



Making Waves

The LWRC
Quarterly
Newsletter

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A Northwest Tradition **40th Head of the Lake Regatta**

Over 2,200 rowers from 83 clubs raced in the 40th annual Head of the Lake Regatta November 3, marking the end of the 2019 competitive season. The three-mile course is not for sissies: from its start at the north end of Lake Union to the finish near UW's Conibear Shellhouse, competitors in 467 crews faced demanding navigational and performance challenges.

Lake Washington Rowing Club, in partnership with UW Crew, hosts this regatta. Mounting such an event requires the efforts of roughly 150 volunteers performing a variety of tasks: processing entries, preparing and positioning buoys to mark the course, marketing commemorative clothing, providing roughly 20 launches with trained officials on board to ensure rowers' safety throughout the course. It is a huge undertaking.

Special thanks go to regatta director **Janet Walker** and buoy mastermind **Mike Rucier**. Without their tireless work and the help of their able assistants, Head of the Lake would not happen.

HOTL competitors come not just from the Pacific Northwest but also from other regions of the United States and even from other countries. Ages range from junior rowers still in high school through collegiate crews to masters rowers (age 22 and older). In this year's Head of the Lake, the average age of female



rowers was 31.6, while the average male rower was 27.6 years old. The oldest male rower was 84, the oldest female 76. The oldest boat was a 79-year-old mixed double.



HOTL Buoy Factoids

- ▶ The course is defined by 47 buoys—46 more than the first HOTL had, with a solitary buoy at the Big Turn.
- ▶ It takes 30 people, working in various capacities over three days, to install the course. Preparations start weeks before to check, repair, and replace equipment.
- ▶ 163 metal clips are needed to secure buoys to anchor ropes and anchor ropes to anchors.
- ▶ More than a ton of equipment is deployed.
- ▶ There are as many buoys in the first 900 meters of the course (up to University Bridge) as there are on the remaining 3900 meters of the course.
- ▶ Most of the race course is 25 to 30 feet deep. Lake Union is deeper, at about 45 to 50 feet. Union Bay at the finish line is less than ten feet deep.
- ▶ Mud islands often form in Union Bay in the fall. When this happens, we must reconfigure the Big Turn and the finish line to avoid the islands.

— Mike Rucier



Getting to Know Us

She Keeps Things Running Smoothly

Stella Willoughby brings new perspectives to LWRC

My responsibilities I've been with LWRC since June and am excited to continue getting to know the LWRC community and to help further the goals and aspirations of the club! In my role as Director of Boathouse Operations, I oversee all masters and Learn to Row programs and am responsible for regatta coordination, membership services, and maintenance of boathouse equipment. I hope to fulfill these duties with transparent leadership and an open-door policy. My office will be a space for any member to enter and provide feedback—or just have a chat!

My background I lived in Lake Tahoe with my mom and sister for ten years before moving to Olympia, Washington, for high school. I learned to row out of Olympia Area Rowing, where I fell in love with the sport and competed at two Youth National Championships. I went on to row for the University of Notre Dame, where I majored in theology and anthropology. Upon graduating, I worked in several different fields (physical therapy, social work) before getting into coaching.

I started my coaching career in 2017 in Cleveland, Ohio, at the Case Western Reserve University. My husband and I moved back to the Seattle area in the summer of 2018, and I then coached at Seattle Pacific University. When my time at SPU came to an end this past spring, I was so happy to come to LWRC and jump right into coaching the masters! I quickly came to understand what



Getting to Know Us, *continued*

made LWRC special: a love of the sport blended perfectly with a community desire to provide a great experience for newcomers. I enjoy coaching all levels and all ages, and I find it particularly enjoyable when I can teach someone who has never rowed before—and watch them discover their body awareness and skills as they learn. I love coaching both sweeping and sculling, and my favorite boat to row and also to coach is a four! Beyond just learning the skill of rowing, this sport teaches us so many valuable things that we can pull into our daily lives: hard work, working efficiently with others, and goal setting, among others. I hope to instill these qualities in anyone that I coach.

I look forward to using my own rowing experiences in different capacities so as to carry out my responsibilities with due diligence. I am excited about the future of LWRC and the opportunities that we can start setting goals for and looking toward to.

Please don't hesitate to reach out—I look forward to meeting each of you!

—**Stella Willoughby**
Director of Boathouse Operations

Editor's Note

Our Fifth Anniversary



Thank you for reading this 20th issue of *Making Waves*. Five years ago, our board decided to revive the club newsletter in the belief that it would help foster a sense of community within our membership. We have extended this mandate to include news about the greater rowing community in the Pacific Northwest as well as the rest of the country and even the rest of the world. After all, as rowers we are all connected through our shared passion. We hope you will enjoy reading these pages as much as we enjoy bringing them to you. Our contributors have taught us well.

Thanks to the abundance of fall head races, this issue contains many more photos than usual. LWRC sent representatives to FISA Worlds at Lake Velence, Hungary, in September and to the Head of the Charles in Boston in October. We finished off the racing season with our home-grown 40th Head of the Lake on a brilliant November day. Way to row!

—**Roberta Scholz**

Designer's Reminder

Wood...



... is the traditional material for fifth anniversary gifts. As always, *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**

The Ties That Bind

Green Lake and LWRC: Sharing the Passion for 70+ Years

Green Lake Crew first went on the water 71 years ago, in the spring of

passionate rowers, coaches, and volunteers. It is also a story with an exciting new chapter, one being written and hopefully completed within the next year or two.

That tale has touched nearly everyone who has ever picked up an oar in Seattle, and over the years it has certainly touched—and been touched by—LWRC. The two clubs share deep, common roots. There is a relationship that illustrates vividly why the idea of a rowing *community* is more than fanciful.

