



Making Waves

The LWRC Quarterly Newsletter

Vol. 3, No. 3

Early Autumn 2017

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Happy Birthday to Us

Sixty Years and Going Strong

When it comes to the Lake Washington Rowing Club and its place in U.S. rowing, a non-nautical term leaps to mind—big footprint.

As one of the nation's premier rowing clubs, LWRC has enjoyed more than a half-century of rich experiences that include Olympic medals.

The club also has a colorful real estate history. From being a tenant of the University of Washington to acquiring its own space in a floating boathouse in South Lake Union, then moving to a warehouse and, finally, to a traditionally styled boathouse in Seattle's Fremont neighborhood, the club has provided a home to hundreds of rowers of all ages and skill levels.

The club was created in the late 1950s by former college rowers to provide a platform for continued competition. Former Stanford crew captain and 1956 Olympic gold medalist **Dan Ayrault**, later headmaster at Lakeside School, stated in 1958: "Rowing talent is going to waste here." **Ted Frost**, captain of the 1954 UW crew, explained, "After four years, a college oarsman has just reached his prime. We



Lake Washington Rowing Club boathouse today

have provided no means of keeping oarsmen in competition in an area which is the natural place to furnish this country's best rowers for international events."

Ayrault and Frost were movers in the creation of LWRC. **George** and **Stan Pocock** donated the club's first shells, and the medal payoff quickly followed. LWRC entries won three gold medals at the 1959 Pan Am Games in Chicago. At the 1960 Olympics in Rome, the LWRC coxless four of **John Sayre, Rusty Wailes, Ted Nash**, and Ayrault won the

Happy Birthday, *continued*

gold medal. The coxed pair of **Conn Findlay, Richard Draeger**, and coxswain **Kent Mitchell** took bronze. Four years later, Findlay and **Edward Ferry**, with Mitchell coxing, won gold in the 1964 Olympics in Tokyo. The LWRC coxless four of **Geoff Picard, Dick Lyon, Ted Mittet**, and Nash brought home bronze.

Women joined the club in 1963. Three years later, a group of nine LWRC women hosted and won the first

National Women's Rowing Association (NWRA) championships. In 1969, an LWRC crew became the first US women's crew to compete in the world championships in Europe.

The early 1970s saw a shift in competing for international berths: instead of club entries, rowers were selected from national training camps. However, the addition of scullers and masters rowers helped LWRC grow and also fostered an infusion of sup-

port, stability, and a cross-section of professional skills.

Until June 1975, LWRC had been housed at the UW, first in the old canoe house on the Montlake Cut and then at Conibear Shell House. In that year, **Frank Cunningham** made a purchase that gave the club more independence. (Cunningham, a Harvard-educated coach, teacher, author, and boat-repair whiz, is an icon in Seattle rowing circles. He died in 2013 at age 91.) "Frank got us on the boathouse path by paying \$1,600 for what became the floating boat-



Frank Cunningham breaking ground in Fremont



Floating boathouse

house," recalls longtime LWRC member **Marilynn Goo**.

"He then told us that the club had to pay him back or Jane would divorce him. Without him, the club may well have died a slow death.

"Frank bought a pink mooring slip that someone had built a yacht in," she explained. "We had to add flotation, build a floor and roof, enclose the open end, and add a sliding door so we could take boats in and out."

However, it wasn't big enough to house eights. After a failed attempt to create a permanent boathouse in 1986, LWRC leased an unimproved warehouse in Fremont; members converted it into a boathouse and built a dock. That became the club's main home from 1987 through 1994, when LWRC realized a long-standing goal with the groundbreaking for a large, modern boathouse in Fremont, almost under the Aurora Bridge. Designed by architect and LWRC

rower **Nelson Miller**, it is one of the largest boathouses in the West.

Loan guarantees from members helped secure acceptable interest rates, and work parties expedited construction and cut costs. The boat bays opened in September 1994. After the upstairs buildout was completed, the boathouse was dedicated in March 1996.

With its ergs and workout equipment, meeting rooms and banquet facilities, the boathouse is currently used for

everything from corporate meetings to weddings, parties, and memorial services. LWRC owns the building but not the land under it and must pay rent on a 90-year lease. The old floating boathouse, located at the foot of Garfield Street on Lake Union, remains in use as a supplemental facility.

