutes away from a dock where an ambulance waits. Not so favorable is the circumstance where someone passes out and slips off a double into cold water in the dark. These situations occurred in two of the fatal cases mentioned above, and nothing would have saved either rower. In less severe cases, prompt medical treatment can make the difference. It's a lot better to saunter out of the hospital and get back into a boat after a few weeks than to get carted home with permanent damage and a long recovery period—or worse.

Here's a trick question: How do you tell the difference between a rower gasping at the end of a full-effort sprint and the same person having a mild heart attack or a stroke? And when do you seek medical assistance? In a group of rowers a coach, cox, or rowing partner may be able to determine whether someone is not rowing or acting normally. If you are rowing solo, you should have a good sense of your capabilities. If there's a problem, analyze the situation carefully—don't assume you or someone else can just tough it out.

Recommendations

Get an annual physical. Most rowers have healthy lifestyles and don't fit stereotypical heart-attack risk categories unless they have underlying heart issues. However, there may be some advance warning signs. Get professional advice from your doctor about these so you can identify them.

Check websites such as the American Heart Association's for detailed recommendations on identifying symptoms and getting treatment. If you experience anything

The heart. A, the right ventricle; B, the left ventricle; C, the right auricle; D, the left auricle.

**HARC,
continued**

**“Nothing
would have
saved either
rower.”**

that resembles an identified symptom—or just a slowdown, pain, or fatigue—and that worries you, don’t wait to consult your doctor. It made all the difference for me.

Be aware of basic factors: Age and gender are significant. Over 45 and male? You’re at risk, no matter your cholesterol or fitness level. Know your capabilities and make informed decisions.

Consider rowing with a partner or a group. I don’t plan to follow this advice—I row partly for the solitude—but I communicate with others about my rowing plans. My wife knows when I am out rowing, I sign out at the boathouse, and I often chat with other rowers about conditions and the route I plan to take.

Don’t hesitate to call 911 for yourself or someone else. You may be asked to administer CPR and/or give the person aspirin. Carry a communication device. Coaches and some rowers carry cell phones for emergencies. I carry a waterproof marine radio; they are inexpensive and reliable. The Seattle Harbor Patrol monitors channel 16; I’ve called it a couple of times to report oil spills and gotten prompt responses.

—Tom Kreyche

Tom has rowed in the major West Coast open-water races, including the Seventy/48, Catalina to Marina del Rey Regatta, Monterey Bay Crossing, and many Sound Rowers events.

Safe Rowing, continued from p. 10

south end of Lake Union

- ▶ The red buoy next to the Pocock dock
- ▶ The green buoy at Gas Works Park
- ▶ Several green and red buoys on the UW race course between the start line and finish line.

Rowers should take special care when approaching Portage Bay from Lake Union: keep the red Pocock buoy on the starboard side, ensuring there is enough space between the eastbound flow of traffic and any Pocock rowers who may be docking or launching.

When rules don’t suffice

Ideally, we would all follow these rules to a T. However, any experienced rower knows there is always the potential for unforeseen obstacles. It’s not uncommon to be forced into situations where breaking the traffic pattern is the safer option. In these situations, all we can do is use our common sense: If you break the traffic pattern, are you infringing upon anyone else’s safety? Do you still have a clear view of where you’re going? Is the obstacle you’re navigating around stagnant or in motion? If a situation makes you feel unsafe, trust your instincts. Stop to assess your surroundings before proceeding, and don’t be afraid to ask for help. Even if you are rowing independently, a coach from any of the local boathouses will always provide assistance if requested.

While there is never a guarantee of safety on the water, we are lucky to be part of a close-knit community where helping hands are never far away.

—Rachel Wong, Assistant Coach, Seattle Scullers



Harbor Patrol 206-684-4071

Also posted on the bulletin board in the boathouse.

Exploring the Ship Canal

The Ship Canal is a crucible of history with countless stories to tell. Even the most derelict vessels often have a meaningful past.

Salmon Bay is quite the museum of old ships. I have watched the vessel *Albert* for a couple of years. First it was on the eastern side of Lake Union, with the

farther down the north shore near the Locks.

Albert appears to be a surplus government vessel. I have never seen anyone aboard. I knew nothing of its history until diving into the vast resources of the Internet. Results: *Albert* was built in 1957 as a ship of the Icelandic Coast Guard and decommissioned in the 1970s. Iceland has no military, and the Coast Guard is the closest thing.

In 1958, Iceland extended its territorial waters to 12 miles. British fishermen were outraged, and in a challenge referred to as the First Cod War, *Albert* defended Iceland's claims. Further extensions to 50 miles, and then 200 miles, led to the Second and Third Cod Wars. The British Royal Navy was involved in all three, and *Albert* was there for Iceland.

At this point there is no clue whether *Albert* will rise again.