Former UW rowers had attempted to start a junior rowing program on Green Lake even before World War II. (If you've read *The Boys in the Boat*, you'll recognize the source of the enthusiasm for such a notion.) WW II would obviously put any such ideas "onto the beach" for the interim. But by 1947, the idea had

gained momentum under the leadership of Seattle Times reporter **Alex Shults**. He recruited several North End community leaders, most notably **Clarence Massart**, president of the Wallingford Boys Club (and later City Council president), and **Joel Woelfert**, a sheriff's deputy and director at the Greenwood Boys Club.

In need of boats and coaches, they turned to legendary UW coach **Al Ulbrickson**, who responded to the call with several loaned shells

1948. GLC's "origin story"—and how it has flourished for seven decades—is a uniquely Seattle tale. It is a story of breaking barriers, of a community dedicated to getting kids on the water, of a special relationship with Seattle Parks and Recreation, and of the incredible dedication of a long list of



Junior Rowing Program Gets Enthusiastic Start

BOYS' CREW TURNOUTS UNDER WAY

Nearly 50 Boys Try Skill in 'Old Nero'

By **BUD HARVISON**

Eagerly awaiting their turn at the oars, nearly half a hundred enthusiastic teen-age boys lined the platform at the University of Washington crewhouse yesterday afternoon in the first turnout of Seattle's Junior Rowing Program.

Before the afternoon was over, the boys had learned something about handling a racing shell—and had had a lot of fun.

It was the first practice of the Junior Rowing Commission's program, sponsored by the Young Men's Business Club and the Seattle Bowlers' Association, and operated through the Associated Boys' Clubs. Another turnout was scheduled for this afternoon at 2 o'clock.

With Gus Eriksen, Washington's 150-pound coach, in charge, the boys took turns—16 at a time—in practicing the fundamentals of crew racing in "Old Nero," the Huskies' practice barge which has been loaned for the turnouts.

The first part of the practice session was devoted to an explanation of racing terms. Then, under Eriksen's direction, the boys were given a demonstration of rowing technique by Jim Thwing, Husky lightweight oarsman. Ted Gerhart assisted in coaching.

When the first 16 aspiring oarsmen were loaded into "Old Nero" and Eriksen steered the craft into the canal, a few oars tangled and water was splashed over the sides. But returning, the white-tipped blades were hitting a surprisingly even beat.

The rowing program is open to any boy from 15 to 30 years old, inclusive. Membership in a Boys' Club is not necessary. The commission's own practice barge, "Young Nero," will be ready for turnouts next spring, which will be held on Green Lake.



Here are a few of the teen-age boys who turned out for the Junior Rowing Program yesterday afternoon at the University of Washington Crewhouse. The boys worked out in "Old Nero," the University's training barge, loaned for the turnouts. Kneeling in the foreground is Ted Gerhart, assistant coach. Behind Garhart is Jim Thwing, Husky lightweight oarsman. The boys were scheduled for another turnout at 2 o'clock this afternoon. They will race in regulation shells next summer on Green Lake.

and also recommended a coach: UW oarsman (and future UW lightweight coach) **Chuck Moriarty**. Moriarty immediately reconnected with **Frank Cunningham**, who had settled in Seattle after graduating from Harvard. The two had met earlier that year, when Cunningham had stroked the Crimson varsity to a record-setting victory in a 12-boat national regatta on Lake Washington. Chuck and Frank agreed to share responsibilities as program coaches, and Green Lake's first junior crew launched in spring 1948. Using a donated launch and the old Conroy Boathouse at the north end of the lake, GLC was now a reality.

Moriarty (d. 1999) would go on to the state legislature in Olympia,

where he served as minority floor leader before returning to private legal practice in Seattle. Cunningham (d. 2013) would continue to coach the junior crew program at Green Lake until 1968. He was critical to the program's survival and growth in those years, as he actually bought GLC's first coxed four (along with a wherry and a single) with his own funds. Along the way, of course, Frank became a founding father of LWRC and a Northwest rowing icon.

GLC and LWRC would cross paths frequently in those early years. Perhaps GLC's favorite story in this regard occurred in 1959. GLC's coxed four took on LWRC's adults in a qualifying race to compete at "Nationals"—and then internationally. The high-school lads prevailed on Lake Washington and then went on to capture gold at the Pan American Games in Chicago (where LWRC won its share of gold, but not in the coxed four!). Another shared venture took place in 1966, when a joint bid from GLC and LWRC secured the first Annual National Women's Rowing Association Regatta on Green Lake. While Green Lake took honors in the lightweight coxed four and coxed eight, Lake Washington took the overall points trophy. In following years, GLC partnered with LWRC on a number of regattas and projects including building a shell trailer with regatta proceeds for transporting boats to regional or national championships for the first time.

Green Lake, Greenwood Eights Score in Times Crew Regatta



QUEEN ANNE

GREEN LAKE

The Green Lake boat, coached by Chuck Moriarty, as it won the varsity title in The Times junior-rowing regatta on Green Lake yesterday, hitting the finish line two and a half lengths ahead of Francis Cunningham's Queen Anne oarsmen.

By BOB SUTTON

Green Lake and Greenwood, Coach Chuck Moriarty's No. 1 and 2 boats, respectively, swept Green Lake yesterday to win the featured varsity and jayvee races in the championship regatta which marked the windup of the first season of junior rowing in Seattle.

The rain, which didn't let up until just before the start of the final varsity race, failed to dampen the enthusiasm of either the crews or the spectators, crowded in groups under trees around the finish line near the West Green Lake swimming beach.

It was a thrilling afternoon for all concerned as the young oarsmen, from 14 to 18 years old, pulled the sweeps with the finesse of many a collegiate crew.

"Several of those boys could vir-

The Boatings

Green Lake (coached by Moriarty)—Tom Reighley, bow; Hank Hawkins, No. 2; Joe Bray, No. 3; Tom Moriarty, No. 4; Carl Lovstad, No. 5; Don Hatton, No. 6; Bill Boone, No. 7; Fred Vindick, stroke; Mike Kamplau, coxswain.