Today, the majority of LWRC members are masters (age 22 and older) rowers with a spectrum of abilities ranging from beginner to elite. The common denominator

throughout the membership is a love of the sport. The club takes pride in itself as a friendly, volunteer-based organization where experienced and novice rowers all thrive and feel comfortable. With its coaches and accomplished rowers, the club seeks to perpetuate its strong tradition of passing on technical skills and racing acumen.

Doing its part to provide racing opportunities, LWRC co-hosts with the UW early each November the Head of the Lake Regatta. The largest fall regatta on the West Coast, it regularly attracts rowers from the Northwest, California, Canada, and elsewhere. This regatta is yet another example of LWRC fulfilling its legacy.

—Craig Smith

Retired Seattle Times sportswriter **Craig Smith** wrote this article in 2014 to commemorate the twentieth anniversary of groundbreaking for the boat bays. His wife, **Julie Smith**, rows with Martha's Moms at LWRC.



Lake Washington Rowing Club
1960

STANDING (l.-r.): Dick Dräger • Conn Findlay • Roy Rubin • Mike Yonker • Chuck Alm • Lou Gessermann • Monte Strocke
Roger McDonald • Geza Berger • Jay Hall • Harry Swetnam • Stan Pocock

KNEELING (l.-r.): Bob Rogers • Ted Frost • Rusty Wailes • Dan Ayrault • John Sayre • Ted Nash • Dick Bleiden

SEATED (l.-r.): Kent Mitchell • Kurt Seiffert • Bernie Horton

Brave New World: Masters Rowing

O brave new
world, that has
such people
in't!
—*The Tempest*



For many young rowers, post-collegiate racing feels like an unfamiliar world. One of the biggest aspects of masters racing that can feel off-putting for young rowers is the range of ages within any given competitive team. At

the junior and collegiate levels, going head-to-head with your own age group is seen as leveling the playing field. At the masters level, though, young rowers often practice and race alongside athletes who have been rowing for decades.

Although mixing a variety of ages into a single boat can sometimes reduce speed in terms of raw numbers, many young rowers find that the more experienced rowers bring a certain finesse to the table that isn't as commonly found in a young boat, where there can be quite a bit of muscle power. It is easy for young rowers to get caught up in the moment and lose sight of form and overall race strategy.

On the other hand, in a boat with a higher age average, there tends to be a stronger focus on tactics and precision. The emphasis in any given practice or race is oriented around finding that elusive run of a technically gifted boat. Because of this focus, age mixing in rowing makes a lot of sense. The unification of strength, skill, and experience from the different age groups not only provides a great learning experience for the rowers, but it can also bring

home more medals.

A shining example of successful age mixing within boats is the LWRC mixed 8+ that raced in the E category (55–59 average age) at Northwest Regionals this year. The mixed 8+ had two of our youngest members in the boat, **Meghan Ricci** and **Rachel Wong**, while the remaining six rowers (**Christian Roth**, **John Alberti**, **Janet Walker**, **Kirk Clothier**, **Roberta Scholz**, **Don Kuehn**) were all closer to the average age range. Four of these rowers were over 70 years old. With this combination of strength and experience, the boat brought home a gold medal for LWRC, pulling the best overall time across the heats.

There is no one right way to put a lineup together. Each rower has individual strengths and weaknesses, regardless of age. But for the sake of the club and the sport in general, it's important that we connect with one another and step out of our comfort zones. It not only improves everyone's chance of success in racing, but strengthens our sense of community and love for our sport.

—*Rachel Wong*

Rachel rowed with Seattle University's Division I program throughout college. She has coached professionally since June 2016, working full time at College Club as well as coaching the occasional Learn to Row at LWRC. She joined LWRC last summer.



President's Message

Protecting Our Assets: Dock Security

In the previous newsletter, **Marilynn Goo** gave a brief history of our main dock. We are indebted to our founders for creating this unparalleled access to the water in such a wonderful part of town, to enjoy our sport. The laborious process required many hours of highly skilled volunteer effort to secure. We thank every member involved for your vision and service to LWRC.

To float our dock in the public waterway, we are required to obtain a permit from the Washington State Department of Natural Resources (DNR) that is reviewed every five years. Our permit requires us to open the dock to the public as a pier, mainly to launch non-motorized craft and to fish. It also allows us to lock the gate when our office is closed. In return, the fees to DNR are minimal.