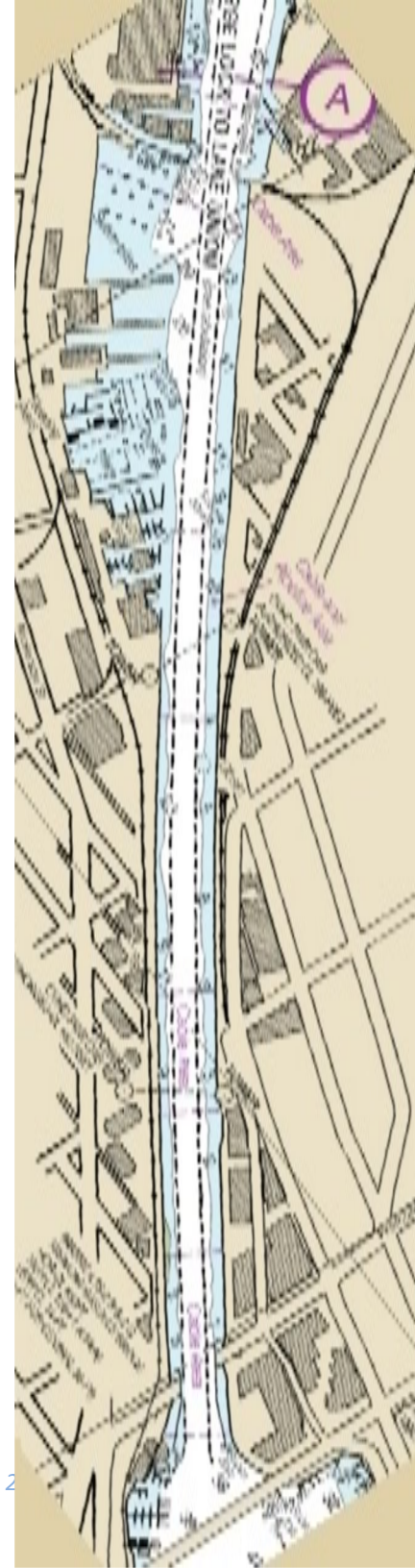
—Dave McWethy

For a detailed account of several marine encounters during the three Cod Wars, including a photo of Albert, see https://military.wikia.org/wiki/Cod_Wars.



▲ *Albert* moored near the Locks
▶ NOAA Chart 18447

Crowley tugs. Last year *Albert* was moored on the north shore of Salmon Bay, visible to all rowers. *Albert* is less visible now, moored at Pacific Fishermen,



It's a Bird ... Not!

Comet NEOWISE brightened July's evening skies with its breathtaking beauty. This photo was taken at Stehekin on July 16. Photo courtesy of Karla O.



THE BACK PAGE

Vancouver Lake Update

Friends of Vancouver Lake, a nonprofit founded to combat an infestation of European milfoil in Vancouver Lake, reports that the lake was successfully treated over a two-day period in July. Subsequent surveys indicate that the treatment continues to be effective.

The next step will be an evaluation of the extent of milfoil infestation in Lake River, which feeds into Vancouver Lake. The ultimate goal is to control, if not eradicate, this noxious aquatic plant.

We look forward to the day when water sports and swimming return to Vancouver Lake. Think Regionals!

For more information, check out www.vancouverlake.org.



Myriophyllum spicatum L.

Pass the Word

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

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Report Oil Spills

24/7

1-800-OILS-911

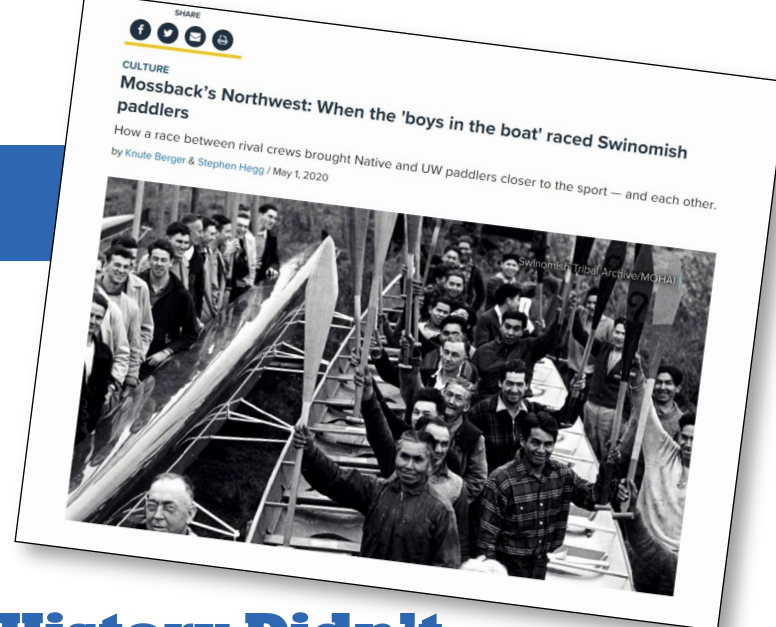
Washington Division of
Emergency Management

History Didn't Repeat Itself

Most of us are familiar with the legendary "Boys in the Boat" and their amazing performance in the 1936 Olympics, where they made history by defeating favorite Germany by inches, under the watchful eyes of none other than Adolf Hitler. But other Husky crews have distinguished themselves in other ways, too.

Five years later, thanks to Husky coach **Al Ulbrickson's** connections to the Swinomish nation (he liked to fish on the reservation), two Husky eights faced off against two tribal ocean-going canoes, each with 11 paddlers. The venue was the Swinomish Slough in La Conner. The outcome remains unknown.

Read about this meaningful event at <https://crosscut.com/2020/05/mossbacks-northwest-when-boys-boat-raced-swinomish-paddlers> and <https://digitalcollections.lib.washington.edu/digital/collection/loc/id/102>.



CULTURE
Mossback's Northwest: When the 'boys in the boat' raced Swinomish paddlers
How a race between rival crews brought Native and UW paddlers closer to the sport — and each other.
by Knute Berger & Stephen Hegg / May 1, 2020