Wainwright (coached by Frank Cunningham)—Stan Cotton, bow; Bob Johnson, No. 2; Lester Star, No. 3; Harry Lutes, No. 4; Ralph Gessle, No. 5; Ned Sobott, No. 6; Alan West, No. 7; Dan Crevelling, stroke; Stan Einsasser, coxswain.

Queen Anne (coached by Cunningham)—Dale House, bow; Bob White, No. 2; John Kania, No. 3; Ben Bean, No. 4; Alan Hanel, No. 5; John Sandquist, No. 6; Eric Finkaterud, No. 7; Larry Brown, stroke; Stan Robertson, coxswain.

Greenwood (coached by Moriarty)—Bob Chapman, bow; Dick Stuford, No. 2; Chuck Greene, No. 3; Don Palmer, No. 4; Bob Smith, No. 5; Pete Storvik, No. 6; Joe



Today of course, GLC and LWRC cap the fall rowing season in the Northwest with their back-to-back Frostbite and Head of the Lake regattas.

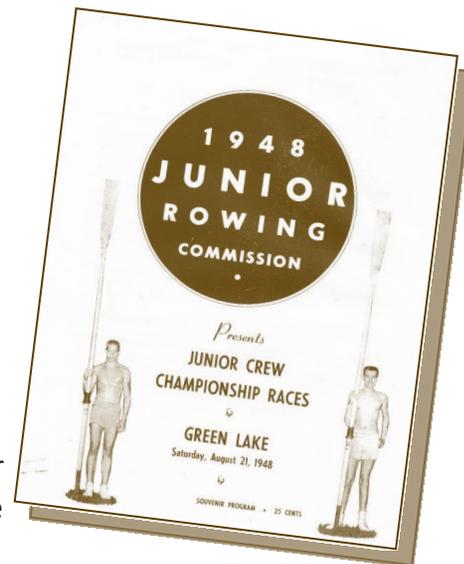
GLC has innovated and led throughout these seven decades. Junior women's rowing joined the boys in 1963, nearly a decade before the passage of Title IX. Green Lake Adult Crew was founded in 1987, and Green Lake and Mt.

Baker have co-hosted both USRowing's national convention and the Masters National Championship Regatta. GLC even survived nearly total boathouse destruction in the Nisqually Earthquake in 2001!

And now? As it moves into its "second seventy," the energy at GLC has never been higher. Continuing the effort to break down barriers and get more kids (and adults) on the water, our capital campaign to build a new facility is moving into the final 100 meters. We are concluding the extensive permitting process and, if fundraising stays on track, we are poised to break ground in June 2020 and can cut the ribbon the following spring. (We've raised over 90 percent of our \$6.5 million goal.)

Interested in learning more? We invite you to watch *70 Years of Pulling Together* at <https://vimeo.com/301493596> for more on the history of our program and its impact. You can support the new community boathouse campaign via a gift or pledge at <https://www.greenlakecrew.org/boathouse-campaign/capital-campaign-donation/>.

—Tim Amen, 30+-year member of GLC's volunteer board, now transitioning to "GLC Historian"



Damon Ellingston Pursues Victory at Head of the Charles

Low Bridge, Everybody Down!

“For us mere mortals, just getting our entry accepted is cause for celebration.”

Imagine a regatta in which every boathouse in the country sends its very best rowers to compete on a scenic course with significant navigational challenges—that’s the Head of the Charles! It’s been running for 55 years and in that time has grown into a national—even international—event, attracting more than 10,000 participants.

Nonetheless, the rowing world is a small, tight-knit one with the overall feel of shared experience and extended family. Need help moving a boat? Everyone’s been there and is happy to lend a hand. Curious about the rowing scene in Puerto Rico? Perfect strangers will gladly talk your ear off on the subject.

This year I competed in the men’s grand master singles, which means 60 guys all over the age of 50 launching in the space of eight minutes. Leading the pack is **Greg Benning**, a Cambridge Boat Club rower. Not only does he win every year, but every year his time is faster than the winning time in the 40+, the 30+, and usually the club single, too.

For us mere mortals, just getting our entry accepted is cause for celebration. After that, the serious training begins. For me this was a span of very intense workouts from August 1 to October 19—at least they seemed that way to me. I’ll skip over the gory details and leave you with one piece of advice: start training earlier. You will be faster, less stressed, and less prone to illness.

Making Waves — December 2019



LWRC women’s 4+ (Photo Alex Grummer)

*Low Bridge,
continued*

*“Then there are
the bridges.”*

Unfortunately, I did not heed my own advice and ended up flying to New England with my sinuses backed up all the way to Alaska. The result was not one of my better rows, but my training pushed me into the middle of the pack.

That, and steering. Rowing the Charles in a single will test your steering skills in many ways. For example: I was gaining on a boat and setting up the pass when someone behind me crept up and



- ◀ Rigging the eight
 - ▼◀ Clear skies above the Charles
 - ▼ **Amy Hildebrandt** is ready to row!
- (Photos: Carrie La Seur)

started setting up to pass me. I found myself sandwiched between a slower boat in front of me and a faster boat behind me, and the slower boat wasn't yielding. A nerve-wracking game of leapfrog ensued, played while



“Despite the pitfalls, the entire regatta is a joy to be part of.”

rowing full pressure at 28 strokes per minute.

Then there are the bridges. I stood on the Weeks Footbridge for over an hour Sunday morning, watching the singles and doubles exit beneath me. I’d say roughly 30 percent of them strayed over to a cove on the Cambridge side, then realized they were way off course and rowed their way back toward the buoy line. This error ends up costing crews fifteen or twenty seconds, enough to slip down five places in the finish order, and it’s completely avoidable.

Despite the pitfalls, the entire regatta is a joy to be part of. After my Saturday-morning singles race, I got to watch LWRC rowers compete in the doubles, fours, and eights, cheering them on from shore. It’s incredibly exciting to be fighting your way down the course and hear a random shout of “Go LWRC!”—especially when you have no idea who is behind it.