Public access has had its rewards and its headaches. Over the past five years, the board of directors has debated how to handle various interfering and non-permitted uses on our docks. On the very busy Fourth of July, we have voluntarily monitored all our docks to keep them safe. We have placed signs to educate the public on permitted uses of our main

dock. The activities on all our docks are increasingly dangerous and destructive: swimming, loitering, bicycle acrobatics, BBQ grilling, smoking, drinking, tagging, over-max weights, and motorized craft mooring or slamming against the docks. We can no longer overlook these infringements: the liability is not worth the return.

So in April, the board decided to upgrade all our docks—Garfield, Fremont main, and wherry—with locked, high gates. We are also working with DNR to amend our current lease for the main dock. The still-pending new lease will allow us to drop (or alter) the requirements of public access, keep the gate locked when needed, and moor up to three launches. In return, there will be an increase in the annual permit fee and financial security deposit required by the state. Because public use and access are priorities for state waterways, DNR will be posting a public-notice sign in Waterway 23 to inform the public of the proposed changes in use and to solicit public comment. We may need to get creative to insure our long-term use of the waterway. We don't want to discourage the public from us-

ing the dock for launching and landing of non-motorized craft—we just need to limit hours and curb non-permitted uses.

Currently, the main dock is open to the public weekdays from 5 a.m. to 12 noon and, starting in the fall, from 3 p.m. to 8 p.m. Weekend access is limited to Saturday mornings until 10 a.m. Other weekend hours depend on member use. Whenever the gate is left open by a member, the public can access the dock. **Remember to lock the gate** if you are the last rower returning from a row. Before locking it, **check the boat-use log to see who is still out.** Don't lock it if others are still rowing—just shut the gate.

Enjoy your access
and stay safe!

Respectfully,

KC Dietz
President,
LWRC Board
of Directors



Thank You!

Thanks to **Teddi McGuire**, **Don Kuehn**, and **Joey Domingues** for their hard work in making Regionals happen for LWRC. Teddi did a great job in assigning and keeping track of our equipment, making trailer loading that much easier. Don and Joey, world's best trailer-loading wranglers and intrepid truck drivers, got our boats safely to Vancouver Lake and bore the lion's share of unloading and reloading equipment.

We thank you for your selfless contributions!

206-684-4071

Harbor Patrol

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

Editor's Note

LWRC's rich history, our legacy, plays an important role in this issue. This year we celebrate the 60th anniversary of the club's founding, and **Craig Smith** vividly describes the Olympic and Pan Am Games adventures of our members years ago. We remember **Art Rounds** and **Bob Rogers**, who contributed immeasurably to establishing LWRC as the premier rowing club in the area.

We also celebrate the present. **Rachel Wong** describes her recent introduction to the world of masters rowing, and **Bunny Schmidley** shows us how to overcome physical setbacks and return to dedicated rowing.

Special thanks to **Suze Woolf**, our talented layout artist who manages to transform unornamented text into graphic magic!

—*Roberta Scholz*



Happy Birthday to Us!
This year, Lake Washington Rowing Club celebrates its 60th anniversary. Enjoy!



Designer's Note

Making Waves is meant 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*

Check out our programs!

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

Finding a Rowing Home

Kim Dalan grew up on the East Coast between New Jersey and North Carolina. She moved to Seattle in 2002 to attend the UW, doing her undergrad work “in the lucrative fields of English and Women Studies” (as she puts it). In 2015, she completed her MBA at Seattle University.



*Real life
vs. boat
life (Jon
Turvey
photos)*

Then, in searching for good workout places, she found a deal on a Learn to Row class at Lake Union Crew—which she thoroughly enjoyed but had to quit, due to January weather and her pregnancy. After her daughter was born in May 2016, she again began looking at boat-houses. LWRC caught her eye as an accessible and polished club. Kim has been rowing here since March of this year. After completing LTR in May, she began rowing with the mixed masters group. She loves getting

diverse experience with different skill levels and types of boats—learning her way around this sport and our “immaculate” boat-house.

—Joani Harr



Plunder from Down Under

Earlier this year, John Alberti participated in New Zealand's 2017 World Masters Games

The man I had insulted swished his rapier through the air with the familiar ease and grace of an expert, a cruel sneer slightly curling his lip. Meanwhile, I fumbled to grip the sword that someone had just hand-



John Alberti in three seat (masters men's I+ straight four)

ed me, saying, "You know, he is the finest swordsman in all of Spain." Somehow the pommel was in the way of my fingers, and I realized I did not even know how to hold a sword—I am going to die ... right now!

I awoke. Thank God! It was a dream—the same one I have had before, whenever I thought I might have taken

on more than I could handle.

It was still dark in the dorm room at St Peter's School in Cambridge, New Zealand. Later, I would go to the rowing venue at Lake Karapiro to compete in my first race at the World Masters level. My partner in the M I+ 2x, Dick Lyon, was a two-time Olympic medalist. The competition from Australia, New Zealand, and eastern Europe consisted

mostly of former Olympians and national champions. What was I doing here?

By some sort of good fortune, I had been invited to row with the Kent Mitchell Rowing Club at World Masters Games, a sort of Olympiad for old folks with 28,000 athletes—a bucket-list opportunity to row with the best against the best in a land I had never seen. Yes, I will do that!

The double had been re-rigged since our brief practice two days earlier but felt good on the way to the start. We backed into the starting platform. "Quick start. Attention. Go." The boat felt heavy, and we were DFL off the start. The Spaniard with the sneering lip was enjoying this.

Later, I would learn that Dick had not expected the quick start and had rowed the first two strokes with feathered blades. We recovered quickly and rowed through the field, save one, in the next 35 strokes. We chased the remaining Aussie/Kiwi composite to the finish but could not quite catch them. Second place, silver medal, first pickle out of the jar. Maybe this will be OK.

Plunder from Down Under, *continued*

Next day brought the M I+ 4-, a grudge match against an Aussie-Latvian composite. I devised a most cunning race-prep strategy for this one. Late getting back from a road trip to the beach, I hastily grabbed my gear and rode to the venue. Realized I didn't have my accreditation to get onto the dock. Raced back to our quarters at appalling speeds in a Toyota microvan. No accreditation. Tore my room apart—no joy. Time running out, raced back to the venue faster still, counting on the fact that the regatta was running 20 minutes late. On arrival, our now-frantic teammates informed us that the regatta was back on schedule. I borrowed a teammate's accreditation, turned it backward as if the wind had blown it (so it could not be read), grabbed our boat, cut in line, and dashed onto the dock.

By the time we got to the start, our bodies were awash with adrenaline. "Attention! Go!" —And we were long gone. It was over at 500 meters, and we cruised to a gold.

Next morning would be the M I+ 4+, the same rowers with a coxswain added, and another competitor from NZ, plus a M H 8+ in the afternoon.

I offered to do the same race-prep adrenaline trick, but my teammates offered to inflict grievous bodily harm. Just as well—someone had turned in my accreditation, anyway.

Even without the pre-race drama, we won the M I+ 4+ race handily. Later, in the eight, we faced a very fast field. From the first

Medals for Dad



stroke, I knew this would be a good run. We took an early lead, couldn't drop the excellent Aussie Mosman and Kiwi Aramaho-Wan crews, but held on to win a close one.

Two more golds on what would have been my dad's 100th birthday. Here's to you, Dad!

—John Alberti



Bionic Rower?

Bunny Schmidley describes her surgical journey toward pain-free rowing

About ten years ago, I took up rowing as a low-impact sport to replace soccer—which I'd had to stop ten years previously due to significant left-knee pain from osteoarthritis (degenerative joint disease). OA/DJD can be due to hereditary factors, direct injury to the joint, or repetitive trauma (overuse syndrome). I went for the gold and had all three. As a physical therapist/PT for many years, I understood what that meant for me: a total knee replacement was in my future. I had made lifestyle changes—adhering, usually, to an anti-inflammatory diet; icing like crazy; and reducing emotional and physical stress with tai chi and yoga. Occasionally, ibuprofen was needed as well. I was evaluated by a PT in order to identify any muscle deficits or imbalances and subsequently received a personalized exercise program to work on the problem areas. I wanted to stay in shape because I knew that it is so much

easier to recover from surgery that way.

Joint replacement time hit me in January 2015 with my left total knee replacement/TKR. The surgery is a two-hour (plus or minus) procedure, depending on the degree of degeneration in the joint. Usually, a two-week period of partial weight bearing on crutches or a walker follows, including the use of pain

meds. I was lucky in not needing any pain medication after surgery and in spending only two days on one crutch. I attribute that to being active, healthy, and in shape. Physically active patients tend to recover from injuries more quickly than those who do not exercise—I had observed this many times in my work.