Another high point is watching the Championship doubles. I am continually amazed by the timing and precision of these boats, so smooth and quick it takes your breath away. And if you get tired of watching Olympic-level rowing, you can visit the booth of every major rowing-equipment manufacturer on Earth within a three-mile span. I stopped to chat with a fellow at the Fluidesign tent who turned out to be none other than **Gordon**



Dale Peschel eyes the competition. (Photo: Carrie La Seur)

Henry, inventor of the bow rigger and founder of the company. He taught me a lot about my boat.

If asked to sum up the Head of the Charles regatta in a few words, I’d simply say: “I can’t.” It’s a multi-dimensional, multi-day rowing extravaganza that encompasses all aspects of our sport on the biggest stage in the country. What else can there be?

—Damon Ellington

“It’s incredibly exciting to be fighting your way down the course.”



LWRC Directors' Cup mixed eight. (Photo: row2k and Devon Billy)

Event	Name	Event	Place	Time
2	Wispy Runde (LWRC)	Women's Veteran I and II 1x	4th of 34	23:17.6
5	Damon Ellingston (LWRC)	Men's Grand Masters 1x	37th of 58	22:05.2
8	John Alberti (Kent Mitchell)	Men's Grand Masters 8+	14th of 20	18:24.3
10	Rachel Alexander (Long Beach)	Women's Grand Masters 8+	1st of 17	19:07.4
10	Martha's Moms C: Rachel Le Mieux, Kathleen Crowe, Carolyn Fletcher, Jeanne Neal, Jan Chow, Page Crutcher, Gunilla Luthra, Pati Casebolt, Lynn Robbins	Women's Grand Masters 8+	8th of 17	20:50.7
10	Masters Coaching Barb Smith	Women's Grand Masters 8+	9th of 17	20:59.1
14	Early Lights Kelly Johnson, KC Dietz, Susan Kinne	Women's Grand Masters 4+	3rd of 15	21:26.1
14	Watercat B.J. Connolly	Women's Grand Masters 4+	6th of 15	21:45.7
18	LWRC/Martha's Moms Marcy Heffernan, Tory Laughlin-Taylor	Women's Senior Masters 2x	18th of 31	22:24.8
25	LWRC C: Dani Moorehouse, Alex Lund, Bennett Schultz, Alex Weatbrook, Cody Jenkins	Men's Club 4+	13th of 57	17:39.3
26	LWRC C: Kelsey McFarland, Megan Northey, Stella Willoughby, McKenna Niemer, Rachel Wong	Women's Club 4+	15th of 56	19:38.7
38	Sydney Taylor (LWRC)	Women's Lightweight 1x	5th of 15	20:34.3
68	GrEight Expectations Rachel Alexander, KC Dietz	Directors' Challenge Mixed 8+	2nd of 37	15:28.3
68	LWRC C: Dani Moorehouse (cox), Joe Tynan, Andy Rees, Devon Billy, Dale Peschel, Mariana Osuna, Carrie La Seur, Amy Hildebrandt, Allison Thomas	Directors' Challenge Mixed 8+	22nd of 37	17:44.8

Winter Rowing: In the Dark of the Night

“In the dark and from a distance,” Frank Cunningham would call to us from the launch, “you don’t look so bad!” We always laughed.

Whether rowers are accompanied by a launch or are on their own, darkness of winter comes with cautions. You are small and not easily seen. Newer LED rowing lights often just confuse the larger power vessels, who are looking through a maze of street lights, car headlights and tail lights, flashing yellow or red traffic lights, confusing steady but alternating red and green traffic signals, and lights on bridges. The helmsman could be looking through a dirty, foggy, thick, salt-encrusted, or small windshield.

A pilot of any vessel moving in the Ship Canal or Montlake Cut, or on our lakes, might not see you as clearly as you see them. In larger vessels, the pilot or helmsman is positioned relatively high on the bridge and cannot see what is below—and close to—the hull. Pilots are often attending many instruments at once, all of which are illuminated and—if not adjusted to night viewing—are compromising their night vision. Not everyone out there has a pilot’s or skipper’s license, nor are they all familiar with the city or its landmarks. Sometimes there are even fishing nets strung across the canal that are hardly visible. Then there are the paddle boarders, who don’t seem to hear approaching boats or know the rules of the road.

Q and A:

Navigating in the Dark



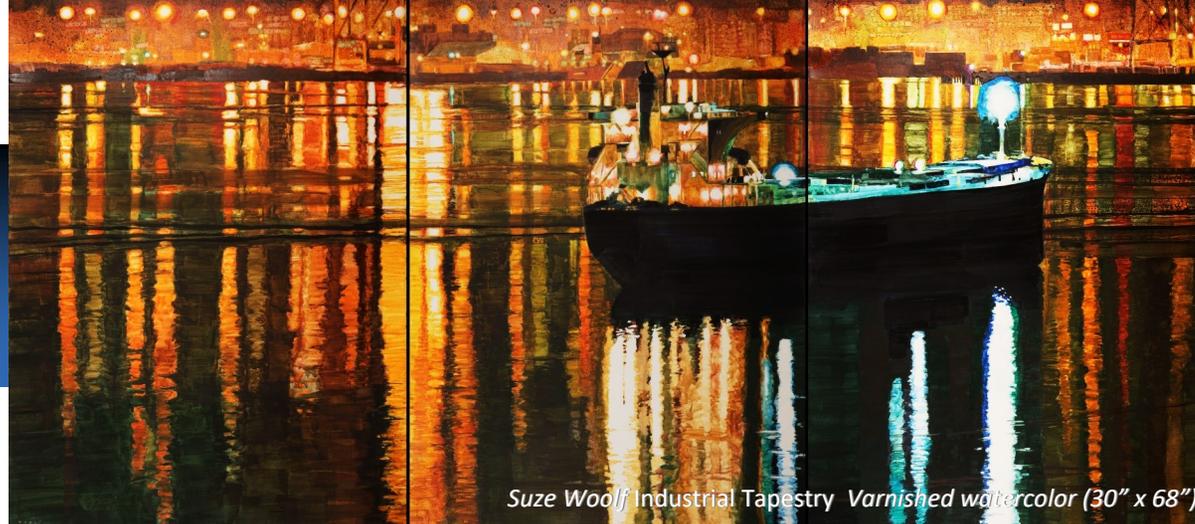
- ▶ Can I identify that object?
- ▶ Is it on land or water? Am I confused by reflections?
- ▶ Is it moving or stationary? (Watch as a solid black mass moves across the lights behind it!)
- ▶ How big is it? It could be as small as a navigation marker or paddleboarder or as large as a barge. Remember that barges leave little room to maneuver.
- ▶ How fast is it moving? How much time do I have to decide what to do?
- ▶ Will there be a huge wake or prop wash?
- ▶ Am I on a collision course with an object? Is it holding still on the horizon, coming toward me, or going away from me? (At night on a collision course, lights will appear to stand still against the horizon.)