Unfortunately, several other of my joints soon got into the act. In January 2016, I underwent a left shoulder replacement, and in January 2017 I had a right knee and a right shoulder replacement. The total shoulder replacement/TSR surgery takes about the same amount of time as the knee, depending again on the severity of the degeneration. For six weeks post-surgery, I wore a sling to keep the shoulder stabilized while the muscle that had been surgically detached and reattached healed. Physical therapy involved gentle joint mobilization via manipulation, as well as exercises to promote strengthening and range of motion but not stress the healing muscle. After coming out of the sling, I was able to *gradually* progress more quickly. Patience was necessary during the shoulder rehab: the only



Bionic Rower, *continued*



thing painful about it was the excruciatingly slow pace.

Turnaround time for getting back on the water after the knee replacements was about four weeks. For the shoulders, however, it was ten weeks.

So, am I a bionic woman now? Probably not. With mod-

ern medicine's capabilities and hard work in rehab, I progressed well and made it back into the boat. Once again, I'm enjoying rowing five-ish times a week and looking forward to the fall head races. And I am so appreciative of having the opportunity to now row pain-free. I no longer need to worry about a joint giving out—flipping the boat or flying out of it after catching a crab are my only worries. Much more exciting options from my perspective!

—Bunny Schmidley

Captain's Corner

Our Boathouse Needs You!

Can you believe it—it's practically fall! It has been a crazy spring and summer of racing, resulting in lots of medals and fast times. But now that we have a bit of a breather before fall racing takes off, I am asking that we bring the focus back home to the boathouse.

As you all know, our boathouse is completely volunteer-run. We rely on volunteers to keep the bays clean, equipment organized, boats in tip-top shape, and launches in working order. There are many steps to achieving these end results. In case you haven't noticed, there's a new volunteer sheet posted on the bulletin board by the bathroom, divided into tasks that can be done on a daily, weekly, monthly, and "as needed" basis. All the tasks can easily be done before or after a workout.

Simple acts such as organizing the sculling oars eliminates confusion and allows for efficiency in getting onto the water. Hanging wet towels keeps them from smelling musty and ensures the availability of dry towels to wipe down the boats. Weeding and watering the plants help our boathouse look like a great place to be!

I appreciate all the help from our members to make our club a wonderful place, and I hope we can keep up the good work as we gear up for fall racing and Head of the Lake! As hosts of HOTL, we want to look our best.

—Teddi McGuire, LWRC captain



IN MEMORIAM

The rowing community, Lake Washington Rowing Club, and I all lost a good friend on June 8 of this year with the passing of **Art Rounds**.

Art and I rowed at University of Washington and many times thereafter as masters rowers. Art preceded me as president of LWRC, serving three terms from 1992—1994.

This was a crucial time in the club's history. It had become clear that the Pocock Rowing Center would not have room for LWRC, and we were about to lose the warehouse that served as our main boathouse (now part of Adobe).

A long search had located the property where the Fremont boathouse now sits. The challenge, in a nutshell, was to build a million-dollar-plus boathouse with a quarter of a million dollars in the bank—without exceeding members' tolerance for fund-raising fatigue or leaving an unbearable debt for future members. We were not always in complete agreement on how to do that, but we did it.

Art is the one who guided us through the critical



Lake Washington Rowing Club lost an old friend when **Bob Rogers** ("Bow Man Bob") passed away on July 9. After rowing in the UW varsity crew his senior year, Bob