Good to know: A tug with a tow astern will show more than one mast headlight, depending on the length of the tow. Do not cut between a tug and its tow, which often is barely lit. A boat fishing at night must show one red over one white light on the mast, but often the little tenders are not lit at all if their batteries are dead by prime early-morning rowing hours.

There is no substitute for practice time on the water and instruction on what you see at night.

—Jane Ritchey and Francine Rose

In the Dark of the Night, *continued*



Suze Woolf Industrial Tapestry Varnished watercolor (30" x 68")

Pay attention. Going out with a coaching launch is no guarantee of safety. The coach may be watching more than one boat, so it's up to the crew and cox to know what is safe. Often this is a combined effort of the bow person and the cox. A bow person or single sculler is often more experienced at spotting danger than someone who is just sitting in the cox seat because it is their turn. At the other end of the shell, the stroke has a clear view of any vessel that might be overtaking the crew.

In the dark, it's hard to pick out unlit stationary barges, barely lit moving barges with tugs, floating or stationary navigation markers, docks, other shells, and floating debris. Judging the distance between the shell and distant bright or dim lights can be very challenging. If coxswains are not trained in recognizing the nighttime hazards of our waterways, their judgment can affect the safety of the entire crew.

We can train ourselves to recognize hazards

by spending some time on the shore, watching the water at night, or by viewing videos about nighttime issues on the water. For example, you can stand on our dock and watch someone rowing a shell in the waterway under the bridges. Look for the rowers' movements against the city lights and identify any other boats that approach.

Boats in the Ship Canal are often just transiting from open water to a repair facility or winter berth. Many of their crew are not used to focusing on the water up close and are adjusting to the visual onslaught of city lights. It is a shock for them. Their world on the open sea is very different from the confines of the Ballard Locks. It is too much to assume that they see you.

Listen carefully. Seeing involves only one sense. Hearing is another tool in your pocket for safe rowing in the dark. By identifying night sounds that are usual, you can easily learn to identify an approaching diesel engine,

gas outboard, crew, coaching launch, or bridge signal for opening. (Hmmm, why does that bridge open??)

*You can't be too cautious while rowing in the dark. Don't be afraid to scout for hazards frequently. Remember: **If you are the overtaking vessel, it is your responsibility to avoid a collision.***

—Jane Ritchey

Jane Ritchey lives on the water and has had a lifetime of nighttime maritime activities including fishing, sailboat racing, cruising, and rowing.

Check out our programs!

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

Harbor Patrol

206-684-4071

Also posted on the bulletin board in the boathouse.

Training Videos and Lights

There are several excellent online training videos useful for rowing in the dark, such as <https://www.boat-ed.com/washington/handbook/page/14/Nighttime-Navigation/>.

The following links explain how to identify various light configurations:

- ▶ <https://www.youtube.com/watch?v=qd1bZ8HC4KA>
- ▶ https://www.youtube.com/watch?v=YE_z39RFM9s
- ▶ <https://www.youtube.com/watch?v=4JhuhDetnfo>
- ▶ https://www.youtube.com/watch?v=C_06uizcvtk

Rowers can learn a lot by viewing a few of these to test their awareness. *Thanks to Francine Rose for researching these!*

Proactive Lights

Rowers can take steps to increase the odds of being seen by other vessels. In addition to the familiar standard LED lights mounted on bow and stern (which display a single point of light and are easily confused with lights on the shore), we can now opt for the cylindrical **KraftLight Beacon**, which diffuses light and is advertised as being visible from a distance of one mile. Check it out at <https://rowkraft.com/>.

Another recent addition to the array of light/safety options is the **Noxgear Tracer360**, a harness-like accessory that emits highly visible light from a fiber-optic cable. It was originally developed for runners. https://www.noxgear.com/tracer360?gclid=EAlaIqObChMlue7m8YHh5QIV1RZ9Ch3FIAkCEAQYASABEgJ2fvD_BwE#s

For those with a creative mechanical bent, check out <https://escasurf.com/products/escafin> to see the **ESCA Light-Up Paddleboard Fin** for something different (thanks, Francine!).

—Staff

The Water We Row in Saving Vancouver Lake

In our previous issue, we reported on the serious milfoil invasion of Vancouver Lake. The nonprofit Friends of Vancouver Lake was formed to facilitate restoration of the lake, and plans were made to treat the water chemically this past summer.

Here is their latest update:

Friends had hoped to treat the Lake this year but will be unable to complete treatment due to changing plant conditions that would have minimized the effectiveness of the treatment. We will now treat the milfoil weed in mid-April next year.

Our group has been busy meeting with local and state officials to raise issues surrounding the overall health of Vancouver Lake, and we are in the midst of finalizing a strategic plan that will guide our work for 2020 and beyond.

We remain committed to elevating the needs of the Lake and appreciate your continued support.