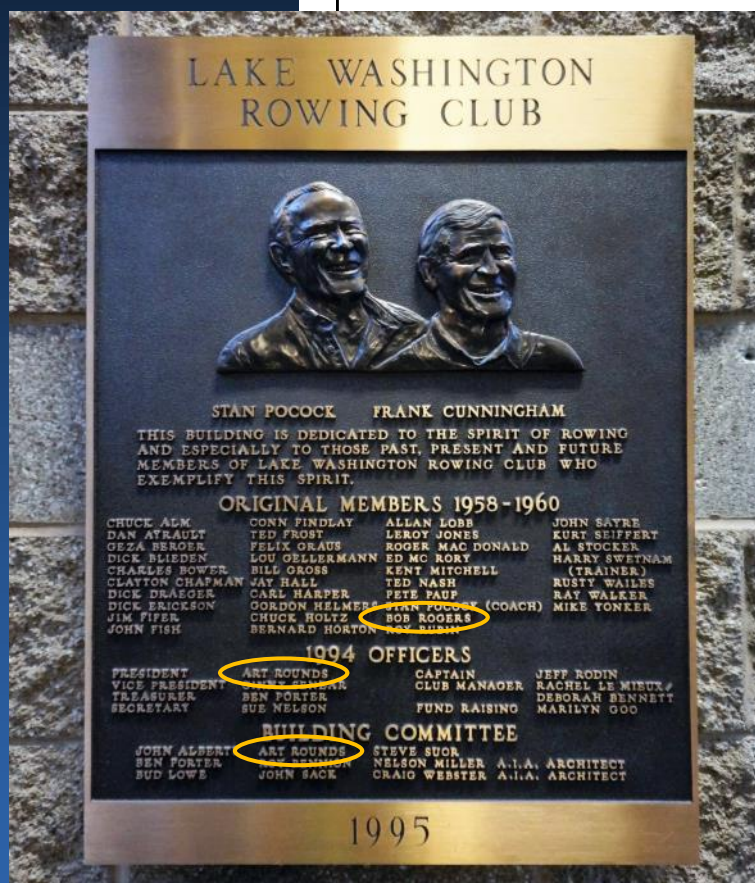
and several other rowing friends founded LWRC and continued to row competitively, aiming for the 1956 Olympics (but without success due to equipment problems). He and lifetime friend **Ted Frost**, captain of the 1954 UW varsity crew, then began training for the next Olympics in a pair without cox.

Former UW varsity rower **Paul Meyer** recalls seeing Bob train in a single in 1954. Bob would row alongside the eight during the UW practices, first out to the Laurelhurst lighthouse and then north up to the Sand Point Naval Air Station. "Bob would row along with us, keeping up with our 24-strokes-per-minute pace. He was amazing to watch. One afternoon, he flipped his single. The water was warm—it was probably in October. We watched as Bob crawled back into the cockpit and continued to row with us."

At the 1959 Pan American Games, Rogers and Frost



Remembering Art Rounds and Bob Rogers, *continued*



decisions and contracting, both as president and as head of the building committee. His contributions were far more than guidance, though. He helped with many volunteer jobs, but he also did many on his own—including virtually all the framing of the upper floor, “to make sure it was done right.”

At the time, I estimated that Art’s professional knowledge of, and contacts within, the construction industry saved us over \$600,000. That is debt we would still be paying off.

After his tenure at LWRC, Art continued rowing at PRC and enjoyed several years at his ranch in Ellensburg.

He fought a four-year battle with multiple myeloma,

one of the few races he lost. It was our loss as well.

—John Alberti

took gold. But the following year in Rome, they placed fifth in the Olympics—one of Bob’s greatest disappointments. Later, he put this event into perspective by quoting a former coach: “It’s not what you do when you win big, but what you do when you lose big that counts.” He used that quote often throughout his life.

After a 20-year hiatus, Bob returned to rowing in 1981, competing in dozens of masters regattas. An avid outdoorsman, Bob enjoyed jogging, skiing, boating, biking, and hiking. He climbed Mount Rainier twice and scaled both Mount Adams and Mount Hood.

Bob served as a docent at the Historic Flight Museum in Mukilteo and the Palm Springs Air Museum. An accomplished tuba player, he played with a local group and assisted with training the band at his local elementary school in Edmonds. He derived great satisfaction from this work.

As a founder of Lake Washington Rowing Club, Bob’s contributions are recognized by the plaque at the entrance to our boathouse, next to the elevator. He appears in some of the photos in the boathouse conference room.

Thanks to Nelson Miller, Paul Meyer, Marilyn Goo, and Nancy Egaas for their contributions to this remembrance.

The Other Boys in the Boat

If You Think Head Races Are Tough ...

The *Husky Clipper* is known throughout the rowing world as the Pocock eight that carried the upstart UW varsity crew to victory in the 1936 Olympics in Berlin, causing considerable consternation among the European rowing establishment and, in particular, crushing the expectations and assumptions of the Nazi political hierarchy. This glorious story is compellingly recounted in **Daniel James Brown's** 2013 book *The*



Heading for Stella-
coom (Photos
courtesy Bill Knight/
Cary Tolman)

Boys in the Boat.

But the *Husky Clipper's* story doesn't end there. In the 1960s, the University of Washington lent the *Clipper* and

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Walking the Shoudy from Green Lake to the Ship Canal

several other shells to local colleges to promote rowing. Fifty years ago, Pacific Lutheran University pulled the *Clipper* to victory against Seattle University and the University of Puget Sound on American Lake in what would become its last race.

The UW, realizing its historic importance, wished to hang the *Clipper* in its shell house to inspire future crews. In exchange, the UW offered another eight to PLU: the *Loyal Shoudy*. But there was a catch—the PLU crew would have to find a way to transport the replacement shell to their home base on American Lake near Tacoma. Their solution became one of the more notable challenges in local crew history.

On a bitterly cold December day 60 years ago, the Lutes rowed the *Shoudy* 43 miles to its new home. (First, they had had to carry the eight about 2.5 miles from Green Lake over snow-dusted ground to the launch site on the Ship Canal.) They passed through the Ballard Locks and

© Lake Washington Rowing Club 2017

The Other Boys in the Boat, *continued*

headed out into the Sound, past Elliott Bay, southward bound. To say the water was rough would be an understatement. Their bow man later recalled: “Waves were breaking over the gunwales, and some waves were breaking over the bow and hitting me in the back.” Before reaching Alki, they were forced to bail the excess water from the boat, and those who rowed considered themselves fortunate compared to the bailers, who struggled unsuccessfully to maintain core temperature. After crossing Alki Point, some of the rowers had to be replaced by substitutes. The coxswain had to be lifted out of the shell and into a support launch because “his legs were frozen in place.”

The crew eventually arrived in Steilacoom, thanks to some help from the Washington National Guard. The shell was safely stored there for several nights. A local trucking company offered to transport the shell free of cost to the PLU boathouse, saving the men an extra walk and row.

—*Roberta Scholz*

Thanks to **Burk Ketcham** for steering us to this account. For a fascinating and more detailed description of this epic feat, read **Bill Knight**’s article in the *Seattle Times*: <http://www.seattletimes.com/sports/if-you-loved-the-boys-in-the-boat-dont-miss-this-tale-of-adventure/>. It’s an exciting read!

—*Editor*

Pass the Word

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

Martha’s Moms

Moms Shine at US Nationals

We are so proud of our teammates, **Wispy Runde** and **Barb Smith**, who did so well at Masters Nationals!



Barb came home with three golds (H 4X, H LW W 2X, and G8) and two silvers (LW W4+ and H W 2X with Wispy)!

Wispy came home with three golds. Two of these were hotly contested, with one-second victories in the F W 2X and the E 8+. The third gold came in a G 4X which won by 20 seconds. Wispy earned two silvers (F 4+ and H W 2X with Barb!). She came in fifth in the finals of the E W 1X.

Barb and Wispy were so happy to represent the Moms at Nationals. They had a great time and say we should all think about next year—in Oakland!

—*Pati Casebolt, Barbara Smith, Wispy Runde, Tory Laughlin-Taylor*

Up in the Air

"The fastest dive by a bird is that of a peregrine falcon (Falco peregrinus), which has been estimated as reaching a terminal velocity of approximately 300 km/h (186 mph) when in a diving stoop."

[Guinness Book of Records](#)

Around the boathouse in the mornings, you might notice some high-pitched screeching. That is most likely a peregrine falcon.

A peregrine pair has nested under the I-5 bridge, across from the Pocock boathouse, since 2002. That pair has been raising its young—29 offspring!—in a box on top of the northeast pier.

The parents and their fledglings have been banded for tracking purposes. One of the four fledglings hatched in 2004 was identified at Portland International Airport! In 2013, the original female passed.

Peregrines have also nested under our nearby Aurora Bridge. This year, one such pair did not use the safe box placed under the bridge; unfortunately, their several eggs disappeared.

It is truly touch-and-go when the fledglings are ready to leave the nest—their feathers may not yet be long enough, and their flying muscles not strong enough, to keep them aloft. Youngsters have been seen swimming toward the shore, but frequently do not make it.

—Pati Casebolt and Penny Lewis



Left: I-5 bridge nest, 2017. (WSDOT photo) **Top:** Male peregrine nesting under I-5 bridge, 2016. He has been a resident since 2002. (Martin Muller photo) **Bottom:** Three-week-old peregrine chicks under University Bridge. Hatched in 2015—note growth of feathers already at this age. (Martin Muller photo)