—Frank “Larry” Cassidy, Jr.
Chair, Friends of Vancouver Lake

For more information, see <https://www.clarkcountytoday.com/news/friends-of-vancouver-lake-announce-date-change-for-eurasian-milfoil-weed-treatment/>.

To donate, send a check to PO Box 421, Vancouver, WA 98666.



LWRC Heritage

Nelson Miller Celebrates Victory at the 1959 Pan Am Games



LWRC veteran reunites with his crew

(Photos: Nelson Miller)

Margaret Berg and Nelson Miller recently returned from a trip to Syracuse, New York, where Nelson attended a celebration of the 60th anniversary of the Syracuse eight's victory at the 1959 Pan American Games in Chicago. Nelson rowed in the 6 seat in that boat.

The rowing venue was on the Calumet-Saginaw Channel,

touted as being the largest open-air sewer system in the world. Most of the rowers in small boats there were guys rowing under the banner of the newly formed Lake Washington Rowing Club, and most of them subsequently rowed for the USA in the Rome 1960 Olympics. In 1960, our eight was reunited only ten days before Olympic trials, finishing third—a length behind Navy.

Three of the eight rowers had already reached their expiration date and did not attend the reunion. Coxswain **Jerry Winkelstein** and bow **Jim Edmonds** could not attend, but there were several other fellow oarsmen from that era in attendance, making it a pleasant experience.

This function was actually an annual banquet put on by the Syracuse crew, with about 400 current and former Syracuse rowers in attendance. Despite recognition of the Pan Am crew during the banquet, they somehow didn't feel they should dedicate the whole affair to us Syracuse head coach **David Reischman** also recognized Nelson for having taught him how to row: David was part of the

Nelson Miller Celebrates Victory, *continued*

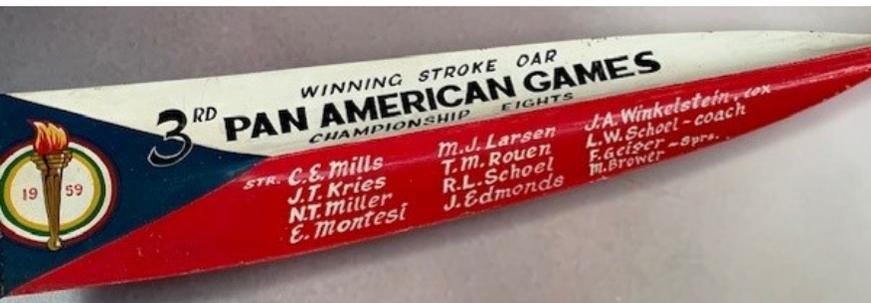
early Gonzaga crew that Nelson started and coached in the early 1980s.

Nelson and Jim Edmonds were both in the eight that won the 1956 IRA freshman race. Jim later teamed up with **Tony Johnson** (Syracuse '61) and successfully rowed a pair in many national team regattas; they also represented the USA in the pair in the 1964 and 1968 Olympics. Tony went on to become the coach at Georgetown and later coached at Yale for 14 years.

Andy Geiger, a spare on the Pan Am crew, went on to become athletic director at Brown, Syracuse, Stanford, and Maryland before retiring as the AD at Ohio State University.

A good time was had by all, with many rowing stories and organ recitals—comparing the miscellaneous maladies and infirmities of old age. (What?) We're all looking forward to seeing who survives until the next get-together in ten years.

—Nelson Miller



President's Message **Another Year Closes**

Sunrise on San Juan Island (Photo: KC Dietz)

The dark stillness of November sinks in all around me. I feel a tremendous urge to hibernate, rest, and reflect—to put rowing behind me for a while. I've been coaching, training, racing, and "presidenting." I could use a break. The secret is that the water is calling me in the dead of winter (if the weather is dry and above freezing). Meters of uninterrupted water are there for the taking. Perhaps a few unscheduled, sporadic, long rows will occur. I will wait and see.

Whatever you decide to do this winter, LWRC will be open. It's a great time to focus on strength training, flexibility, conditioning, and rowing technique. We have members who are willing to offer free classes as well as paid professionals who can keep you coming back for more workouts. If time at the boathouse is not for you, enjoy a break from rowing—hit the ski slopes, the pool, boutique gyms; take trips to warmer weather or just rest, reflect, and reboot. I hope to see you when it warms up.

I'd like to end my message with a thank-you. My heart is filled with growing gratitude for those of you who volunteer your time to LWRC. Without you we'd just be some corporate gym with no strong connection to our community. There is so much talent here! Thank you.

—KC Dietz, President, LWRC Board

LWRC Competes in Hungary at World Championships



◀ **John Alberti** and his Adelaide friends blaze down the course in the men's H 4+. (Photo: Courtesy Sport Graphics)

▼ Here is why it's called the world championships. (Photo: Rachel Alexander)

▼▼ On their way to victory in the women's F 4+ on Lake Velence, Hungary (Photo: Rachel Alexander)

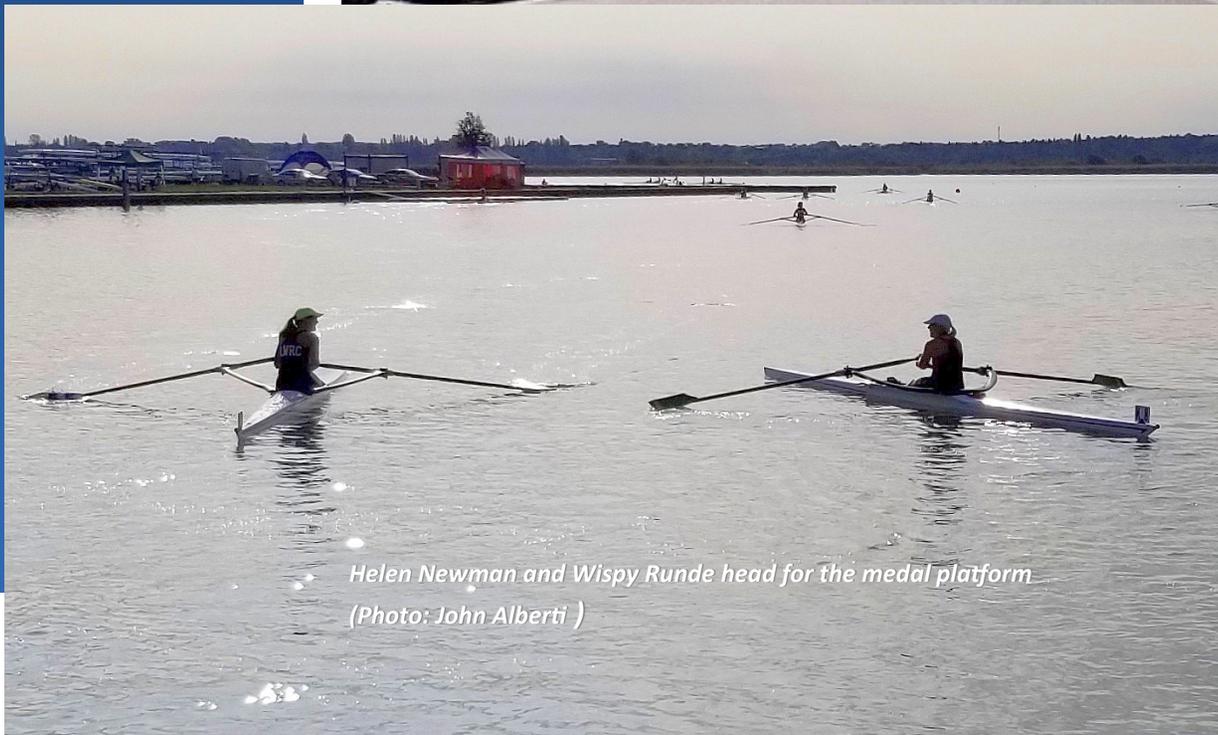


**FISA,
continued**

The venue was really nice in every regard— not cramped or crowded, and well organized. We had spectacular weather. (It was rainy and cool in Seattle ...)

—Rachel Alexander

Wispy Runde (Photo: Helen Newman)



*Helen Newman and Wispy Runde head for the medal platform
(Photo: John Alberti)*



Victory is ours! (Photo: Helen Newman)

**FISA,
continued**

- ▶ **Gold is good!** (Photo: Helen Newman)
- ▶▶ **Rachel and her German friends** earned gold in the women's E 4-. (Photo: Rachel Alexander)



- ◀◀ **John Alberti and Wyatt Hume** (Photo: Sport Graphics)
- ◀ **Helen Newman and Wispy Runde** each take gold in their respective finals in the women's F 1X! (Photo: John Alberti)

Open-Water Rowing

Several LWRC members enthusiastically participate in open-water rowing on Puget Sound, Lake Washington, or other regional lakes. This type of rowing requires sturdier equipment and a different psychological approach, compared to our usual sprint and head races on sheltered waters.

Twenty-six miles, but not across the sea

Rainer Storb found this year's 26.5-mile-long Bainbridge Island marathon both frustrating and exhilarating, "sort of like a fever curve."

Bainbridge Island, September 7, 2019

—**Frustrating** because we left at home the shopping bag with dry clothes, GPS-based stroke coach, and other race stuff. It contained my cap with the attached rear-view mirror, an absolute requirement for efficient and safe navigation around the island. Teammates **Todd Silver** and **Ivan Medvedev** didn't know the race course, and **Adrian** didn't know how to steer. So it was me sitting in bow, mirrorless and not happy. I felt like I was letting everybody down!

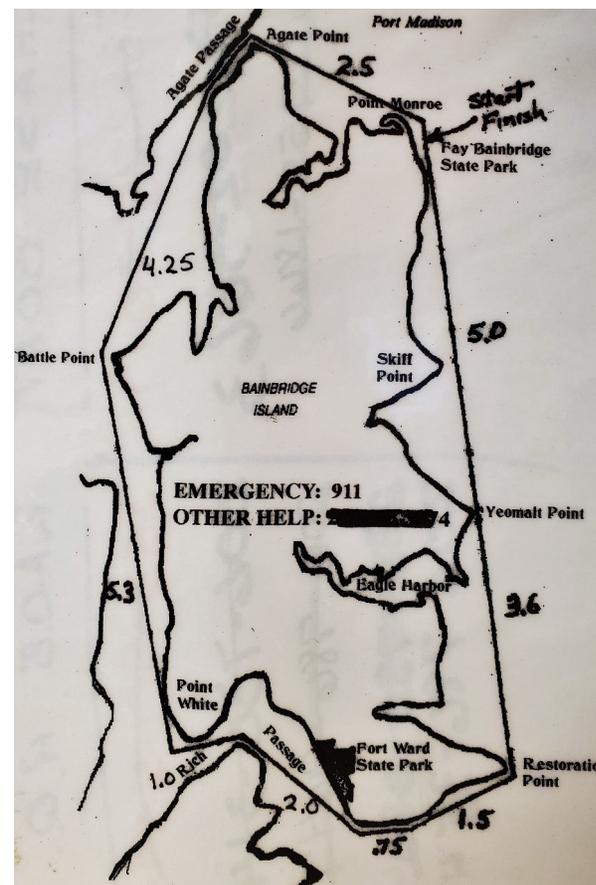
—**Exhilarating** because we won in the end.

The day was overcast and cool, with a flood tide throughout the race, and a mild NNE wind at the start. Everybody headed south from Faye Bainbridge State Park on the island's NE side toward Restoration Point. I steered erratically for 8.6 miles along the island's eastern shore, with Puget Sound and its commercial shipping lanes on port. The race course crossed the routes of the giant Bainbridge and Bremerton car ferries. The dorsal fin of a porpoise and a sea lion traveling next to us provided distraction. We meandered, changing stern points and adding distance, but seemed safely in first place.

However, at around Eagle Harbor, a Pocock double with an unusually high stroke rate passed us. I tried following



▲ Ivan Medvedev, Todd Silver, Adrian Storb, Rainer Storb
▼ Course map around Bainbridge Island



Open-Water Rowing, continued

them but lost contact due to my dismal steering around the Decatur Reef buoy. Furthermore, a high-performance double surf ski negotiated the turn better and passed us. Frustrated, I swore (in German and under my breath ☺).

Once straightened out, we picked up speed and passed the surf ski, which swiftly glued itself onto our stern, intent to draft us and make use of our stern wake. I yelled to Ivan, “Let them hang on and ask them to guide us through Rich Passage,” given that they were facing forward. And they did. They gave us directional guidance such as “five degrees port” — truly a symbiotic relationship. And so we rode optimal flood currents and cheated our way through the more-than-five-mile-long, winding Rich Passage.

Exiting the Passage, we moved into the Port Orchard stretch. This area has big rocks close to the water’s surface, recognizable only by unusual wave patterns. The surf ski weaved by us and then drafted the Pocock double, which wasn’t far ahead. From here, I knew it was a straight 5.6-mile shot north to Battle Point, so I picked a stern point on the Kitsap shore, and we started swinging. Within minutes,

we caught up with and then passed the two doubles. From 2 seat, Adrian provided a second-by-second account of the pursuit: “I can see them ahead, 100 yards, 50 yards, 20 yards, we got them, yay!” Again we pulled the surf ski along, using

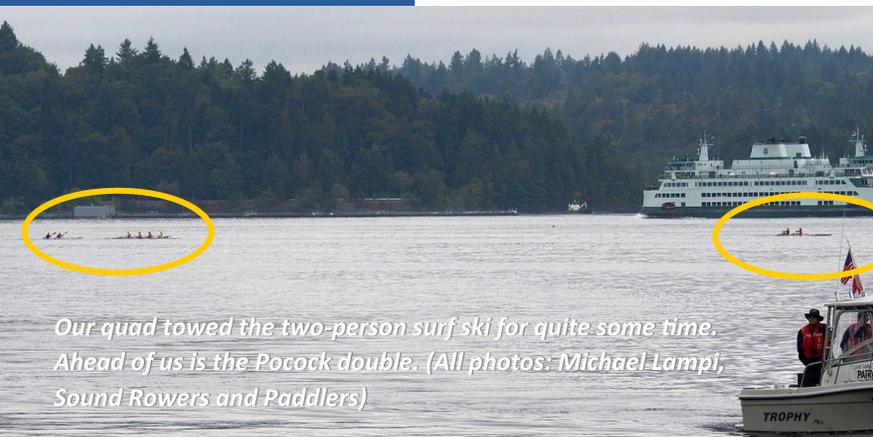
them for course corrections until about a mile before Battle Point, which I could see by then with Adrian’s help. At this point, they fell back, too. Ivan raised the stroke rate from the steady 27, and we shot off. The surf ski lost touch with the quad’s vortex and could not catch up.

Once around Battle Point, we had a straight 4.3-mile-long, offshore shot to the entrance of Agate Passage against a weakening flood tide. Fortune smiled: we managed to steer safely into the Passage’s marginal currents by staying close to the Bainbridge coast, heading between the east pillar of the bridge connecting Bainbridge with the Kitsap Peninsula, and the shore—flying past mooring buoys and moored boats, bumping over a series of power-boat wakes, and then winding a tight turn around Agate Point. By sheer luck, we didn’t hit anything. A man cheered from shore as if to applaud our lucky navigation.

Once past Agate Point, we didn’t account for drift from the increasing NNE breeze and wound up rowing straight into a sailboat race involving dozens of little boats skippered by kids trying to make turns around buoys. We impeded sailboats wholesale and in turn were impeded by them. With shouts and apologies, we eventually muddled through. Our finish time was 3:19 hours, ten minutes off the all-time course record. I like to think (wishfully and wistfully ☺) that, with the navigation mirror, we might have broken that record.

But the hardest and most hazardous part of our adventure was carrying the quad across the beach’s extensive driftwood collection to the boat slings.

—Rainer Storb



Our quad towed the two-person surf ski for quite some time. Ahead of us is the Pocock double. (All photos: Michael Lampi, Sound Rowers and Paddlers)

► But does it have any kibbles in it? (Photo accessed at <https://www.facebook.com/headofthelakeregatta/>)

THE BACK PAGE



Kudos

Janet Walker and her support staff presented a [perfect Head of the Lake](#) November 3. They even got the weather gods to cooperate! *Thank you, Janet!*

Suze Woolf recently returned from a third artist residency at [Willowtail Springs Nature Preserve](#) in southwest Colorado and [Zion National Park's 10th Plein Air Invitational](#). Glad to be home, she says "The rowing is terrible in the desert!"



◀ Janet and the HOTL medal



▼ **Suze** at work in the desert with final result (Photo: babcockillustrationanddesign.com)

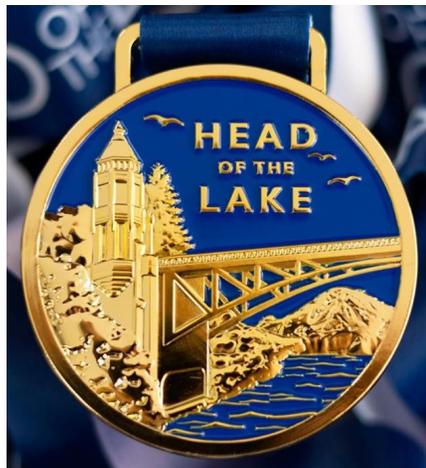
Pass the Word

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

Calling All Artists

We'd like to feature your work. Please share your creations with us!

lwrnewsletter@comcast.net



Take advantage of the espresso machine! It's in the meeting room at the top of the stairs.



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